

COPA Flight

The Journal of the
Canadian Owners and
Pilot's Association

OCTOBER 2017



History on the Fly

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Hudson Bay Wrecks (P.48)*

More than
100
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(P.51)

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Feature

48 HISTORY AND AVIATION

Story and Photos by Johann Sigurdson

It's not easy to get young people excited about history but using an airplane as part of the process can certainly help. Johann Sigurdson took his son and dog on a northern odyssey that explored one of the most significant and obscure naval battles in Canadian history. The polar bears were just a bonus.

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COVER ART: Brantford Airport held its annual Charity Air Show in August and among the many fly-in visitors were these nice T-28s.
Photo by Gustavo Corujo

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COPA'S GOT TALENT

What Can You Do For Your Association?

ADVOCACY

Whenever I meet our members, we inevitably get into a discussion of ideas and priorities of issues affecting aviation. I love these conversations because they allow us to take the pulse of what's important to you and often point things out that we may not always be aware of at the Ottawa office.

What concerns me is when a somewhat accusatory finger gets pointed at us (or mainly me) with a "COPA should" or "you guys are not doing enough about" or another classic: "but AOPA and EAA in the States". We would love to be able to answer all of your questions and address all of the issues that concern us here in Canada, but with our limited aviation staff, we need to prioritize. And if we want to compare to these great associations to the south of us, they have about thirty or more times our budget and staff for about twenty times our membership. And other than general information and nice magazines, are they really doing something or advocating for members here in Canada? No. Absolutely not, only COPA does. COPA and you.

You, because COPA has a broad range of talent within its membership and a lot of it is untapped. We are reaching out to all of our members in search of knowledgeable folks that can, from time to time, provide guidance, advice and assist COPA with its member services. This can range from answering

questions or giving opinions to full-fledged participation in committees or focus groups where your expertise can benefit all of our membership. For example, we have had help in information technology for the web site, environmental questions, medical questions and insurance just to name a few. All of this is coordinated through the head office and the help of other professionals or board members. Only we can do it best for ourselves and we're counting on you.

THE MAGAZINE

Are there safety experts, mechanics, instructors or others in different areas of interest that want to share in written format? Opinions, points and counterpoints or some other analysis? A page or just a bit more, we'd like to have some in-depth look at various subjects. For example, following its investigation (A15Q0120) into the fatal floatplane crash that occurred in August 2015 near Tadoussac, Quebec, the Transportation Safety Board of Canada (TSB) is recommending that Transport Canada require all commercially operated de Havilland DHC-2 (Beaver) aircraft be equipped with a stall warning system. Have we got a point and a counterpoint on the subject or any other that would be worth sharing? Even a philosophical view of what it is to have such a freedom to fly in Canada. It's all yours. Contact me at bgervais@copanational.org. **CF**

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DÉFENSE D'INTÉRÊTS

Presque chaque fois que je rencontre nos membres, nous discutons d'idées, de priorités et d'enjeux touchant l'aviation. J'adore ces conversations parce qu'elles nous permettent de prendre le pouls de ce qui vous importe et mettent en lumière des éléments qui peuvent nous échapper au bureau d'Ottawa.

Par contre, je ressens un malaise lorsqu'un doigt quelque peu accusateur se pointe vers nous (ou surtout moi) avec un "COPA devrait " ou "vous n'en faites pas assez au sujet de " ou le classique: "mais AOPA et EAA aux États". Nous aimerions être en mesure de répondre à toutes vos questions et aborder tous les problèmes qui nous concernent ici au Canada mais la taille limitée de notre personnel spécialisé en aviation nous demande de prioriser judicieusement. Et si nous voulons nous comparer à ces grandes associations au sud de nous, il ne faut pas oublier qu'elles ont environ une trentaine de fois notre budget et notre équipe, pour environ vingt fois notre quantité de membres. Et autres que des informations générales et de beaux magazines, font-elles vraiment quelque chose ou défendent-elles vraiment les intérêts des membres au Canada? Non. Absolument pas, seulement COPA le fait. COPA et vous.

Vous, parce que COPA possède un large éventail de talent inexploité au sein de ses membres. Nous cherchons parmi vous des personnes avisées qui peuvent, de temps à autre, offrir des conseils et aider COPA avec ses services aux membres. Cela peut aller de répondre à des questions ou donner des opinions éclairées, jusqu'à une participation au sein de

DU TALENT À REVENDRE

Que pouvez-vous faire pour votre association?

comités ou des groupes de discussion où votre expertise peut bénéficier à tous nos membres. Par exemple, nous avons eu de l'aide en technologies de l'information pour le site Web, pour des questions environnementales, des questions médicales et pour les assurances pour n'en nommer que quelques-unes. Tout cela est coordonné par notre bureau et soutenu par d'autres professionnels ou des membres du conseil d'administration. Jamais mieux servis que par nous-mêmes, nous comptons sur vous.

LE MAGAZINE

Y a-t-il des experts en sécurité, des mécaniciens, des instructeurs ou d'autres personnes dans différents domaines d'intérêts qui peuvent partager par écrit? Des opinions, des arguments et des contre-arguments ou une analyse? Une page ou un peu plus, nous aimerions approfondir divers sujets. Par exemple, à la suite de son enquête (A15Q0120) sur l'écrasement mortel d'un hydravion qui est survenu en août 2015 près de Tadoussac, au Québec, le Bureau de la sécurité des transports du Canada (BST) recommande aujourd'hui que Transports Canada exige que tous les avions de Havilland DHC-2 (Beaver) exploités dans le cadre d'activités commerciales soient équipés d'un système d'avertissement de décrochage. Avons-nous un argument et contre-argument sur le sujet ou n'importe quel autre qui vaudrait la peine d'être présenté? Même une vision philosophique de ce que c'est d'avoir une telle liberté que de voler au Canada. C'est votre tribune. Contactez-moi à bgervais@copanational.org. **CF**

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✉ LESS MAYHEM, PLEASE

I am writing regarding the Transport Canada Enforcement Actions section, and to a lesser extent, the Incidents and Accidents section.

What is the purpose of the TC Enforcements section? Is it to ridicule other flyers? Is it to strike fear in our hearts in the hope that we will all be more professional? By “we”, I mean just about anybody in Canada, especially when considering new drone infractions. Fear is not a useful tool. Education is. Perhaps an article on a single mishap that we could all learn from would be more useful than listing monetary fines.

After all, the board has come a long way with the magazine, improving it in almost every way. We need to continue this trend to a more modern, professional organization and get away from such fear-mongering directed to our readership. Please remove it and allow TC to share their wealth of unhappy statistics through their own publications.

Similarly, the Incidents and Accidents section I have always found somewhat distasteful, especially when lives were lost. Again, what is the purpose of this section? You do a disservice to our members when listing these grisly statistics with no sage offerings on how we can all be better prepared to prevent them. A single, well-researched example by a notable flight safety guru would provide an excellent learning opportunity for all.

At a time when the recreational aviation population is declining, such articles may make the part-time renter think twice about suffering the expense of our hobby, then potentially being penalized for a mistaken radio call. I fear those sections of the COPA Magazine do nothing positive for our community, and likely contribute to the decline.

Mike Ayling

✉ FUEL DISCOLOURATION CAUSE

I am writing in response to Glen Melis’s letter from the September issue of COPA Flight. In his letter, Glen describes finding yellow fuel in his gascolator during a pre-flight. His assumption



tion is that this was left over MOGAS from a few months previous that was trapped in his gascolator.

I wish to relate a recent similar experience I had with a Cessna 150. I hope to clear up any confusion for other pilots who may come across this same situation. I would like to ask Glen if he recently had his gascolator-to-carburetor fuel hose changed. If so, the yellow he was seeing is most likely not MOGAS at all, especially since MOGAS and 100LL can mix, but a different scenario all together.

The 150 I was dealing with had just come out of its annual inspection. Part of the inspection involved changing the gascolator-to-carburetor fuel hose with a new one. During the pre-flight inspection for the post annual flight the pilot found yellow fuel in the gascolator. Having always used 100LL this was concerning to the pilot. In addition, the wing fuel tanks drained perfectly blue 100LL, just like Glen’s.

The cause was found to be the oils and materials used to fabricate the hose, which had leached into the gascolator and turned the fuel yellow. It had no effect on the fuel itself and at no time did the engine experience any issues with running. After a couple of days and a few flights the fuel in the gascolator returned to its original blue colour.

I hope this experience is helpful to others, and remember to always to check your fuel.

*Tim Anderson
AME*

✉ PRIVATIZATION FACTS

Ed. Note: The following was written to AOPA President Mark Baker in response to his September monthly column in AOPA Pilot concerning his perception of the Canadian experience with privatized air navigation services.

Dear Mr. Baker,

I note with dismay your statement in your editorial in September’s AOPA Pilot relative to Canadian airspace, Canadian GA and the service provided to Canadians by Nav Canada. You make a comment that is patently erroneous and groundless. I am surprised you would make it. I find it insulting.

I am aware that the president of COPA protested your use of the statement. I would have thought that given his rebuke, you would have removed the statement from your editorial instead of proceeding further with its publication.

I have no problem with AOPA either supporting or opposing a domestic initiative by the U.S. government, but to attempt to justify its position on a pure fallacy by invoking erroneously the Canadian experience, which has been very positive, is unacceptable.

In fact, your Thomas Horne wrote a very accurate and complimentary article on Nav Canada not very long ago. Your comments were out of touch with his article and his reading of a system that has worked well for Canadians and which I have used and endorsed for many years.

I would ask that you retract the statement.

Jim Lockyer, AOPA 04381971

☒ NAV CANADA COMPLAINTS

Regarding COPA President Bernard Gervais's comments regarding AOPA and ATC privatization, AOPA and U.S. general aviation owners and pilots have cause to be concerned about privatization and should be looking at the Canadian experience for some stark examples of what the future may hold. If it follows the Canadian experience, they can expect less service and higher costs.

While AOPA was perhaps misinformed on the details, air transportation privatization in Canada has, beyond any doubt, been a significant contributor to the decline in general aviation in Canada. Air traffic control is only part of the story, which is too long to fully explore here, but here are the short strokes.

The "divestiture", by the Government of Canada, of Canada's Airport System and the Canadian Air Navigation System was the result of changes in federal air transportation policy in the early 1990s. Negative impacts from "individual political systems" were/are from a resulting piling-on effect, the so-called death by a thousand cuts.

The original economic policy position was "the Government of Canada should be no worse off." Somewhere along the way, this morphed into "an appropriate return for Canadian taxpayers," although there was no parliamentary debate or approval of that fundamental change. So in about 20 years, Canada went from a state-supplemented system (albeit "crumbling") to what amounts to a huge cash cow for three levels of government in Canada, and many communities that once had air service now have none.

Billions of dollars are siphoned from the Canadian air transportation system by our governments each year in the form of direct and indirect taxes, airport rent, and various fees. In return, the system gets virtually nothing (unless one includes funding a seemingly endless supply of regulations as a good thing). Perhaps the most egregious example of how far off the rails we are is that the Province of Ontario openly stated that it

will use money from aviation fuel taxation to fund GTA transit systems. This is contrary to ICAO principles on aeronautical fees and charges. Twenty-five out of the 26 major airports pay tax in the form of rent as high as 11 percent imposed on gross revenues. The formula is circular. To pay rent, airports need to increase revenues which further increases rent (remember compound interest).

The original stated objective of the federal government was to encourage a more private-sector/commercial orientation with the goal of achieving a more efficiently-run and self-funding system. Unfortunately, it failed to fully consider the impact (or perhaps it did) of providing the operating entities (Nav Canada and airport authorities) the unfettered right to set prices. They have proven to be very adept at implementing new fees and fee increases and, in a world of unintended consequences, demonstrated to various taxing authorities that monies could be taken from the system with virtually no immediate political cost.

As for efficiency gains, they are few and far between and more than offset by extravagance and/or overbuilding. "X-inefficiencies" is a term familiar to economists, and is beyond my word count here, but suffice it to say the Canadian Air Transportation System could be the poster child.

The bottom line is we now have an aviation system in Canada that, by all accounts, fails to achieve its full potential in terms of GDP, imposes ever increasing costs on users, but is great for government coffers (in the shorter term), and operating authorities. Because air transportation is such a huge economic enabler/catalyst, the real casualty is the Canadian economy and our global competitiveness.

To reduce costs I missed Oshkosh last year, postponed my instrument rating check ride until next year and chose not to fly as much, so my VFR trip to Oshkosh in July basically cost me \$65 plus HST in Nav Canada fees (unless I can fly more this year). On my return trip I requested and received flight



following from U.S. ATC. I watched a beautiful sunset as I headed out over Lake Superior and, not long after that, Minneapolis Center told me to contact Thunder Bay Terminal. The response came from Winnipeg: "Thunder Bay Terminal is closed." It would have been nice to have flight following crossing the big lake (single-engine VFR at night) but not a necessity, I guess. I'm not sure how to spin all this into something positive for general aviation.

Now despite all of the above, I actually do believe that privatization can be a good thing. Unfortunately the necessary accountabilities are not part of the Canadian experience. There is potentially a better chance for privatization to achieve better outcomes in the U.S., but if it goes the way it has in Canada it will not be good for U.S. or Canadian GA.

I hope that in addition to censuring AOPA for using incomplete information, COPA is offering assistance, knowledge, and data pursuant to the Canadian experience with the objective of avoiding the obvious and not so obvious pitfalls. We can expect that foreign governments are looking at the Canadian system, like Pavlov's dog perhaps, and it's not because it's good for aviation!

*Scott McFadden
Private Pilot, AME, MBA, Airport CEO (Ret.)*

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.



✉ PICKERING PROGRESS

Ed. Note: In response to COPA's coverage of recent news about the Pickering Lands near Toronto, Pickering's Mayor Dave Ryan wrote the following Op-Ed piece.

The media has recently detailed how the Government of Canada has spent approximately \$150 million managing the portfolio of expropriated homes on Pickering federal lands since 1972. Unfortunately, without a sound plan, that money will go to waste, and millions more will continue to leak from federal coffers every year.

However, there is a golden opportunity for the federal government to recoup its initial \$150 million investment, generate billions of dollars in new revenues, develop business innovation clusters, and create thousands of new jobs. Of course, I'm referring to the proposed Pickering airport. While it may have been premature in 1972, a reliever airport will soon be needed to accommodate our burgeoning population.

The Greater Toronto Airports Authority (GTAA) is forecasting that Pearson will reach maximum capacity in 2032; and that by 2043, there will be a capacity gap of 25 million passengers, resulting in \$17 billion in lost annual GDP. The GTAA has begun planning for a GTA-integrated network, and the Pickering lands are uniquely positioned to play a strategic role. To-

ronto is the only world-class city that's not operating a two-airport system — think New York, London, Paris, and Tokyo. To compete globally, we need world-class transportation infrastructure.

Furthermore, the Region of Durham and the Seaton land-owners have funded \$80 million to install water and sewer infrastructure to support

an airport. This investment was made because the previous government had announced that the Pickering airport would indeed be moving forward. Combined with the extension of Highway 407 and direct rail access to the site, all of the requisite infrastructure will be in place.

If a modestly-sized Pickering airport were to be built on 3,500 acres, it would create approximately 5,000 direct jobs initially. Comparatively, if the same amount of land was dedicated exclusively to agriculture, existing data reveals that around 70 new jobs would be created. We can't justify spending \$230 million in taxpaying dollars to yield so few jobs. We definitely need to think bigger and act smarter.

There are over 9,000 acres of federal lands in Pickering. Why not dedicate 3,500 acres to an airport, and an equal amount to agriculture? Large-scale greenhouse agriculture would work alongside an airport. It would extend the growing season, enable the growth of non-indigenous crops for our diverse population, and ensure a supply of locally grown fruits and vegetables.

To address our multifaceted needs, we can no longer look at issues through a singular lens. We need to implement solutions that work on different levels and serve multiple agendas.

*Dave Ryan
Mayor, City of Pickering*

KELOWNA CLUB BUYS TIGER

ECONOMICAL FLYING FOR MEMBERS



The Kelowna Flying Club recently acquired a 1979 Grumman Tiger.

The Kelowna Flying Club (KFC) has purchased its first club airplane, a 1979 Grumman AA5B Tiger.

Club President Dave McElroy said he expects the acquisition will lead to an increase in club members beyond the current 92.

“People join flying clubs to fly, and we had not been in a position to provide an aircraft for their use until now,” he said. “There is great enthusiasm in the club about this aircraft.”

Club members and others loaned the club money to make the purchase.

Eighteen members have already signed onto the flying program and paid for 12 hours of flying over the next year.

“We expect this number to quickly grow to 25, which we’ve set as the maximum number of flying members for one aircraft,” said McElroy.

The flying program will be managed by club member Jim Hannibal and overseen by the Flying Program Committee, chaired by Chad Gartly.

The aircraft was bought in Oshawa. C-GVXY is a four seat, single-engine aircraft powered by a 180 Horsepower Lycoming O-360 engine. Cruise speed is just under 140 knots (250 km/hr) and the aircraft’s range is about 500 nm (900 km).

The current Kelowna Flying Club has been in existence since 1984 and occupies a building near the north end of YLW. **CF**

MAHONEY ACCLAIMED AS NL DIRECTOR

LONG CAREER IN BUSINESS AND PUBLIC SERVICE
BY CHERYL MAREK, CHAIR, COPA NOMINATING COMMITTEE

Bill Mahoney of St. John’s, NL will fill the vacancy resulting from the April resignation of long-time Director Ray Hawco, and will serve the remaining 2.5 years of the four-year term – until June 2020. (See July COPA Flight, pages 40-41.)

The Newfoundland & Labrador COPA members, and members across the country, stand to benefit from Mahoney’s fulsome experience, expertise and passion. Interested COPA members can view Bill’s Competency questionnaire in the Members Only section of the website.

According to COPA’s General Operating By-law, Bill will be able to attend all future Board meetings and receive Board

communications. The by-election process and his acclamation will be ratified by the membership at the 2018 June AGM.

The COPA Board thanks outgoing Director Ray Hawco for stirring the pond in the NL region, discovering a number of members potentially suitable for the governance role in the years ahead, and thus discovering and encouraging Mahoney.

Bill Mahoney has been flying for more than 30 years, and currently flies a Cessna 182 on amphibious floats. He said he believes strongly in pilots’ freedom to fly and that “government and other regulatory bodies must be constantly reminded of our substantial contribution”, both economically and socially.



Mahoney has been a member of the RCAF Reserves since 1978, and has had a long career in senior management positions with the Air Force and in business. He has also served on many high profile volunteer boards of director.

If you have suggestions or questions, do get in touch with a member of the Nomination or Human Resources Committees, or a COPA Director in your region (listed at <https://copanational.org/en/board-of-directors/>). **CF**

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AUDET

NEW MANAGER OF OPERATIONS

INDUSTRY, MILITARY VETERAN JOINS COPA TEAM



We're proud to announce that Jean-Claude (JC) Audet has joined the COPA team as Manager of Operations. He brings us a wealth of experience acquired through an extensive aviation career including:

- 20 years in the Canadian Air Force;
- various senior posts in engineering and project management in the aerospace industry including Bombardier, Fairchild-Dornier in Germany and Israel, CAE and CMC Electronics;
- well versed in aircraft design, testing, certification, and operations;
- holds a current ATPL and has a Class 2 Instructor Rating;
- owns and operates a Long-EZ.

JC can be reached at 613 236-4901 ext. 111 or jcaudet@copanational.org.


AUDET DIRECTEUR DES OPÉRATIONS

Nous sommes fiers d'annoncer que Jean-Claude (JC) Audet s'est joint à notre équipe en tant que Directeur des Opérations. Il partage avec nous une vaste expérience acquise au cours d'une intéressante carrière en aviation incluant :

- 20 ans avec l'Aviation militaire canadienne;
- différents postes supérieurs en ingénierie et gestion de projets dans l'industrie aéronautique incluant

Bombardier, Fairchild-Dornier en Allemagne et Israël, CAE et CMC Electronics;

- forte expérience en design, évaluation, certification et opérations d'avions;
- détient une licence ATPL et Instructeur Classe 2;
- possède et opère un Long-EZ de construction amateur.

JC peut être joint à notre bureau au 613-236-4901 poste 111 ou jcaudet@copanational.org. 

WHIRLY-GIRLS SCHOLARSHIPS OPEN

MORE FEMALE HELICOPTER PILOTS NEEDED



The Whirly-Girls Scholarship Fund is proud to announce the opening of the 2018 scholarship season. Sixteen scholarships will be awarded to deserving female aviators in 2018, setting the bar for the entire helicopter industry. Applications are due by October 1st, 2017.

This year, scholarship sponsors include Airbus, Erickson Inc., Embry-Riddle Aeronautical University, FlightSafety International Inc., ForeFlight, Garmin, Night Flight Concepts, Oregon Aero, Robinson Helicopter Company, Survival Systems USA, Inc., and Western Helicopters Inc., as well as private individuals. Awards are available for both experienced and new pilots, and examples include classes in Vertical Reference, turbine transition, software use, and a helicopter add-on rating.

"I encourage all women in the helicopter industry to apply for these scholarships and connect with the Whirly Girls Organization. The importance of the support gained from fellow Whirly Girls cannot be overstated", Whirly Girls Vice President of Scholarships, Alison Martin, said. "Women compose only three to six percent of pilots, and our loyal sponsors are providing these career-building op-

portunities to aid in the effort to advance women in the helicopter industry. Every female pilot owes it to herself to apply."

Scholarship applications are available at www.whirlygirls.org/scholarships/apply-now and are due October 1, 2017. Scholarships will be awarded in February, 2018 at the Annual Whirly Girls Awards Banquet at Heli-Expo in Las Vegas, NV. For more information, please visit www.whirlygirls.org.

Whirly-Girls International is a non-profit, educational, and charitable organization dedicated to advancing women in the helicopter aviation industry. The Whirly-Girls Scholarship Fund, Inc. (WGSF) was incorporated in 1974 to oversee and administer the scholarship funds raised by the Whirly-Girls and their auxiliaries, and is a US federally tax-exempt 501(c)(3) public charity. Initiated in 1968, the scholarship program has grown from a single \$500 scholarship to a wide range of training and development scholarships.

For more information on Whirly-Girls International and Whirly-Girls scholarships, please visit www.whirlygirls.org or contact Alison Martin at scholarships@whirlygirls.org. **CF**



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GOOD VFR POSITION REPORTS ARE GOOD AIRMANSHIP

Proper inflight communications are a critical element of flight safety. In the IFR environment, communications are very well defined, are compulsory and tightly controlled. Communications in the VFR environment are much less rigid, but nonetheless very important. AIM RAC 5.1 states that when not communicating on an MF, or an ATF, or VFR on an airway, VFR pilots in uncontrolled airspace should continuously monitor 126.7 MHz. It also recommends that VFR pilots broadcast on 126.7 to alert other VFR or IFR traffic of their presence. These "Position Reports" are very simple, easy, and quick to do. Their content addresses whom you are talking to, identification, position, altitude, and intentions.

A practical example would be: "Traffic information southwest of Winnipeg,

CESSNA 172 GABC, OVER LaSalle at 4500FT, DIRECTION Carman". Very quick, clear and easily understood.

There is absolutely no need to end the conversation with: "Any conflicting traffic please advise" This sentence does not contribute anything useful to the situational environment, is unnecessary and simply adds to the duration of the transmission.

A properly broadcast position report achieves the intent. Those who heard it are now in the know of your whereabouts and intentions. They should in turn broadcast their intentions. And if they do not do so, or have not heard you, this additional sentence will not improve on that situation.

The recurring issue with VFR communications is that many pilots initiate their transmission by keying the PTT first, then trying to figure out what they

want to say. We suggest it would be more efficient to first decide what you need to say, rehearse it once or twice in your mind, then key the PTT and talk.

In reduced air traffic, a lengthy or chatty position report may not be much of an issue. When arriving at a fly-in breakfast, the traffic density increases significantly and chatty transmissions may prevent pilots from doing a timely position report. This can very quickly become a real flight safety issue.

Do not report every five minutes, five miles or five lakes.

Do report when you change general region, when you have made a frequency change and then come back to 126.7.

We should all endeavour to exercise disciplined communications at all times. We never know when it will prevent an accident. **CF**

COMPTE RENDU DE POSITION VFR: UNE DÉMONSTRATION DE NOTRE AIRMANSHIP

Les bonnes communications en vol sont un élément critique de la sécurité des vols. En vol IFR, les communications sont bien définies, sont obligatoires, et bien contrôlées. Les communications en vol VFR sont beaucoup moins rigides, mais tout de même importantes. AIM RAC 5.1 dit que les pilotes VFR dans un espace aérien non contrôlé, qui ne communiquent pas sur une MF, sur une ATF, ou VFR sur une voie aérienne, devrait maintenir l'écoute sur 126.7 MHz. On y recommande aussi que les pilotes transmettent sur cette fréquence afin d'alerter les autres à leur présence, VFR et IFR. Ces "Comptes Rendus de Position" sont simples, faciles et rapides à faire. Leur contenu touche à qui vous vous adressez, votre identification, altitude, position, et vos intentions.

Un exemple pratique serait : " Traffic sud-ouest de Québec, ici Cessna 172 GABC, 4500 verticale de St-Agapit, direction Victoriaville". Court, précis, facile à comprendre.

Il n'y a aucun besoin d'ajouter la phrase : "Traffic en conflit aviser ...". Cette phrase ne contribue rien d'utile à notre connaissance de la situation environnante, n'est pas nécessaire et ne fait que contribuer à prolonger la transmission.

Un bon compte rendu clair et précis atteint le but désiré. Ceux qui l'ont entendu sont alertés à votre présence et à vos intentions. Ils feront de même en retour. Et s'ils ne le font pas, ou s'ils ne vous ont pas entendu, cet ajout n'y changera rien.

De nombreux pilotes VFR ont tendance à commencer leur transmission en appuyant sur le PTT pour ensuite réfléchir à

ce qu'ils aimeraient dire. Nous suggérons que vous réfléchissiez d'abord à ce que vous voulez dire, que vous le répétiez mentalement une ou deux fois, et ensuite appuyez sur le bouton et parlez.

Lorsque le trafic est léger, une transmission indument longue ne pose peut-être pas de problème. Lorsque vous arrivez au déjeuner RVA, le trafic augmente substantiellement et des transmissions trop longues en arrivent à empêcher des pilotes de faire leur compte rendu de position. Ceci peut très rapidement dégénérer en une menace à la sécurité des vols.

Faites un compte rendu lorsque vous changez de région, quand vous revenez sur 126.7 après un changement de fréquences, après avoir progresser de façon importante sur votre itinéraire. **CF**

NEW COPA EVENT COORDINATOR

TESSA TOUTANT PUTS POLISH ON MEETINGS, GATHERINGS

COPA has hired Tessa Toutant, of Winnipeg, as its new event coordinator. Toutant will be responsible for planning and organizing special events held by COPA to ensure they are professionally executed.

- Fluently bilingual in both official languages

Tessa can be reached at ttoutant@copanationl.org or 613-236-4901 ext. 107

TESSA TOUTANT, EVENT COORDINATOR

- From Winnipeg, MB
- Graduate of the University of Manitoba's Recreation Management and Community Development and Community Development Program
- Assisted in the planning of the 2015 Travel & Tourism Research Association Annual Conference in Niagara Falls, ON
- Event Coordination experience with the Health, Leisure and Human Performance Research Institute at the University of Manitoba
- Member of the Advisory Board overseeing the planning of the Manitoba Annual Red Dress Gala in support of Women's Heart Health
- Fan of vintage aircraft and underwing camping

TESSA TOUTANT, COORDONNATRICE D'ÉVÉNEMENTS

- De Winnipeg, MB
- Diplômée du Programme Recreation Management and Community Development de l'Université du Manitoba
- A participé à la planification de la conférence annuelle de l'Association de recherche Voyages & Tourisme 2015 à Niagara Falls, Ontario
- Coordination d'événements avec l'Institut de recherche sur la santé, loisirs et performances humaines de l'Université du Manitoba
- Membre du Conseil consultatif chargé de superviser la planification du Red Dress Gala du Manitoba en appui à la santé cardio-vasculaire des femmes



- Fan d'avions d'époque et de camping sous l'aile
- Parfaitement bilingue dans les deux langues officielles

On peut joindre Tessa à ttoutant@copanational.org ou 613-236-4901 poste 107. **CF**



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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, \$ 1,000.
- › On two occasions, a person operated an unmanned air vehicle in flight without a special flight operations certificate (SFOC) or an air operations certificate. CAR 602.41, \$ 1,000X2.
- › A person operated an aircraft in Canada that was neither registered in Canada, in a contracting state or in a foreign state that had an agreement in force with Canada. A person also conducted a take-off, approach or landing in an aircraft within a built-up area of a city or town that was not at an airport, heliport or a military aerodrome. CAR 202.13(2), \$ 1,000; CAR 602.13(1), \$1,500.
- › A person failed to record, at the required time, the required particulars in the aircraft journey log. CAR 605.94(1), \$750.
- › 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.

PRAIRIE AND NORTHERN REGION

- › A person operated a model aircraft within nine kilometres of an aerodrome. A person failed to operate a model aircraft within visual line-of-sight (VLOS) at all times during the flight. Interim Order 5(1), \$750X2.
- › A person conducted a take-off, approach or landing in an aircraft within a built-up area of a city or town that was not at an airport, heliport or a military aerodrome. CAR 602.13(1), \$750.

› A person operated an aircraft in Canada that was neither registered in Canada, in a contracting state or in a foreign state that had an agreement in force with Canada. CAR 202.13(2), 10-day suspension.

› A person failed to follow the procedures specified in the air operator's company operations manual in the performance of their duties. CAR 702.11(2), \$975.

PACIFIC REGION

- › A person operated a VFR aircraft in Class B airspace without an air traffic control clearance or an authorization issued by the Minister. CAR 601.07(1), \$750.
- › The pilot-in-command of an aircraft failed to comply with all of the ATC clearances received and accepted. CAR 602.31(1), \$750.

› A person operated an unmanned air vehicle in flight without a special flight operations certificate (SFOC) or an air operations certificate. CAR 401.03(1), \$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, \$2,000.

› A person operating a VFR aircraft failed to establish two-way radio contact with the appropriate air traffic control unit before entering Class D airspace. CAR 601.09(1), \$200; CAR 601.09(1), \$400.

RÉGION DU QUÉBEC

› Une personne a utilisé un véhicule aérien non habité sans être titulaire d'un certificat d'opérations aériennes spé-

cialisées ou d'un certificat d'exploitation aérienne. RAC 602.41, 1 000 \$.

› À deux reprises, 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 \$X2.

› Une personne a utilisé un aéronef au Canada alors qu'il n'était pas immatriculé au Canada, dans un État contractant ou dans un État étranger ayant conclu un accord avec le Canada. Une personne a effectué le décollage, l'approche ou l'atterrissage d'un aéronef à l'intérieur d'une zone bâtie d'une ville ou d'un village, sans que ce soit effectué à un aéroport, à un héliport ou à un aéroport militaire. RAC 202.13(2), 1 000 \$; RAC 602.13(1), 1 500 \$.

› Une personne a omis de consigner les inscriptions requises dans le carnet de route. RAC 605.94(1), 750 \$.

› 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

› Une personne a utilisé un modèle réduit d'aéronef à une distance inférieure à 9 kilomètres d'un aéroport. Une personne a utilisé un modèle réduit d'aéronef sans le suivre en visibilité directe pendant toute la durée du vol. Arrêté d'urgence 5(1), 750 \$X2.

› Une personne a effectué le décollage, l'approche ou l'atterrissage d'un aéronef à l'intérieur d'une zone bâtie d'une ville ou d'un village, sans que ce soit

effectué à un aéroport, à un hélicoptère ou à un aérodrome militaire. RAC 602.13(1), 750 \$.

› Une personne a omis de suivre les procédures précisées dans le manuel d'exploitation de la compagnie. RAC 702.11(2), 975 \$.

› Une personne a utilisé un aéronef VFR dans l'espace aérien de classe B sans avoir reçu l'autorisation du contrôle de la circulation aérienne ou une autorisation délivrée par le ministre. RAC 601.07(1), 750 \$.

› Une personne a utilisé un aéronef au Canada alors qu'il n'était pas immatriculé au Canada, dans un État contractant ou dans un État étranger ayant conclu un accord avec le Canada. RAC 202.13(2), Suspension 10 jours.

› Une personne a omis de suivre les procédures précisées dans le manuel d'exploitation de la compagnie. RAC 702.11(2), 975 \$.

RÉGION DU PACIFIQUE

› Une personne a utilisé un aéronef VFR dans l'espace aérien de classe B sans avoir reçu l'autorisation du contrôle de la circulation aérienne ou une autorisation délivrée par le ministre. RAC 601.07(1), 750 \$.

› Le commandant de bord d'un aéronef a omis de se conformer à toutes les autorisations du contrôle de la circulation aérienne qu'il a reçu et qu'il a accepté. RAC 602.31(1), 750 \$.

› Une personne a utilisé un véhicule aérien non habité sans être titulaire d'un certificat d'opérations aériennes spé-

cialisées ou d'un certificat d'exploitation aérienne. RAC 602.41, 1 000 \$.

› Une personne a exercé les avantages d'un permis, d'une licence ou d'une qualification alors que le permis, la licence ou la qualification n'était pas valide. RAC 401.03(1), 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, 2 000 \$.

› Une personne, utilisant un aéronef VFR, est entrée dans l'espace aérien de classe D, sans avoir établi au préalable une communication bilatérale avec l'unité de contrôle de la circulation aérienne compétente. RAC 601.09(1), 200 \$; RAC 601.09(1), 400 \$. **CA**



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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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NFB FILM CELEBRATES CADET PILOTS

'AS THE CROW FLIES' SHOWCASES FLIGHT TRAINING PROGRAM

The Air Cadet Flight Training program takes teenagers and turns them into pilots in seven weeks.



One of the most remarkable flight training programs anywhere is celebrated in a new National Film Board production that provides an in-depth look at the Royal Canadian Air Cadet flight training scholarship program.

"As the Crow Flies" will begin screening with a few select events in Newfound-

land and Ontario in October and more screenings will be announced. Keep an eye on COPA eFlight for an announcement of where the film can be viewed. Its release coincides with the 75th anniversary of Air Cadets in Canada.

Each year, cadet squadrons across the country select a 17 or 18-year-old

senior cadet to attend a flight training centre for an intensive seven-week course that leads to a private pilot licence. The NFB follows the progress of a group that attended training at Waterloo/Wellington Flight Centre in 2016, one of dozens of similar cadet flight training centres that operates across the country each summer.

Most of the candidates have little flying experience and the success rate is remarkably high. It's a tense and emotional experience for the young student pilots and the film explores the rather incredible effort it takes from all involved to keep the cadets progressing through the program to succeed.

The movie followed the teens, all from a variety of backgrounds, through the unifying and cohesive experience and doesn't pull any punches in showing just how difficult it is to learn everything required in such a compressed amount of time. **CF**

Incidents + Accidents

ONTARIO REGION

A privately operated Tecnam P92

Echo Advanced Ultra-light aircraft, was on the final approach for Runway 26 at Brampton-Caledon, ON (CNC3) when the aircraft clipped hydro lines running parallel to the east side of Highway 10. The aircraft then impacted the ground, approximately 100 meters to the west of the highway. The sole occupant was not injured, however the aircraft was substantially damaged.

A privately operated Beech B24R aircraft,

was conducting a flight from Stratford Muni, ON (CYSA) to Toronto/Butterville Municipal, ON (CYKZ) with a pilot and an instructor on board as the PIC. During the approach to Runway 15 at CYKZ, all three landing gear down and locked lights illuminated when the landing gear was selected down. After the touchdown, the nose landing gear collapsed. The aircraft came to a stop on the runway and was substantially damaged; however, both occupants were uninjured. The aircraft had just been through maintenance prior to the flight with work performed in the nose landing gear and engine mount area.

A privately operated Schweizer SGS-

2-33 glider aircraft, was conducting a local soaring flight in the vicinity of Arthur (Walter's Field), ON (CPC3). During the return to the airfield, the aircraft encountered a loss of lifting conditions and the pilot was unable to maintain the altitude. A forced landing was carried out in a field, approximately one nautical mile North West of the airfield. During the rollout, the left wing collided with a tree and the aircraft was substantially damaged. The pilot was uninjured.

A Fighter Escort Wings 2/3rd scale

P-51 Mustang homebuilt, was conducting a local test flight from Muskoka, On-

tario (CYQA). At 5500 feet, the engine began to run very roughly and started to vibrate. The aircraft is equipped with a Chevrolet ZZ3 liquid cooled V8 and a Cam-Fire Camdrive 500 Propeller Speed Reduction Unit (PSRU). The pilot declared an emergency and executed a rapid descent with the engine at idle power towards CYQA for an emergency landing. During the descent the pilot noticed smoke from the engine. During the landing sequence, the retractable landing gear was extended and the gear indication showed both green and red lights for the main landing gear. The pilot elected to continue the landing with the main gear lights indicating red due to the engine failure and smoke. Upon touchdown of RWY 36 at CYQA the main gear collapsed and the aircraft slid on the belly scoop for approximately 800 feet before coming to rest on the runway. The pilot was uninjured. The aircraft suffered damage to its belly, propeller and under wing pitot tube. Maintenance personnel found that an idler pulley shaft in the PSRU had moved and dislodged an oil seal allowing oil escape and contaminate the ignition system and leak onto the hot exhaust manifolds causing smoke. The cause of the main gear collapse is being investigated.

PACIFIC REGION

A privately operated Bell 206B

helicopter, was attempting to lift into a hover when the pilot lost control of the aircraft at Atlin, BC (CYSQ). The helicopter rolled to the right, the main rotor blades struck the ground and the aircraft settled onto its right side. The pilot, who was the sole occupant, sustained minor injuries. The aircraft was substantially damaged.

The airport manager at Sechelt, BC

(CAP3) called the flight information

centre (FIC) to advise that a Cessna 172M on a local flight from Langley Regional, BC (CYNJ) had run off the end of the runway upon landing. The aircraft had substantial damage, but the pilot was able to walk away with minor injuries. Emergency personnel were on scene. The runway was NOTAMed closed for the next 2 hours. Victoria joint rescue coordination centre (JRCC), shift manager and site manager were advised.

A Murphy Moose amphibious float-

equipped aircraft was conducting a touch and go on Comox Lake near Campbell River, BC. Control of the aircraft was lost after it initially bounced on the surface of the lake. The aircraft then struck the water in a nose down attitude and came to a sudden stop. It settled with the nose section and forward section of the floats submerged. The pilot was uninjured and was able to unfasten the four-point harness, unlock, open the door and egress. A personal floatation device (PFD) was worn by the pilot. Once outside the aircraft cabin the PFD was manually inflated. The pilot entered the water and was pulled out by persons on board a personal water craft.

QUEBEC REGION

After conducting a touch-and-go,

a Cessna 172N, on a local flight from Montréal/Mirabel (CYMX), QC, conducted an excursion from Runway 11/29 and ended up in a stream.

A privately operated Cessna 185

conducted a ground loop during landing on Runway 28 at Lachute airport (CSE4). The aircraft conducted a runway excursion and came to a stop in a ravine. Its left wing and landing gear were substantially damaged. The pilot and his passenger were not injured.

A Cessna 208B on a local flight from Ottawa/Gatineau (CYND), QC, was taxiing for departure and hit a Diamond DA 20-C1 on a local flight from Ottawa/Gatineau (CYND), QC, which was parked in front of the terminal building. There was extensive damage to the DA20. Airport personnel advised and area cordoned off.

ATLANTIC REGION

A privately operated float equipped Cessna C-180 aircraft, was taking off from Branch Lake, NS (approximately 7 nm south of Bridgewater, NS) for a flight to Drummondville, QC. Branch Lake is approximately 4400 feet long from north to south. The takeoff was in a southerly direction with a west crosswind. The aircraft was unable to attain sufficient climb performance to clear the terrain on the southwest end of the lake. It collided into trees with the aircraft wings in a level attitude. The aircraft came to rest with the right wing caught up in the trees at a nearly 90 degree angle to the ground. The pilot was able to egress with minor injuries and a second occupant was not injured. The aircraft sustained substantial damage due to impact with the trees.

A Bell 206B helicopter was conducting aerial herbicide application at a remote forested location near St. Quentin, NB. During lift off, the aircraft drifted sideways and the skid contacted a well-head. The helicopter rolled onto its side and was substantially damaged. There were no injuries to the pilot who was the sole occupant.

PRAIRIE AND NORTHERN REGION

A privately operated Piper PA28-140, was on a VFR flight from Lacombe, AB (CEG3) to Wetaskiwin, AB (CEX3). While attempting a takeoff from runway 16 at CEG3 the pilot encountered a large gust and windshear from an approaching storm. The aircraft became airborne and drifted left of the runway. The windshear continued and the pilot landed the

aircraft in the grass east of the runway. The aircraft decelerated rapidly in the grass and overturned coming to rest inverted, approximately 200 yards east of runway 16. The pilot and passenger exited the aircraft uninjured. The aircraft was substantially damaged.

An Air Tractor AT-502B aircraft operated by Sprayworks Agri, was conducting aerial application operations in the vicinity of La Crete, AB (CFN5). During a repositioning turn, the aircraft collided with the ground. The pilot was fatally injured. A small post-impact fire started, however it was quickly extinguished by first responders. An ELT signal was received at 2121 MDT. The TSB Edmonton office deployed two investigators.

Schweizer G-164B (Agcat), had departed the company airstrip to conduct agricultural application operations in the vicinity of Irma, AB. After take-off, power was reduced to climb power and 110 mph IAS was established for the climb to 1000 feet AGL. Just prior to reaching 1000 feet, the pilot observed the airspeed decreasing. Power was increased with no change in the airspeed; there were no observed issues with the engine (Pratt and Whitney USA R1340-AN1). The aircraft was maneuvered to land back at the airstrip on the reciprocal runway. At 1.5 mile final, the aircraft was high and fast and a road was selected to land on instead of the airstrip. During the final turn the aircraft caught the left wing tip in a canola crop. The aircraft landed hard and nosed over. A post-impact fire started within seconds of the aircraft coming to rest. Witnesses helped the pilot out of the aircraft prior to a post-impact fire that destroyed the entire aircraft.

A privately registered American Aviation AA-5 Traveler, was operating VFR from Swift Current, SK (CYYN) to Regina, SK (CYQR). Shortly after takeoff from Runway 12, aircraft control was lost and the aircraft collided with the

terrain approximately 1.5 miles from the departure end of the runway. There was a post-impact fire and the 2 occupants received fatal injuries. There was no ELT signal detected; the accident was reported to local emergency response by witnesses. TSB investigators were deployed.

A Schweizer SGS 2 33 glider registered to the Air Cadet League Of Canada (Manitoba) Inc., had landed outside the primary landing area (PLA) at the Gimli, MB airport (CYGM) after a local soaring flight. After touching down, the aircraft struck a fire hydrant and sustained damage to the nose and fuselage. The cadet pilot was transported to hospital with minor injuries. The pilot was later released. The Department of National Defence is conducting an investigation.

A privately registered Piper PA-12, was on a local pleasure flight which originated from a private airstrip near Eriksdale, MB. On the way back to the airstrip, the pilot felt ill and made a precautionary landing in pasture approximately 8 nm north of Erickson. On landing, a landing gear leg struck a rock. The propeller, engine cowling, and fuselage were damaged. There were no injuries.

The privately operated Cessna 172H, was on a VFR flight from Chestermere, AB (CFX8) to Sparwood, BC (CYSW). While in cruise the pilot encountered reduced visibility in smoke and decided to return to CFX8. The pilot noticed the engine oil pressure was low and the oil temperature was increasing. The pilot elected to land in a farm field 20 nm S of Black Diamond, AB (CEH2). After the engine cooled for 2 hours the pilot added one quart of oil and inspected the aircraft. While attempting a takeoff from the field the pilot lost control of the aircraft. The aircraft struck a fence and entered a gully damaging the right wing and the propeller. The pilot and passenger exited the aircraft uninjured.

A privately registered float-equipped Cessna 180, departed Rankin Inlet, NU (CYRT) for a flight to Kaminuriak Lake, NU and return to CYRT. The aircraft arrived Kaminuriak Lake, where two passengers boarded the aircraft for the return flight. Shortly after departure, the aircraft experienced a loss of power (Continental O-470-K). The aircraft touched down on the tundra and nosed over. The 406 ELT did activate. There were no injuries to the pilot or passengers; the aircraft was substantially damaged. JRCC dispatched a helicopter to the accident site and the pilot and passengers were flown to CYRT.

A privately registered Van's RV-7 amateur-built aircraft, was operating a VFR flight from Dryden, ON (CYHD) to Yorkton, SK (CYQV) with the pilot and one passenger on board. During the landing roll on RWY 21, the right wing suddenly came up and directional control was lost. The aircraft veered off the left side of the runway and came to a rest on its nose. The pilot was not injured and the passenger received a minor injury. The aircraft sustained substantial damage. It was reported that there were gusting crosswinds of approximately 20 knots.

Thrush Aircraft S2R-T34 crashed approximately one mile west of Balcarres, SK. 1 soul on board (SOB) with no reported injuries. Emergency medical services (EMS) on scene and Joint Rescue Coordination Centre (JRCC) Trenton and Transportation Safety Board of Canada (TSB) advised.

A privately registered Nieuport 11 amateur-built aircraft commenced take-off at the Kerrobert, SK airport (CJP2) with only the pilot on board. Shortly after rotation the aircraft encountered a stall and then fell back onto the runway very hard. The pilot was not injured and the aircraft sustained substantial damage. It was reported that there were crosswinds of approximately 10 knots.

RÉGION DE L'ATLANTIQUE

Un C-130 (TSKR343) du ministère de la Défense nationale a signalé au contrôleur du terminal de Moncton (QM) qu'il avait été réaffecté à une mission de sauvetage. Les coordonnées d'un possible accident aérien étaient N4414/O06432. Le centre conjoint de coordination de sauvetage (JRCC) d'Halifax a appelé et confirmé qu'un C-180 s'était écrasé près de Bridgewater, NS. Deux passagers se trouvaient à bord. Le spécialiste de l'exploitation de la circulation aérienne (ATOS) du centre de contrôle régional de Moncton (ACC QM) avait déposé un plan de vol VFR pour un aéronef, un Cessna 180 monté sur flotteurs sous immatriculation privée. Il décollait près de Bridgewater et se rendait près de Drummondville, QC. À 1605Z, la Gendarmerie royale du Canada (GRC) a confirmé que le pilote et son passager se portaient bien et que l'aéronef se trouvait dans les bois.

Un hélicoptère Bell 206B exploité par K & M Ventures, procédait à la pulvérisation aérienne d'herbicides dans un lieu éloigné d'un secteur forestier près de Saint-Quentin, NB. Pendant le décollage, l'aéronef a dérivé vers le côté et le patin a heurté la tête d'un puits. L'hélicoptère a basculé sur le côté et a été lourdement endommagé. Le pilote, qui était le seul occupant, n'a pas été blessé.

Le gestionnaire de quart du centre de contrôle régional (ACC) d'Edmonton a reçu un appel du 911 au sujet d'un écrasement d'aéronef à Lacombe, AB. L'enquête a permis de déterminer que l'aéronef était un Piper PA-28-140 sous immatriculation privée qui partait de Lacombe, AB (CEG3) et qui s'est écrasé après le décollage en raison d'une rafale. Aucun impact sur l'exploitation.

Un Air Tractor AT-502B effectuait des activités d'épandage aérien à proximité de La Crete, AB (CFN5). Au cours du

virage de repositionnement, l'aéronef a heurté le sol. Le pilote a subi des blessures mortelles. Un petit incendie après impact s'est déclaré, toutefois, il a été rapidement éteint par les premiers intervenants. Un signal de radiobalise de repérage d'urgence (ELT) a été capté à 2121MDT. Le bureau d'Edmonton du BST a envoyé deux enquêteurs.

Un Schweizer G-164B (Agcat) avait décollé de la piste de l'exploitant pour procéder à des opérations de pulvérisation de produits agricoles à proximité d'Irma, AB. Après le décollage, la puissance de l'appareil a été réduite à la puissance prévue pour la montée et la vitesse indiquée (IAS) de 110 mi/h a été établie pour l'ascension à 1 000 pieds au-dessus du sol. Juste avant d'atteindre 1 000 pieds, le pilote a remarqué que la vitesse diminuait. Il a augmenté la puissance sans qu'il y ait de changement à la vitesse; il n'y avait donc pas de problème apparent avec le moteur (Pratt and Whitney USA R1340-AN1). L'aéronef a été dirigé en vue d'atterrir sur la piste inverse. À 1,5 mille de la finale, l'aéronef était élevé et avait une vitesse considérable; pour l'atterrissage, il fut décidé qu'il était préférable de se poser sur une route plutôt que sur la piste. Pendant le virage final, l'extrémité de l'aile gauche de l'aéronef s'est coincée dans une culture de canola. L'appareil s'est posé abruptement et s'est retourné vers l'avant. Un incendie découlant de l'impact s'est produit quelques secondes après que l'aéronef se soit immobilisé. Des témoins ont aidé le pilote à évacuer l'appareil avant l'incendie qui a détruit l'aéronef en entier.

Un Aviation AA-5 sous immatriculation privée aux États-Unis, qui assurait un vol VFR en provenance de Nelson, BC (CZNL) et à destination de Regina, SK (CYQR), s'est écrasé à environ 5 NM à l'est de Swift Current, SK (CYYN) à environ 0130Z. Les deux personnes qui se trouvaient à bord ont péri.

C-GCLE, un planeur Schweizer SGS 2 33 immatriculé au nom d'Air Cadet League of Canada (Manitoba) Inc., a atterri à l'extérieur de l'aire d'atterrissage principale à l'aéroport de Gimli, MB (CYGM) après un vol à voile local. Après s'être posé, l'aéronef a heurté une borne d'incendie et a endommagé son nez et son fuselage. Le pilote a subi des blessures mineures et a été transporté à l'hôpital. Le pilote a été libéré plus tard. Le ministère de la Défense nationale mène une enquête.

RÉGION DE L'ONTARIO

Un Piper PA-12 sous immatriculation privée, assurait un vol récréatif local au départ d'une piste privée près d'Eriksdale, MB. En retournant vers la piste privée, le pilote est tombé malade et a procédé à un atterrissage de précaution dans un champ à environ 8 nm au nord d'Erickson. Lors de l'atterrissage, une jambe du train d'atterrissage a frappé une roche. L'hélice, le capot moteur et le fuselage ont été endommagés. Personne n'a été blessé.

Un Cessna A185F monté sur flotteurs amphibies sous immatriculation privée tentait de décoller du lac Rosseau (Muskokas), ON lorsque le flotteur droit a commencé à traîner. L'aéronef a décollé, mais le pilote l'a immédiatement reposé sur l'eau et l'aéronef a commencé à tirer vers la droite. Il a tenté de garder l'aéronef au niveau, toutefois, l'extrémité d'aile a percuté l'eau. Le nez de l'appareil s'est enfoncé dans l'eau, causant un tête-à-queue de l'aéronef sur l'eau. L'aéronef est resté droit et a été remorqué jusqu'à un quai local. L'aile a subi des dommages importants; toutefois, le pilote n'a pas été blessé. Ce dernier a inspecté l'aéronef et a constaté que le train d'atterrissage droit semblait pendre plus bas qu'à l'habitude. Le pilote a trouvé une perforation sur le flotteur droit.

Un ultra léger Tecnam P92 Echo Advanced sous immatriculation privée procédait à l'approche finale vers la

piste 26 à Brampton Caledon, ON (CNC3) lorsque l'aéronef a heurté des fils électriques qui étaient parallèles au côté est de l'autoroute 10. L'aéronef a frappé le sol à environ 100 mètres à l'ouest de l'autoroute. Le pilote n'a pas été blessé, mais l'appareil a subi des dommages importants.

Un hydravion Cessna 180B sous immatriculation privée, effectuant un vol local à partir de Sudbury, ON (CYSB), était exploité sur un petit lac près de Massey en Ontario. Le pilote a perdu le contrôle. Les hélices ont été endommagées et l'aéronef a subi d'autres dommages mineurs. Le pilote était seul à bord de l'aéronef et n'a pas été blessé. Aucun autre dommage matériel ou blessure n'a été signalé.

Un Beech B24R sous immatriculation privée, effectuait un vol en provenance de Stratford Muni, ON (CYSA) et à destination de Toronto/Buttonville Municipal, ON (CYKZ) avec à son bord un pilote et un instructeur agissant à titre de commandant de bord (PIC). Pendant l'approche de la piste 15 à CYKZ, les trois voyants de train sorti et verrouillé étaient allumés lorsque la commande de sortie du train d'atterrissage a été activée. Après l'atterrissage, le train avant s'est affaissé. L'aéronef s'est immobilisé sur la piste et a été lourdement endommagé; toutefois, les deux occupants n'étaient pas blessés. L'aéronef venait de subir des travaux de maintenance avant le vol. Les travaux avaient été effectués sur le train avant et près du support moteur.

Un planeur Schweizer SGS-2-33 sous immatriculation privée, effectuait un vol plané local à proximité d'Arthur (Walter's Field), ON (CPC3). Pendant le retour vers le terrain d'aviation, l'aéronef a perdu ses conditions de sustentation et le pilote n'a pas été en mesure de maintenir son altitude. Un atterrissage forcé a été exécuté dans un champ, à environ un mille nautique au nord-ouest du terrain d'aviation. Lors

du roulement au sol, l'aile gauche est entrée en collision avec un arbre, et l'aéronef a été lourdement endommagé. Le pilote n'a pas été blessé.

Un Mustang F.E.W. TP-51 sous immatriculation privée et de construction amateur, qui assurait un vol local au départ de Muskoka, ON (CYQA), a signalé un état d'urgence au dessus de Muskoka en raison d'une panne de moteur. Environ trois minutes plus tard, l'aéronef s'est posé sur la piste 36 sans sortir le train d'atterrissage. Les services d'urgence ont été appelés.

RÉGION DU PACIFIQUE

Un hélicoptère Bell 206B privé, tentait de soulever un monte-charge lorsque le pilote a perdu le contrôle de l'aéronef à Atlin, BC (CYSQ). L'hélicoptère a roulé vers la droite, les principales pales de rotor ont heurté le sol et l'aéronef a basculé du côté droit. Le pilote, qui était le seul occupant, a été légèrement blessé. L'aéronef a été lourdement endommagé.

Le gestionnaire de l'aéroport à Sechelt, BC (CAP3) a appelé le centre d'information de vol (FIC) pour indiquer qu'un Cessna 172M (C GCKA), exploité par Skyquest Aviation, qui assurait un vol local au départ de l'aéroport régional de Langley, BC (CYNJ), avait passé l'extrémité de la piste lors de son atterrissage. L'aéronef a subi des dommages importants, mais le pilote a pu s'en sortir avec des blessures mineures. Le personnel d'urgence se trouvait sur les lieux. La piste a été fermée par NOTAM pendant deux heures. Le Centre conjoint de coordination de sauvetage (JRCC) de Victoria, le gestionnaire de quart et le gestionnaire de site ont été informés.


Un Murphy Moose amphibie muni de flotteurs effectuait un posé-décollé sur le lac Comox près de Campbell River, BC. Le pilote a perdu le contrôle de l'aéronef lorsque l'appareil a rebondi sur le lac. L'aéronef a ensuite heurté

l'eau dans un piqué prononcé et s'est arrêté soudainement. Il s'est immobilisé en ayant le nez et la section avant des flotteurs dans l'eau. Le pilote n'a pas subi de blessures et a pu détacher le harnais à quatre points, déverrouiller et ouvrir la porte et évacuer l'appareil. Le pilote portait un vêtement de flottaison individuel. Une fois à l'extérieur de l'appareil, le vêtement de flottaison a été gonflé manuellement. Le pilote s'est glissé dans l'eau et a été secouru par des personnes à bord d'une motomarine.

Un Cessna 172M, exploité par Académie Aéronautique inc., avec à son bord un élève pilote, effectuait des posés-décollés sur la piste 29 de l'aéroport international de Montréal/Mirabel, Québec. Durant un des décollages, l'élève-pilote a perdu la maîtrise directionnelle de l'appareil et a terminé sa course dans un fossé du côté sud de la piste 29. Au moment des faits, le vent soufflait du 210 degrés magnétique (M) à 8 noeuds. Le vent était variable entre 190 et 290M. L'élève-pilote a subi des blessures mineures. L'appareil a subi des dommages importants.

RÉGION DU QUÉBEC

Un Cessna A185E d'immatriculation privée a effectué une sortie de piste suite à son atterrissage piste 28 à Lachute (CSE4), QC. L'aéronef a fini sa course dans une tranchée. Deux personnes à bord, aucun blessé. L'aéronef a subi des dommages à l'aile et au train d'atterrissage. Aucun impact sur l'exploitation. Aucun plan de vol et aucun service fourni par NAV CANADA.

Un Cessna 208B effectuant un vol local depuis Ottawa/Gatineau (CYND), QC, circulait au sol en vue d'un décollage et a heurté un Diamond DA 20-C1 (C-GIIN) exploité par l'École de Pilotage Évolution, effectuant un vol local depuis CYND. C-GIIN a subi des dommages importants. Le personnel aéroportuaire a été avisé et la zone a été sécurisée. 

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- 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

TAKE WARNING

AUDIBLE ALERTS PREVENT ACCIDENTS

Audible alerting systems help raise situational awareness, especially in potential emergencies.



There is a lot happening during the average flight. During my flight training days, flying a Cessna 150, the technology was pretty simple but it's not that way now. There is a lot of information being created, collected and processed by pilots, aircraft systems and portable devices. The pilot's workload exponentially increases moving from a typical training aircraft to a complex aircraft. Flights can be quite monotonous, but distractions can cause a routine flight to have a negative outcome. The TSB reports that in 2014, 17 percent of GA accidents involved abnormal runway contact, typically caused by landing gear problems.

Audio and visual alerts remind the pilot to review, process and react to information presented in the cockpit. ADS-B and TCAS traffic systems deliver updates to the pilot on a regular basis. Audio and visual alerting provides queues reducing the pilot's mental energy while airborne, while adding an additional layer of vigilance. Many newer designed headsets have wired or

Bluetooth® connections to support audio alerts generated by electronic flight bag applications such as ForeFlight or WingX. Alerts will "pop" on an iPad reminding the pilot of the ATIS frequency of the destination airport.

Many avionics systems have the ability to integrate into the aircraft's audio panel. Guardian Avionics' AERO CO detectors, L3 SkyWatch, and L3 Lynx ADS-B traffic can be integrated into both PFD/MFD and audio panels. With Bluetooth-enabled audio panels, EFBs on smartphones and tablets can transmit their alerts to the pilot's headset regardless of their vintage. P2 Engineering has been manufacturing Bluetooth-enabled audio panels since 2006, with more than 25,000 Bluetooth-enabled audio panels installed in the fleet.

Older Cessna and Piper aircraft have stall and gear warning horns which are not very loud. These alerts are easily missed when pilots are wearing noise cancelling headsets. Purpose built computer systems integrated into the pitot static system can be calibrated to the aircraft's stall speed as well as never

exceed speed. Generating an alert through the audio panel and into the headset immediately alerts the pilot to a pending problem.

Some manufacturers have STCs and TSO'd hardware which provides audio alerting through the aircraft's audio panel for a variety of conditions. For example, the system will generate an audio alert such as "gear up" if the aircraft's airspeed decreases below a threshold and the landing gear has not been deployed. Many different types of aircraft systems can be integrated into the alerting system. Alerting that the fuel pump or hydraulic pump is running can help prevent the failure of a pump through excessive wear. Integration of a digital warning system into most modern-day audio panels is straight forward.

P2 Aviation Technology's (www.P2Inc.com), 6601 Audio Advisory System (AAS) is a PMA'd/STC'd device which delivers alerts for landing gear, overspeed (Vne) and stall warning. Using a purpose built computer engine, the AAS is designed to be an electronic co-pilot, communicating au-

dio and visual queues. Once airborne, the system continuously monitors the airspeed of the aircraft and compares it to the actual position of the landing gear. Once the aircraft slows down to the preset airspeed threshold, the system will alert the pilot with an audio cue: "Gear is down for landing," (male voice) or to "Check gear," (female voice). An optional Hobbs meter can be integrated into the 6601 and will be activated when the aircraft's airspeed exceeds 35 knots. This approach to engine time management provides an accurate time for life-limited components, as well as engine overhaul times.

Steve Petrich's original design, The Lake & Air Amphibious Gear Advisory System, protected pilots flying amphibious aircraft from water landings with


Many avionics systems have the ability to integrate into the aircraft's audio panel.

the gear down. After selling the company to Wipaire, he continued his R&D activities through founding P2 Aviation Technology. In the 1990s, Petrich reviewed accident records and found a common thread to abnormal landing accidents. The majority of gear up landings were caused by pilot distraction. P2's Audio Advisory System was borne with the purpose of providing an automated reminder, akin to having a second pilot onboard.

PS Engineering (www.PS-Engineering.com) designed and produced the PRD60, a digital warning system for the Lancair Columbia 400, now Cessna TTX. The STC'd hardware integrates alerting for fuel flow, oil pressure/temperature, electrical volts/amps, engine EGT/CHT, RPM and manifold pressure. The PRD60 includes four unswitched audio inputs for audio sum-

ming. These can be used to add other audio generating components such as TAWS or an autopilot to an audio panel which only has two audio inputs. The audio alert will be silenced by pressing an "Ack" button installed on the panel or control yoke. This technology has been refined and introduced as Flightmate and is now included in the PMA8000G audio panel. Flightmate

allows the creation of customized aural alerts that are programmed by the pilot and supports up to four discrete inputs.

Distractions during flight contribute to accidents and incidents. An ounce of technology prevention can help prevent a significant insurance claim and months of downtime as the aircraft is repaired. 

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BORDER DISORDER: A TRUE STORY

STRANNY SALUTE A SIGN OF THE TIMES

The Stranraer was ungainly but served well off the west coast in the 1950s.



Long before Pacific Western Airlines, there was Queen Charlotte Airlines, QCA, and to those in the know, that stood for Queer Collection of Aircraft. Indeed, its fleet was an odd assortment of two Stranraers, three Norsemans, a Dragon Rapide, a Bellanca Airbus, PBVs, Ansons and DC-3s. It was the third-largest airline in Canada when it was sold to Russ Baker, founder of PWA.

This is the story of two laid-back Stranraer pilots, Captain Hughie Mann and First Officer Stu Phillips, now alas flying through those “footless halls of air”...“on laughter-silvered wings.” The QCA Strannies provided a jitney service, as the pilots called it, leaving Vancouver early in the day for Prince Rupert, stopping along the way loading and unloading passengers, mail and freight. Making as many as 24 landings and take-offs a day, they docked only

once for refueling. The Stranny, with its two pilots and one crewman, could carry 20 passengers and had an easy thousand mile range.

Late one afternoon in 1950 in the early days of the Cold War, a QCA Stranraer was southbound VFR for Vancouver with the blasé twosome of Hugh and Stu at the controls. They were well aware of being followed on radar by Whidbey Island, the big US Naval base in the Strait of Juan de Fuca near the international border. Whidbey Control watched everyone then as they do now, ever on the alert for unusual activity above, on or under the waters of the Pacific Northwest. The Stranraer had a big radar signature, and with the exhaust trailing from its two powerful radial engines, it made an unmistakable prime target for the jet jockeys from Whidbey Island looking for a good excuse to scramble F-86s.

After all, it was their job to save the U.S. by intercepting the unknown enemy — could it be the creaking old Stranraer? The Americans had quickly learned what the Stranny was doing and where it was going, but loved the interception game. All the young hotshots wanted a close-up photo of the old dinosaur in the sky; for them it was a lark and they started competing to see who would go out for the daily intercept. The Stranny crews got a close-up look at the might and power of Uncle Sam as two Sabres jets would suddenly drop out of the overcast above the Strait of Georgia and try to fly alongside them. Most of the QCA pilots put up with the nuisance.

But Captain Mann was getting tired of them. The watching Sabres kept coming back for another look at the strange craft. It was obvious that it was not an enemy aircraft. The young

American jet pilots were unlikely to have seen an old English flying boat and the surprise and bewilderment showed in their faces. As both the QCA Strannies plied the same course day after day, the interceptions by the F-86s had become a regular occurrence, a kind of game, as the Sabre pilots slowed down to wave and take photos. In fact, according to co-pilot Stu, the military flyers loved intercepting the Strannies just to gawk at them.

“What the devil is that thing? It’s got two wings; the bottom wing is on top of the fuselage and the top wing is twenty feet higher!” Stu said you could see those questions in their quizzical looks. (The upper wing was actually only twelve feet above the lower.)

With flaps and gear down and flying near the stall at 108 KIAS, the F-86 Sabres were still faster than the venerable old flying boat, dawdling along at somewhat more or less than 100 knots.

On this day, however, about 115 miles from Vancouver, Captain Mann and First Officer Phillips had had enough of the irksome airborne meetings; the American pilots were getting more bothersome, diving in for close-up photos and too complacent, increasing the likelihood of a collision. It was time to put an end to the risky game. First Officer Stu got out a big piece of cardboard from the hold and wrote a message on it. Gleefully he pulled back the Plexiglas top of the cockpit and stood up to hold the sign aloft for the American jet jockeys to see as they munched alongside. In disbelief they read the message and then came back for one more slow pass to verify it.

Stu smiled and waved, standing high up through the cockpit hatch holding his cardboard sign in the ambient wind. It fluttered a bit, but there was no mistaking the two words on it — an unseemly expression meaning go away and leave us alone! The two F-86s roared off into the overcast. The game was over.

Back at YVR, the Stranny crew of Hugh and Stu got hell at the debriefing. They said it was worth it. **CF**

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Regular training keeps CASARA volunteers sharp.

CASARA members train hard and often so that when we get called out on a search (we call them Actuals), all the bugs have been worked out of our equipment and processes so we can get in the air as soon as possible and be ready to support our Canadian Forces partners.


In mid-August, we held our bi-annual exercise at the St. Thomas airport in Ontario. We call it STarex. It is one of the largest exercises of its kind in Canada. This two-day event brings together hundreds of people from all over Ontario who work side by side with virtually every other search and rescue organization including the RCAF 424 Transport and Search and Rescue Squadron as well as The Royal Canadian Navy, Canadian Coast Guard Auxiliary, local and provincial police, Fire and EMS resources and other civilian organizations.

The focus is to learn to operate with these various agencies. We call it interoperability. Typically, we will be tasked to go out and find a search object (that's what we call the person who is missing) on the water and then call in our CC-130 Hercules, CH-146 Griffon helicopter or a Coast Guard Auxiliary or Naval vessel to recover the simu-

lated persons in distress. The Hercules is packed with survival gear and as a simulation will often times drop a simulated search and rescue kit which includes a pump and radio so that vessels in distress can pump the water out of their vessel, essentially buying more time to complete a rescue.

For CASARA, we typically fly at 500 feet AGL over the water and 1000 feet AGL over land. Our spotters are scanning out over the water about half a mile and over land about one mile on either side of the aircraft. Other exercises include tracking down and locating a simulated ELT (emergency locator transmitter) while other assets may be called to the scene of a simulated major air disaster. It is a very busy weekend. One of the touchstones of this weekend is to be operationally flexible as things can and do change very quickly especially when working with our Forces partners. On at least three occasions over the weekend they were actually called away on searches. This means for us, we have to adjust our scenarios and with any luck our 424 partners will quickly and successfully complete their search thereby allowing them to return to continue the exercises with us.

Time permitting, members were given familiarizations flights aboard the CC-130 Hercules and CH-146 Griffon Helicopters. It's a serious but fun weekend for members to meet up, share their best practices and hone their skills. Of course, with everything we do, safety is our primary concern. Members who fly with CASARA are volunteers. At any time if they become uncomfortable with any aspect of what we do they can simply decide not to participate. No one is ever forced to do anything they are not comfortable with.

Don't forget to check us out at CASARA Ontario (ontario.casara.ca) or our national site at CASARA National (www.casara.ca). Also, check out Facebook for a zone near you. 

SURVIVAL TIP

File a flightplan every time. Why not, after all you pay for the service every year. It can mean the difference between a multi-million-dollar two-week search and a two-hour inconvenience and the life that is saved may very well be your own.

TALK ABOUT PROFICIENCY

IMC/VMC CLUBS GENERATE DISCUSSION

Like so many of the myriad programs under the EAA banner, this one started with the idea of one man, Radek Wyrzkowski. A commercial pilot working on his ratings, one day found him with a newly minted IFR (instrument flight rules) ticket on his very first venture into IFR territory. After takeoff and in clouds he suddenly realized he had no paper or pencil to copy any variation to the flight clearance he had filed. And suddenly, the firm realization that an IFR rating doesn't mean you are capable of IFR work sank in. There's a lot of learning still necessary.

Years later as a master certified flight instructor, Wyrzkowski would meet together over coffee with other flight instructors and discuss scenarios that they had experienced. Out of these conversations, the idea of an IMC (instrument meteorological conditions) Club was born. The mission was to help instrument pilots improve their proficiency by working through real-world IMC stories.

Founded in 2010, the IMC Club mentor program was later incorporated into EAA's member benefit programs and many EAA Chapters have combined their activities with IMC Clubs.

In 2016 Radek expanded the program to include VMC (visual meteorological conditions) scenarios using the same format of interested participants getting together in a social club setting, to discuss and work through real-life VMC conditions, designed to improve their pilot proficiency and decision-making ability with problems experienced in a real-case analysis. The concept is not to find absolute answers but to develop rational thinking in consultation with your peers as in this example.

The aircraft is a Piper Cherokee 180, with the equipment and instrumentation you are most familiar with. You are

Mastering instrument flying takes constant practice and the IMC Club immerses members in real-life scenarios.



departing your home base at around 10:00 a.m. It is April and you plan a flight to practise some approaches in a nearby controlled airport. You filed "direct to" and the weather is 1500 overcast with winds north 15 gusting 25. You filed your alternative airport and you listen to ASOS before takeoff and winds are now 340 at 14 gusting 22. There is another aircraft in the circuit that reports a bumpy ride but otherwise fine. You announce departure without delay and hold right aileron wind correction and lift off. Suddenly a wind gust from the opposite direction abruptly sets your right wing to the ground, and with immediate correction you are still flying and climbing again. As you climb into clouds and are about to change frequency you hear the aircraft in the traffic pattern reporting a go-around due to debris on the runway that "looks like an airplane gear". What would you do?


As you discuss this challenge with your peers you can introduce additional problems, such as fuel seems to be low in the right tank, or a radio failure that might be attributed to an antenna near

the right gear. How about an avionics failure that puts you on partial panel?

You get the idea. The same concept applies to the VMC pilot. These programs are available free of charge to all EAA members through their chapters. The scenarios are professionally produced and presented to the EAA chapter in the form of a PowerPoint presentation. You simply meet, go through a "what if" scenario and then begin your discussion.

Through your EAA IMC/VMC Club, you will get insight into how to handle real flying situations, engage with pilots of all experience levels, share your knowledge and experience, support the education and safety of pilots everywhere, and participate in fellow pilot assessments of your knowledge and skills.

Once you have taken in one of these sessions you will be hooked. It's really fun, it's real life, and it might save you or a fellow pilot's life one day.

Radek Wyrzkowski
 Manager, Flight Proficiency
 920.230.2661
 radek@eaa.org 

ULTRALIGHT HISTORY TOUR

VIMY FLIGHT AIRCRAFT VISIT

Vimy Flight pilots Larry Ricker and Peter Thornton stopped used the grass strip at Indus to stage flights around Calgary.



Aug. 23 I received a call from Vimy Flight pilot Larry Ricker who was looking for grass runways from which to fly 3 Nieuport 11 Biplane replicas to The Hangar Flight Museum in Calgary, where they would do flypasts on the Labour Day long week end. They also ended up doing a televised half-time flight over the Labour Day classic football game between Calgary and Edmonton.

They were on a cross Canada tour after flying over Vimy Ridge, France where they commemorated the 100th anniversary of the historic battle. Patriotism abounds when you view www.vimy-flight.ca and it deepens your love for our country and appreciation for those who have sacrificed all so that we can enjoy the freedoms we often take for granted.

The airplanes had flown to Vimy and back to Canada in a C-17 (fully assembled, in the belly of the beast) and spent five months crossing the country

in an educational tour to teach Canadians about an important chapter in Canada's history. Unfortunately one of the aircraft was damaged in a runway incident in Saskatchewan, although the pilot wasn't hurt.

When the two remaining aircraft arrived it was interesting seeing them fly over in tight formation and their technique of rolling away from each other then coming in and landing. Both pilots were ex-military and airline captains who have a keen interest in and love for aviation in that they carry it much further than just flying for a job. Here they are, with all their flying experience, flying a couple of ultralight aircraft that are near replicas of the flying machines of a century ago.

The original Nieuport 11 aircraft were put into service shortly after their debut in 1916. They had an empty weight 759 lbs and an all-up weight of 1,213 lbs and were powered by a nine-cylinder 80 horsepower LeRhône Radial at 1,200 RPM and 268 pounds.

The two ultralight Nieuport 11s flown into our field were built in the U.S. by a very active chapter of the EAA (they built 13 at the same time), just before the turn of the century, and registered them as Experimental (or homebuilt). The aircraft brought to Canada for the Vimy celebration were de-registered from the FAA and re-registered as ultralights in Canada.

They have a gross weight of less than 1,200 pounds (no bombs) and have Volkswagen engines of less than 80 horsepower delivering a cruise speed of up to 65 mph.

One of the enthusiasts at our field, Butch Foster, has about 12 hours on a Nieuport with the LeRhône Radial engine, which is now at Canada Air and Space Museum.

I had to ask both of the Nieuport pilots how much they enjoyed flying ultralights. Each of them are high time air force, airline, light aircraft and ultralight pilots and they both agreed ultralights are the most fun and good experience for all pilots. **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 (CYYG): COPA Flight 57/PEI Flying Assoc. Every Saturday at 0800 hrs join our members for breakfast at Razy's Roadhouse, 161 St. Peters Rd., Charlottetown. Also on the first Saturday of the summer months we have our Saturday Fly-in & Burgers from 1200 until 1400 hrs. No Ramp or landing Fees. For more information or to arrange a ride from Apron 2, please contact Brian at 902-626-6963 or Barry 902-626-5882, pound@pei.sympatico.ca.

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 eahighriver@shaw.ca. Visit our website at www.eahighriver.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@rogers.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 bd5ron@gmail.com and visit www.mordermodernflyingclub.com/events.html

NANAIMO, BC (CYCD): Welcomes you! Nanaimo Flying Club holds regular meetings;

ON THE HORIZON

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 (CYF): Penticton Flying Club / COPA Flight 50 holds its monthly meeting on the second Tuesday of the month at 1900hrs at the club house on 126 Dakota Way. All pilots and members of the public interested in aviation are welcome. We also meet every Thursday morning at 1000hrs for an informal coffee chat at the club house. Fly-ins are always welcome! For more information about both events, please contact Ed Festel at 250-460-1577 or edfestel@me.com

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 W 77 08 21. For more information, please call Jeff & Jackie Douglass at 613-471-1868.

RED DEER, AB: Red Deer Flying Club / COPA Flight 92 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 slfflyingclub@gmail.com for more information.

SUNDRE, AB: Sundre Flying Club meetings second Thursday of the month at 19:30. Hamburgers and hot dogs and snacks anytime at terminal – self serve. For more information, please contact Myron Bignold at 403-638-7370 or 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 6th. Starts at 1730 and ends around 1900. Contact copa75@outlook.com for more information.

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

WESTLOCK, AB (CES4): Copla 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

OCTOBER 2017

OCTOBER 7, KITCHENER ON (CYFK): Join COPA Flight 26 for their COPA for Kids event. Contact gordonmillar@rogers.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**

COMMUNITY CHARITY AIR SHOW — BRANTFORD, AUGUST 30TH

PHOTOS BY GUSTAVO CORUJO

The Community Charity Air Show in Brantford brought together vintage jets from nearby museums, and the Snowbirds for a popular event that drew thousands to the airport. Nice weather ensured the performers could put on their full shows and keep the crowd entertained from beginning to end. **CF**





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CADETS GET THEIR WINGS

OSHAWA CEREMONY HONOURS 23 NEW PILOTS

BY GORD MAHAFFY

Air cadets training in Oshawa got their wings Aug. 25.



Training air cadets at the Oshawa airport has been going on for years, thanks to Manny Rosario who accommodates the cadets at his Durham Flight Centre.

This year the emotional impact of watching this operation was heightened by circumstance.

What may seem unrelated was the release of the movie Dunkirk (a must-see for Spitfire lovers). Watching this movie provides a dramatic look at how important air cover was in evacuating 360,000 soldiers from the beaches of Dunkirk. Sitting in the parking lot of the Oshawa airport and viewing

PHOTO COURTESY GORD MAHAFFY

the take-offs and landings by the air cadet student pilots drives home the realization that it was young people like these who had fought and won the Second World War for us, albeit at a great cost. And anyone who has watched the movie and then watched these cadets fly comes away from the experience with a lump in their throat and a tremendous renewed pride in Canada.

Other factors that made this year were the cross-section of Canada represented by the group. Of the 23 cadets, 14 were girls and just about every ethnic group was represented. One of the cadets could even trace their lineage back to Baron Von Richthofen, also known as the Red Baron of First World War fame.

Of the 23 cadets, 14 were girls and just about every ethnic group was represented

Although the training is intense, there were a few breaks for some recreational activity. The Air Force Association, 420 Wing, hosted the cadets on one of their Wednesday night barbecues. It was nice to see support being offered by COPA National at this event, with COPA National Director Cheryl Marek sitting at the table with them.

Learning to fly can present many challenges, none more unpredictable than the weather. Rain showed up almost on a daily basis, but thankfully there were enough breaks to allow the cadets to build their hours.

True to their roots, they followed the Royal Canadian Air Force motto, Per Ardua Ad Astra, "Through Adversity to the Stars". And on Aug. 25, the cadets assembled in the Enterprise Air hangar to receive their coveted pilot's wings. **CF**



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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.**

KINGSTON HOSTS ULTRALIGHT FANS

FLIGHT 109 GIVES PUBLIC A CLOSE LOOK

STORY AND PHOTOS BY GORD DYCK

Ultralights flocked to Kingston for the local club's fly day Aug. 26.



The Kingston Ultralight Club (KUC) held its annual fly day Aug. 26 at the club's home field of Camden East just north of Kingston. Following a cleanup Friday night that ended in a campfire and corn boil for the volunteers, the field was ready for visitors.

Avery Wagg was the day's air boss who kept a good grip on things, coordinating the ground movement, sky-dive event, and RC demonstration, and enhancing the situational awareness of those flying. The flying aircraft included Challengers, a Kitfox, a Christavia, a Savannah, a Nieuport 17, trikes, a J-3 Cub, an Icarus, a Miranda, and a Murphy Renegade among others, demonstrating the diversity of ultralight and homebuilt aircraft.

A wings and ribs potluck BBQ was enjoyed by everyone. The public was able to sit in, watch and ask questions of the pilots/owners and flight instructors on hand throughout the day. The weather was great and the club membership had a great opportunity to showcase their passion for light flight. **CF**



COPA FOR KIDS AT NIAGARA

FIVE PILOTS FLY 21 BUDDING AVIATORS

BY ROLAND MEISEL

Despite dire predictions of thunderstorms all day, scattered cloud and abundant sunshine greeted participants in the Aug. 12 COPA For Kids event at Niagara Central Dorothy Rungeling Airport organized by COPA Flight 149.


Five pilots, members of Flight 149, donated their airplanes and flying skills to this initiative, ranging from a venerable Cessna 150 to a sleek Rockwell Commander. A total of 21 junior aviators enjoyed an exciting flight of about 20 minutes over Pelham, Wainfleet, Port Colborne, Welland and then back to the airport, which serves these

four communities. The flyers were primarily from the local area, although a few made the trek from as far away as Smithville and Brantford to take advantage of this opportunity. Ground arrangements were organized by COPA Flight #149 volunteers who welcomed the kids and parents/guardians, provided registration forms, matched riders to pilots and offered snacks for returning junior aviators.

As usual, the most common comment received from the broadly smiling kids exiting the aircraft was “I want to do that again”.

For more information on the COPA



for Kids program and to view a photographic record of the event, please visit the COPA Flight 149 section of the Niagara Central Dorothy Rungeling Airport web site at centralairport.ca. 



PILOT DECISION MAKING

EACH STEP HAS DISASTER POTENTIAL

BY JOE HESSBERGER, B.C. AND YUKON DIRECTOR



Smoke from wildfires can affect flight operations and needs respect.

As a former Regional Aviation Safety Officer for Transport Canada in the Pacific Region, I was constantly aware of the challenges of pilot decision making and how it relates to the terrible forest fire situation in B.C.

The Dryden 18 fire of 1974 flared out of control over an area from east of Dryden, Ontario to Red Lake and beyond. The smoke wafted all the way to the shores of Lake Winnipeg and although I was not yet aware of it, reached higher than my Cessna 185 was capable of flying. I departed from the Selkirk float plane base, just north of St. Andrews, Manitoba. The plane was fully loaded with supplies for the grocery store in the village of Little Grand Rapids, a distance of about 130 miles, a daily routine. Not long after takeoff I saw the wall of smoke to the east, running roughly parallel to my track. I was not alarmed by this phenomenon, as the weather to the west presented a

typical Manitoba clear and sunny sky, which would enable me to divert to the west if I had to.

About half way to the destination I began to fly under the first wisps of smoke but not long after, with Little Grand not yet in sight, I began my descent for landing at the village. Upon arrival I unloaded the airplane and reconfigured the plane for passenger transport. My boss, the owner of the store Oryn McCray was waiting at the dock with a load of passengers for Red Lake. He told me that the weather at Red Lake was still ok. I had plenty of fuel for any eventualities, so I boarded my passengers and departed for Red Lake, a distance of 87 miles.

After departure the smoke thickened and the visibility at the lower levels began to deteriorate. Moments later I flew into solid smoke. By now I realized that it would be too risky to descend, and so I decided to use my newly acquired instrument flying skills and climb above

the smoke. I had the Red Lake beacon tuned in and was tracking it to the station. I climbed to a little over ten thousand feet and never did clear the smoke. By that time my passengers were rather green in their faces from the smoky stink in the aircraft and I also began feeling a bit queasy. I felt that going west, to break out, was no longer an option. I descended towards Red Lake, knowing that there was no approach for me, because I was on floats and needed to land at the float base in front of the town, a mild concern was changing to fear.

I knew that there was only one chance for a safe landing. Although I had plenty of fuel, I realized that an overshoot and flight to the west was no longer an option. I drew a line on my VFR chart from the beacon to the float base. My plan was to over-fly the beacon and then perform a race track pattern to the inbound final for the water. After station passage, I turned outbound and then let down on the inbound track to the point where

I saw trees and then the lake. I cut the throttle, pulled in full flap and landed right in front of the dock. The visibility in smoke was dreadful. After my passengers disembarked, I sat down on the dock, vibrating with adrenaline. I went to the hotel just across the street and stayed for the night. It was my first cheap lesson in bush flying. I wish I could say that this was the last of it but the next day I departed for Bisset, 70 miles to the west, where I was to assist the Manitoba Forest Service with fire-fighting. The flight was uneventful as I crawled along at treetop height towards Bisset. I stayed with them all day long, hauling men and gear, hoses and tools without a break, except for refueling. It was a gruelling day. Late in the afternoon I protested to the fire boss that I had not been given anything to eat all day and that I was famished. There was no food available at the landing except a can of Klick of unknown age. I wolfed that down and continued to fly for another hour or so before being released to return to St. Andrews.

I was not well. Maybe it was the smoke or maybe it was the exhaustion or maybe the food had gone bad. It was not long after takeoff that I became violently sick and had to use the sic sac bag from the pouch behind the passenger seat. My memories about what happened afterwards are rather vague. I woke up late that night, flat on my back, on the dock at the float base. The airplane was dangling in the river on one line, tied to a cleat. My head was throbbing and I felt like death warmed over!

So, there you have it; a relatively new bush pilot at the beginning of his career, making all sorts of decisions. How would you have handled this?

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

Phone: (604) 209-3465 **CF**



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A STUBBORN HISTORY OF SUCCESS

CALGARY FLYING CLUB MARKS 90 YEARS

BY DAVE MAPPLEBECK

2017 marks the 90th anniversary of the formation of the Calgary Flying Club. The club is the product of a federal government program created to encourage the establishment of aero clubs across Canada to develop the country's aviation industry and increase the pool of trained pilots.

The organization was in fact the continuation of an aero club established in Calgary in 1919, thanks to the interest in flying inspired by the barnstorming of World War I flying ace Fred McCall. McCall became the first president of the reformed club in 1927. Over the next 12 years the club served as an incubator for aviation and a social hub in Southern Alberta.

During the Second World War the club began training pilots as part of the British Commonwealth Air Training Plan and operated No. 5 Elementary Flying Training School briefly at Lethbridge and then for the balance of the war at a dedicated base located near Calgary at High River, Alberta. The club

graduated about 5000 pilots between 1939 and 1944. The surplus of pilots by 1944 was such that flight training was scaled back and No. 5 EFTS was closed.

In 1946 the Club returned to civilian operations and set up shop at McCall Field (now Calgary International Airport) in a wartime hangar given to the club by the federal government. This was a golden era for the club thanks to the trained pilots who returned home to Calgary wanting to continue flying and enjoy the club's camaraderie. The club was also home to Calgary's Air Force and Naval Aviation reserves as well as the Air Cadets. The club buzzed with activity with war surplus Tiger Moths, Cornells, and Harvards rounding out the fleet.

Tragedy struck in 1954 when a fire completely destroyed the club's hangar and all its aircraft. The following day Manager Bill Smith, showing the club's stubbornness for survival against all odds, gathered some money from members and purchased a surplus First World War portable hangar. Scrap lum-

ber and an old boiler were obtained to add offices. Aircraft were graciously loaned from other flying clubs to help get the club operational again. Over the next few years the club rebuilt. An Air Force officers' mess was converted to a popular dining room and for many years an invitation from a member of the flying club to lunch or dinner was considered a great honour.

In 1970 the club relocated to the new Calgary/Springbank Airport. A surplus portable classroom was pressed into service as an office/clubhouse. In 2003 the club built a new multi-million-dollar complex which is now home to the hangar, clubhouse, restaurant and training facilities.

The club will celebrate its 90th years in style with a gala dinner which will be held at the Red and White Club in Calgary on Nov 18. Members past and present, alumni, and anyone with a passion for aviation are invited. For tickets and information contact Dispatch@CalgaryFlyingClub.com or call (403) 288-8831. **CF**

MANITOBA FLOAT FLY-IN



COPA Flight 103/Lac Du Bonnet Flying Club and the Manitoba Floatplane Association got together for its second annual fly-in on Aug. 19. This year, the event was held at George Lake and 12 aircraft attended, including a Champ, Cessna 180s, 182s, 185s, a Maule and a Sportsman. The weather was beautiful and all enjoyed the barbecue lunch. **CF**

PIONEER PILOTS HONOURED

FORT VERMILION NOW WOP MAY AIRPORT

BY RAY TOEWS

On July 15 the Fort Vermilion airport was named after Wilfred Reid (Wop) May. The Wop May Memorial Airport.

In Jan 1929 Wop May and Vic Horner flew an Avro Avian over the course of six days in -40 degree weather from Edmonton 500 miles north to Fort Vermilion Alberta and back.

The doctor in a community 50 miles east suspected a Diphtheria outbreak and needed serum in a hurry or the community could be wiped out.

Word was sent to Fort Vermilion and two locals William Lambert and Joe Lafleur were dispatched to Peace River, the nearest telegraph line.

In 1929 most northern communities were isolated, accessible in summer by river boat, so in January the only means of getting the life saving serum to Fort Vermilion was by airplane.

As luck would have it an airplane was available and two eager young pioneer aviators set off for on their mercy mission to the frozen north.

Wop May and Vic Horner were eager to show what an airplane could do and

Legendary bush pilot Wop May has been honoured by Fort Vermilion.



volunteered to fly the life saving vaccine to Fort Vermilion.

Three days of flying brought them to the isolated community where a landing strip had been prepared on the river.

On landing they were so cold they had to be lifted out of the cockpit but the precious medicine had been kept warm by keeping it next to their bodies.

The next day they returned by the same route and arrived in Edmonton to a tumultuous welcome. Their exploit

had made worldwide news.

Over the years there have been ceremonies and re enactments but no permanent memorial to their adventure.

It is only fitting with the closing of their departure airfield (Edmonton Municipal) that the destination should be named in their honour.

We are negotiating with Nav Canada to change the ICAO designator from CEZ4 to honour Vic Horner. Apparently that's not an easy task. **CF**

PHOTO COURTESY RAY TOEWS

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RIVIÈRE-DU-LOUP SHINES

FIRST AIR SHOW IN MORE THAN 25 YEARS

TEXT JEAN-PIERRE BONIN PHOTOS JEAN-PIERRE BONIN AND PIERRE LANGLOIS



Holding a first air show in Rivière-du-Loup (CYRI) in more than 25 years is the challenge Martin Hivon, Édith Lévesque and all the members of the organizing committee and their volunteers took up. According to flight director Dave White, the Air Boss of the event, the organization delivered : "This is the best first edition I have seen in my entire career," he said and he's seen quite a few air shows!

Regional air shows emphasize public interaction. What changes is the budget and size of the tarmac and this has a potential impact on the nature of aircraft that take part. The aerial performances are as high quality as for larger events because a professional remains a professional.

There will be some tweaks but the show formed a strong foundation for the future of the event.

SPECTACLE AÉRIEN RIVIÈRE- DU-LOUP 2017

Tenir un premier spectacle aérien à Rivière-du-Loup (CYRI) en plus de 25 ans, c'est le défi qu'ont relevé Martin Hivon, Édith Lévesque et tous les membres du comité organisateur et leurs bénévoles. Selon le directeur des vols, Dave White, l'« Air Boss » de l'événement, l'organisation a livré la marchandise : « C'est la meilleure première édition que j'ai vue de toute ma carrière », a-t-il dit. Et il en a vu des spectacles aériens!

Un bénévole m'a demandé « Vous avez vu d'autres spectacles aériens, comment celui-ci se compare-t-il? » La

question m'a fait sourire. Elle manifestait un souci d'être « à la hauteur ». « C'est tout-à-fait comparable à ce que j'ai vu à Gatineau ou Saint-Georges » aie-je répondu.

Personnellement, j'aime ces spectacles en « région » pour le contact humain. Ce qui change c'est le budget et la dimension du tarmac et cela a un impact potentiel sur la nature des aéronefs sur place. Les prestations aériennes sont d'aussi grande qualité que pour les « gros » événements, un professionnel reste un professionnel.

Il faut reconnaître la qualité de l'organisation comme le mentionnait Dave White. Martin et Édith étant deux personnes dont les standards d'excellence sont rien en bas de la perfection. Tout était parfait? Non bien sûr. Mais rien de majeur, des ajustements simplement. Espérons que l'expérience sera renouvelée sans attendre encore 26-27 ans! Et... laissons parler les photos! **CF**

SAINT-ANDRÉ-AVELLIN ATTRACTS 60 AIRCRAFT

BEAUTIFUL GRASS STRIP, BEAUTIFUL SUMMER DAY

TEXT AND PHOTO JEAN-PIERRE BONIN




60 aircraft waited out the fog and made it to Saint Andre Avellin for a late breakfast.

Saint-André-Avellin aerodrome has a superb grass runway just North of Montebello. Through the years, this fly-in has grown to become one of the most popular in western Québec. Though this mid-July event was held

on an ideal day with sunshine and clear skies, the event was hampered by early morning fog and rain so planes started to come in late for a breakfast fly-in. Yet, a fly-in with 60 aircraft coming in has to be considered a success.

RVA SAINT-ANDRÉ-AVELLIN (CAA2) 2017

L'aérodrome de Saint-André-Avellin possède une superbe piste gazonnée située juste au nord de Montebello. Au cours des années, ce rendez-vous aérien (RVA) est devenu l'un des plus populaires de l'ouest du Québec. Bien que cet événement de la mi-juillet ait eu lieu une journée idéale avec soleil et ciel clair, le

brouillard et la pluie tôt matin ont découragé certains de venir et les avions ont commencé à arriver en retard pour un petit déjeuner. Pourtant, un fly-in avec 60 aéronefs sur place doit être considéré comme un succès. Un rendez-vous que vous ne devriez pas manquer l'année prochaine! 



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A BRIGHT FUTURE AT CYJN

HANGAR CONSTRUCTION BOOMING

BY JONATHAN BEAUCHESNE, COPA NATIONAL DIRECTOR | PHOTOS JEAN-PIERRE BONIN

Last Feb. 18, the town of St-Jean-sur-Richelieu (Que.) consulted with its citizens on the future of their airport (CYJN) in order to survey the opinions of the local population regarding their vision of this major infrastructure.

COPA and the local pilots' association (COPA Flight 160) participated in the consultation in order to demonstrate the undeniable economic value of the airport, as well as the future benefits for area citizens. The message was clearly heard — no less than 13 hangars were constructed and plenty more are planned.

You can also find out more about the economic impact of general aviation by consulting our study which you can find on our website here: <https://copanational.org/en/advocacy-current-topics/>. **CF**



On Aug. 13 of this year, the Association of Pilots and Hangar-owners of St-Jean-sur-Richelieu (APPHYJN) held its annual fly-in. Forming part of the town's Festival des Montgolfières, dozens of pilots and their passengers came to enjoy a meal and refreshments on a sunny day, and to admire a 1916 Nieuport 12 replica.

CLUB COPA 160 – UN RVA ENSOLEILLÉ AVENIR PROMETTEUR POUR CYJN

Le 18 février dernier, la municipalité de St-Jean-sur-Richelieu a organisé une journée de consultation publique à l'aéroport afin de sonder la population sur leur vision au sujet de cette infrastructure majeure pour la région.

COPA et l'APPHYJN (Association des pilotes et des propriétaires de hangars de YJN) ont pris part aux discussions afin de démontrer aux gens présents l'apport économique indéniable de l'aéroport pour la municipalité



Le 13 août dernier, l'Association des pilotes et propriétaires de hangars de St-Jean-sur-Richelieu (APPHYJN) tenait son Rendez-vous aérien annuel. Réalisé dans le cadre du Festival des Montgolfières de la municipalité, des dizaines de pilotes et passagers sont venus profiter d'un repas et de rafraîchissements au soleil en plus de pouvoir admirer une réplique d'un Nieuport 12 de 1916.

et les perspectives d'avenir pour les citoyens. Il semble que le message ait été entendu : au cours des derniers mois, pas moins de 13 nouveaux hangars privés ont été récemment construits et plusieurs projets sont actuellement sur la planche à dessins.

Pour ce qui est des impacts économiques de l'aviation générale en 2017, vous pouvez consulter l'étude que nous avons effectuée à ce sujet, disponible sur notre site web ici : <https://copanational.org/fr/representation-sujets-de-lheure/>. **CF**

LACHUTE ATTRACTS VARIETY

GA WELL REPRESENTED AT FLY-IN

TEXT AND PHOTOS JEAN-PIERRE BONIN



A huge variety of aircraft attended the Lachute Fly-In.

A fly-in normally brings in its share of exotic small aircraft but Lachute attracted such a huge variety that it showed virtually all variations of light planes. The public was also invited to come and see the aircraft and meet the pilots. In a way, it was a static aviation exposition and the pictures only give a glimpse. Any regional airshow would be more than happy to have such a variety at hand for their event.

CLUB COPA 118 – RVA À LACHUTE (CSE4) 2017

Un rendez-vous aérien (RVA) apporte normalement sa part de petits avions «bizarres» et exotiques, mais je ne parviendrai pas à nommer tous les avions présents à Lachute. Le grand public était invité à venir voir les avions et rencontrer les pilotes. D'une certaine manière, c'était une «exposition d'aviation statique» dont les photos ne donnent qu'un aperçu. Je pense que quelques organisateurs de spectacles aériens régionaux seraient plus qu'heureux d'avoir une telle variété au programme de leur événement. **CF**



FREEDOM TO FLY FUND AT WORK

LES MOULINS AERODROME (COPA FLIGHT 71)

BY JONATHAN BEAUSCHENE, COPA NATION DIRECTOR

Last Nov. 4, federal Transport Minister Marc Garneau sent out a Notice of Non-Objection concerning a new private aerodrome near Mascouche and Terrebonne. It was to replace the Mascouche (CSK3) airport, shut down on Nov. 15, 2016.


The new aerodrome's construction work has been put on hold because of legal action led by Quebec's Minister of Sustainable Development, Environment and the Fight against Climate Change. Again we are looking at an entity, other than the federal government, wanting to control aeronautics in any which way they can, defying what COPA Supreme Court judgements have proven more than once.

Since this same scenario can happen anywhere in the country and is thus of

Mascouche Airport, near Montreal, was closed last year and a replacement facility is being eyed.



national perspective, the COPA Board has unanimously approved the use of COPA's Freedom to Fly Fund to support the aerodrome developers. Please

help us maintain our Freedom to Fly war chest with your contributions so we can keep advancing, promoting and preserving the Canadian freedom to fly. 

AÉRODROME LES MOULINS – LE FONDS DE DÉFENSE DU DROIT DE VOLER MIS À CONTRIBUTION

Le 4 novembre dernier, le Ministre des Transports du Canada, l'Honorable Marc Garneau, émettait un avis de non-objection au sujet d'un projet d'aérodrome privé situé à la limite des municipalités de Terrebonne et de Mascouche.

Visant à remplacer le défunt et apprécié aéroport de Mascouche (CSK3), fermé le 15 novembre 2016, cet aéroport a vu sa construction mise en

suspens suite à une action juridique intentée principalement par le Ministre du Développement durable, de l'Environnement et de la Lutte contre les changements climatiques (MDDELCC) du Québec. Ce dernier exige que les promoteurs de l'aérodrome présentent une demande de certificat d'autorisation auprès de son ministère afin de déterminer les éventuelles compensations qui devront être versées par les promoteurs à la suite des aménagements effectués sur les terres qui accueilleraient l'aérodrome.

Bien que la volumineuse jurisprudence, incluant celle des arrêts COPA en Cour Suprême du Canada, souligne que l'aviation est de juridiction exclusive fédérale et que les lois des instances inférieures ne sauraient trouver application, les tribunaux québécois ont décidé d'entendre la cause du MDDELCC. Alors que les dizaines de propriétaires de terrains de l'aérodrome ont déjà investi des som-

mes considérables dans l'aventure, les promoteurs ont présenté une demande de soutien financier auprès du Fonds de défense du droit de voler de COPA pour les aider à poursuivre l'aventure.

Les membres du conseil d'administration ont voté à l'unanimité une motion visant à donner un coup de main à ces courageux aviateurs, car il s'agit d'une cause qui aura des répercussions nationales. Il va sans dire qu'il est impératif que l'aviation demeure de juridiction exclusivement fédérale, sans quoi les gestionnaires et promoteurs d'aéroports de tout le pays seront confrontés aux agendas des politiciens locaux, qui n'ont souvent aucune vision de l'apport économique et social d'une telle infrastructure.

Nous vous rappelons de contribuer régulièrement au Fonds de défense du droit de voler de COPA. Il s'agit de notre butin de guerre pour faire progresser, promouvoir et préserver la liberté canadienne de voler.

SUMMERSIDE HOSTS ONTARIO PILOTS

FLY-IN HIGHLIGHTS THE BEAUTY OF PEI FLYING

BY ANNA MACNEIL

A total of 32 aircraft flew from Ontario to Summerside in late August.



A total of 32 aircraft belonging to members of various southern Ontario chapters of COPA touched down at Summerside Airport in Prince Edward Island on Aug. 27-28.

The Summerside fly-in gathering was co-organized by pilot Lee Arsenault and his wife Marilyn Staig of Pickering, Ontario. Arsenault is originally from Egmont Bay, PEI.

The group of Ontario pilots and passengers enjoyed a week-long tour of the Island, taking in the local sights and experiences both as a group and individually. Planned activities included golf, an Acadian kitchen party, and a flight to Cable Head Air Park in St. Peters Bay, for a picnic lunch. The group stayed walking distance from the airport at Slemmon Park Hotel & Conference Centre.

The 32 planes shared the ramp with a Royal Canadian Air Force military aircraft that was training at the Summerside Airport during the same time frame. A couple of the fly-in participants volunteered their planes and flying expertise to help conduct a search and rescue exercise with the military's CC-130 Hercules aircraft.

A great time was had by all. For pilot Flavelle Barrett of Lindsay, Ontario, the journey was well worth it. "This was the most amazing trip. This was on my bucket list at the very top," said Barrett. "This has been the dream of a lifetime." The Summerside Airport is a full-service FBO, catering to private, corporate, charter, and military clients. The airport hosts COPA Flight 125 and always welcomes general aviation fly-ins. Aviation groups flying into Summerside Airport can take advantage of special discounted rates at Slemmon Park Hotel & Conference Centre. For more fly-in information, contact Matt Getson, Airport Operations Manager, at 1-902-432-1760 or airport@slemmonpark.com. **CF**

PHOTO CREDIT: ANNA MACNEIL

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FATHER-SON TRIP OF A LIFETIME

STORY AND PHOTOS BY JOHANN SIGURDSON



Last year my son and I journeyed to York Factory, at the mouth of the Hayes River on Hudson Bay in Manitoba. By combining the search for significant historical artifacts in Northern Manitoba with a flight into the wilderness where most Canadians will never go, my 22 year old son became totally engaged in an intriguing part of Canada's history. »

Most Canadians have never even heard of the Battle of Hudson Bay but the area of York family is a living museum of the largest naval battle to ever take place in Hudson Bay and gave us a fascinating adventure together.

This is a difficult area to fly to on wheels, since there are very few settlements with airports. The region is trackless, dotted with lakes and swamps. On the nearby coast there are no lakes big enough to land on with floats. However, there are a couple of rough gravel strips in the area, about 30 km apart. Additionally, there are "beach ridges", created from millennia of waves crashing on the shoreline and now located kilometres inland from the water. Combined, these would give us options for emergency landings.

North of Gillam there are long stretches without an airport or fuel, so during the planning stage we determined our aircraft would need good range. We wanted good speed too, since it is 700 km from Winnipeg. We also needed great performance since the airstrips would be rough and short. We subsequently called upon a good friend, Tom Tonner, a local pilot in Stonewall, Man. He said a Murphy Super Rebel would be the most suitable airplane. Tom then trusted us with his own Super Rebel (but also asked us to not break it!).

We planned our trip for May/June, when the ice in Hudson Bay begins to melt. The snow would be gone from the land. Another concern was the mosquito population. Hopefully temperatures would not yet be high enough for them to hatch. Furthermore, it is very hard to avoid polar bears on the shore of Hudson Bay, and the area around York Factory would have many.

Departure day finally arrived. Initially, the weather wouldn't cooperate, but a break finally came. We loaded up C-FPPE and departed St. Andrews at 05:30, when the sun was already rising. Reaching our cruising altitude of 9500 ft, we set a course direct to Gillam Airport. If we had to make an emergency landing, we would choose between heavy trees,



Father and son with 300-year-old cannon uncovered by shifting shorelines on Hudson Bay.

a swamp, or a lake. None of these were choices we wanted to make.

The weather was CAVU and we could almost relax as we watched the lakes and remote fly-in communities pass by below us. After 3-1/2 hours we made a brief stop at Gillam. Airborne again, we followed the Nelson River to Hudson Bay and saw the ice breaking up offshore. We passed over Port Nelson, the scene of the historic Battle of Hudson Bay. We then crossed the Nelson River to Marsh Point and descended to get a closer view of the terrain. On the Hayes River side of Marsh Point we could see the buildings that still remained at York Factory, once the centre of the fur trade in North America.

We followed the coast to Nanuk Lodge, our destination, and flew low over its airstrip. Turning final, we floated to a perfect albeit rough landing on gravel that alternated between soft and



BEAR AWARE

Nanuk Lodge is an ecotourism lodge famous for opportunities to view mother polar bears and their cubs up close. It is right next to a major polar bear denning area and the bears stroll by in the fall, waiting for the ice to form on the Bay. Then everyone heads onto the ice to get down to the business of packing on several hundred pounds of winter weight provided by the abundance of seals in the region.

The owners of Nanuk, who live near Winnipeg, had generously allowed us to spend the night in the staff quarters of the luxury lodge. This meant we would not have to worry about waking up to a polar bear poking its head into our tent. On our second trip to York Factory my son, lying in his sleeping bag, had looked a polar bear in the eyes from about two metres. We spoke to it sternly and the bear decided we were not that interesting after all.

We arrived in early afternoon and since the days were long we set off to visit a location along the shore where cannons had been found. Walking is very safe as long as you keep aware and are armed. Everyone in the region carries a shotgun and we were no different. The goal is to scare a polar bear but be ready to defend yourself if needed.

The shotguns were loaded with bangers and slugs. Our trusty guard dog Saga kept watch over us as we spent a great afternoon and evening hiking the beach ridge. We never saw a bear or tracks but there were ample signs of wolf and caribou everywhere. We also never found any new artifacts.

We had a gourmet meal of wieners and beans, and turned into our sleeping bags after a very long but great day. We slept well and took turns getting up to make sure we had no late night visitors.



AN EPIC BATTLE

I had previously sailed down the Nelson River to Hudson Bay with my son Johann, nephew David Collette, and his daughter Mackenzie. We had gone to begin the development a plan to find the remains of ships lost during the Battle of Hudson's Bay, and to find and document cannons and other artifacts which had been reported along a beach southeast of York Factory.

In September 1697, the largest naval battle ever fought in Hudson Bay took place just off the coast of present-day Manitoba near York Factory, a fort England's Hudson's Bay Company (HBC) had established 13 years earlier. The *Pélican*, a French frigate commanded by Captain Pierre Le Moyne d'Iberville, was part of an expeditionary force sent to claim the land surrounding Hudson Bay for the French. The *Pélican* had been separated from the rest of its fleet in dense fog and unfortunately arrived at York Factory shortly before ships coming from England to transport the furs also appeared.

The *Pélican* was anchored in the mouth of the Hayes River when the Royal Navy frigate HMS *Hampshire* and two armed HBC ships engaged it. D'Iberville real-

ized the only possible chance of victory was to return fire. The *Pélican* sank the more heavily armed *Hampshire* and captured the more lightly-armed HBC *Royal Hudson's Bay*. A third British ship, the HBC *Dering*, fled. Captain d'Iberville emerged victorious against overwhelming odds.

Due to battle damage both the *Pélican* and the *Royal Hudson's Bay* were beached. In a single day almost 450 sailors lost their lives. The *Hampshire*, which sank offshore with over 200 persons onboard, has never been found.

Pieces of the other two ships have been emerging on the coast since 1980 as isostatic rebound causes the shoreline to move seaward and cannons, possibly part of this famous battle, can be found lying exposed on the windswept shoreline. Over decades cannons and other unusual sites have been found along the shoreline. However, no effort has been expended to identify or recover these important historical links with the past. Hudson Bay is locked in ice for over half the year, and is guarded by polar bears, mosquitoes and 16-ft tides. Searching is difficult, dangerous, and expensive.

hard. The *Super Rebel* demonstrated that it was one tough bird and deserved its reputation as a workhorse.

After a day of exploring on foot, our next activity was to set up an electric perimeter fence around the airplane. Polar bears are very curious, and we didn't want to find the plane damaged because a bear decided it liked the taste of the plane. Polar bears love rubber and it's quite common to see snowmobiles and quads with the rubber handles eaten off.

We spent some time searching from the air south along the beach ridges. The ice in the bay was going fast and we saw the bears were riding the ice floes south. We also saw moose and caribou scattered along the ridges.

At the end of our land expedition, we used our satellite phone to check the weather before departing. The strip had gotten a little softer in spots and we became stuck just as we were turning around at the far end for takeoff. After lots of digging, pushing and cursing, we got unstuck and were soon airborne.

We landed at Gillam after an uneventful one-hour flight. We had planned to land just before Gillam Air, the fuel vendor, closed. We didn't make it. Since we hadn't properly charged our satellite phone, we had no way to call anyone. Luckily, there happened to be a person nearby, and he helped us connect with Gillam Air to arrange refueling.

For the return home, we planned a route to the north end of Lake Winnipeg, along its shoreline for over 400 km, over Goose and Hecla Islands and then to a landing at St. Andrews.

As we flew over Hecla Island we were back in civilization with many roads, small airstrips and cultivated fields in case of an emergency. We enjoyed a low-level sightseeing cruise and landed back at St. Andrews just as official night fell.

The *Super Rebel* performed admirably and has much more cargo space and weight capacity than even the venerable C-180. The *Super Rebel* flew and felt almost like a C-206, with the advantage of being a rough-field taildragger with STOL performance. **CF**

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1980 CESSNA TURBO U206F, 3566 TT, 56 SNEW Engine, Wip 3730 Amphibs/Wheel Gear, Robertson STOL, Flint Tips! King Digital ""w/ STEC65 AP! Loaded! \$ 280,000 USD Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.14979)



1964 PIPER CHEROKEE PA28-140, 5329TT, excellent running condition, 4 place, great time builder. Always hangared in Campbell River, BC. Priced to sell \$23,500. (778) 677-7559 (2844.14909)



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1980 MAULE M5 180C, TTAF 2907, Eng. 300hrs. SMOH, prop 20 hrs. SMOH, new governor. Radios 2- 720 coms & vors, Audio panel, ADF, DME, Transponder mode C, Long range fuel tanks 64G US, 8.5 x 6 tires, VGS, Bruce custom cowl plugs, Custom windshield & side window covers. \$50,000.00 US. B&A Welding, info-sales@xplornet.ca or 905-878-5805 (2248.12523)



1973 AEROSTAR 600, TTSN 5090, LE-541, RE-1069, SPOH 82 (2016), Garmin GNS530W/430W, GMA347, GDL69A, Insight strikefinder, Insight graphic engine monitor, Monroy ATD-300 traffic watch, XM weather, HSI, ADF, engine heaters, passenger DVD player, over 200 knot cruise, NDH, always hangared, 2017 annual, \$125,000 CDN, 416.254.3581 (2798.14708)



1954 CESSNA 170B, 3212 TT, 512 SMOH, Continental 0-300A, xpdr mode C, Bendix radio, 4 places intercom, annual Dec 2016, int. 8/10, ext. 8/10, winter covers, all logs. Asking \$65 000 CDN on wheels. Excellent maintenance and condition, Federal skis AWB 2500 and Edo 2000 available. Based CYFJ. Jacques 819-686-9771, jacpatenaude@gmail.com (2842.14942)



1998 CESSNA 182S, 1206 TTSN, Hangared! King Avionics w/KLN89B GPS, KAP140 AP, Stormscope! \$189,000 USD .Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.14980)

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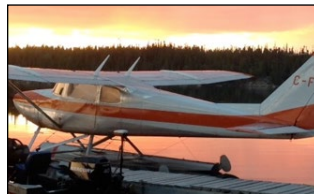
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1960 CESSNA 172. 0 – 300 CONT, 860 SMOH, 14 STOH, 2160 TTSN, CofA done May 2016, Horton STOL, EDO 2000 Floats. All reasonable offers considered – purchased 180 \$60,000 CDN. Email: littlecessna172@gmail.com (2545.13647)



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1977 CESSNA 337 SKYMASTER, Only 1432 TTSN, Rolls-Royce Continentals 27 STO, 4 SPOH (2016), Autopilot, Boots, Preheaters, Cargo Pod, G430, Loaded, Immaculate, Extras, \$95,000 Cdn. 705-441-2155 (2322.14967)



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1980 CESSNA R172K HAWK XP, TTAF 5,622, SMOH 515, 210 hp, Sea prop TT 365 .VGs, wing X, atlee Dodge folding sea, also full seat, EDO 2440 floats, wheel gear, land prop. KX 155, KX 165 nav/com, digital tach, KT76A transponder, King KLN GPS, 55A compass slaved, HSI, King ADF, auto pilot. Gross weight 2,700 lbs useful load on floats 765 lbs, on wheels 983 lbs, long range tank 66 gallon. Very well maintained aircraft, always hangered. Located in Cochrane Ontario Canada. \$128,000 Canadian comes with fresh annual. For more information call Mitch Gravel at 705-272-5786 (2901.14671)



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2006 Turbo 182T, 1468 TTAE, G1000, TAS600 Traffic, SVT1!	\$ 215,000 USD	1978 Bonanza A36, 1745 TTAE, Collins/CenturyIII AP	\$119,900 USD
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2005 Cirrus SR20, 2359 TT, 367 SFRM	\$165,900 USD	1977 Cessna 182Q, P-Ponk "Super Eagle" 265 HP, 127 SM! Loaded!	\$139,900 USD
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1981 Cessna 414A, 4925TT, 1204 SM, RAMWII, Garmin530/430!	\$439,900 USD	1966 TwinComanche, 8194 TT, 1189/1089 SM, Props/16	\$55,500 USD
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1968 PIPER PA28-140 TTSN 2587, SMOH630, TTNP52 9/10 Int&ext. Comes with fresh annual. Always hangered @ PR7. \$35,900 OBO info:henryv@euro-parts.ca (2818.14935)



1966 CESSNA 150F TTSN 4015, SMOH 1116, compression mid 70's, KX175B, KI 209, AT50A, MODE C needs recertification, new Concorde battery, annual and 121.5 ELT. Call 705-848-2791. \$24,000 or best offer. (3002.14923)



1947 BEAVER MK 1, 14952.3 TT, 253.7 SMOH, 22.9 SPOH, NAV/COM GNS 530, EDO 4580 with hatches, long range tanks, dual control, 4 place intercom, wheels, bubble windows, private owner. \$339,000.00 450-438-3551 (2745.14259)



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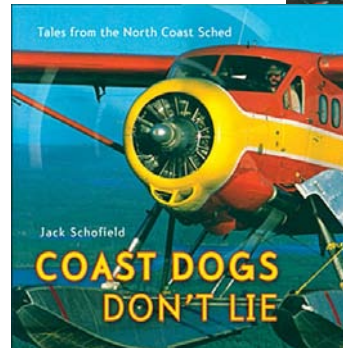
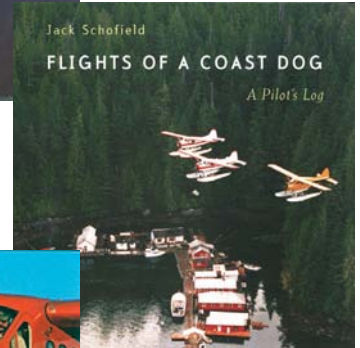
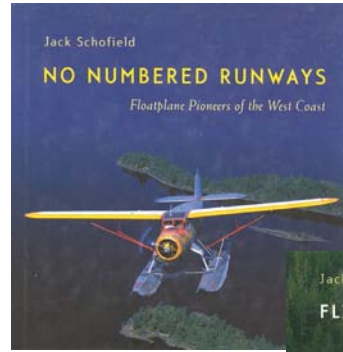
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ACair condition	MBSee 3LMB
A/Caircraft	MKMark (model of equipment)
ADAirworthiness Directive	MPHmiles per hour
ADFautomatic direction finder	NAVnavigation
A&Eairframe & engine	NAV/COMnavigation/communications
alc.alcohol (as in alc. prop)	NDBnon-directional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




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

Extra words are permitted for additional cost
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For more information: 613-236-4901
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Address: _____ City: _____ Province: _____ Postal Code: _____

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MEMBERSHIP	MEMBERSHIP FEES				AMOUNT
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1 Year Regular	\$63.00	\$67.80	\$69.00	\$60.00	_____
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Name: _____ Date of Birth: _____

As a COPA member you receive a membership card, our monthly COPA Flight magazine by mail and, if you provided an email address, electronic notification of your membership renewal.

I wish to receive electronic communications from COPA.

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By submitting this form you agree to support the Strategic Vision of the Organization, which is "COPA will be the strong, recognized and credible voice, sufficient in size and capability to optimize access to General Aviation in Canada." Your membership is effective upon receipt of your membership number sent to you by electronic or other means. When you receive your number you are entitled to all the benefits of COPA membership but it is subject to confirmation by the Board of Directors at their next board meeting in accordance with COPA General Operating By-Law No. 1, section 3.01 (http://www.copanational.org/files/2014-06_COPA_Bylaws_Final.pdf). Unless and until you hear back from COPA about the status of your membership, you can consider yourself a full member of COPA.



Canadian Owners and Pilots Association

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