

# COPA Flight

The Journal of the  
Canadian Owners and  
Pilot's Association

NOVEMBER 2017

## Down in the Woods

Would You Know  
What To Do?  
(P.43)

**WIND TURBINE WIN**  
HOW YOUR CONTRIBUTIONS HELP

**PERSONAL REMEMBRANCE**  
PRIVATE THOUGHTS ON NOV. 11

**NEW CAREER SECTION**  
LAND THAT FLYING JOB



More than  
**100**  
Classified Ads  
(P.51)

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## FEATURE

### 43 SURVIVAL

BY STEVE DRINKWATER

Everyone has a basic idea of what it would be like to crash an airplane in the wilderness but it's not a bad idea to test those preconceptions. Steve Drinkwater was one of the participants in the B.C. General Aviation Association's Survival Shakedown and he prepared this report from the wild.

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**COVER ART:** Heritage flights are now standard fare at air shows and the F-35 and P-51 represent the pinnacles of achievement for their times.  
*Photo by Gustavo Corujo*

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## WHAT THE FREEDOM TO FLY FUND DOES

COME IN FOR A SAFE LANDING

**When a member from Stayner aerodrome (ON) asked for some help with the Freedom to Fly Fund (FFF), we looked at the potential impact on our mission of advancing, promoting and preserving the Canadian freedom to fly. It was of national importance.**

In a recent e-Flight (our weekly newsletter) and in the media, you may have seen that the that the company proposing to put up eight wind turbines in the flight paths for Collingwood and Stayner Airports in southern Ontario has abandoned the project. It is now confirmed by the company itself, WPD, that they will not pursue with the controversial development. This comes after the Ontario Environmental Review Tribunal revoked the approval to proceed, saying WPD Canada's plans for these 150-metre towers turbines on the immediate outskirts of the aerodromes and in close proximity to the runways would pose serious harm to human health.

The fund was used in a way to make sure we were going to present the best case. After much research and preparation, COPA Counsel Glenn Grenier and Southern Ontario Director Conrad Hatcher directed a vigorous legal opposition to a plan and their intervention appears to have been a significant factor, instrumental in the tribunal's decision to pull the approval as their submissions were extensively referenced. And so was Transport Canada's TP1247 document, "Land Use in the Vicinity of Aerodromes" which spells out

best practices that proponents should follow. COPA is entirely for green energies and is even looking to work hand in hand with developers, but not when towers are right next to the runway.

The fund is always used for matters of national importance across the country and will serve everyone in the short, medium and long term. Please be generous and help us help you in supporting our mission and replenishing the fund. And for every 100\$ you get a chance to win a beautiful Breitling Colt watch.

### UAS

Recreational drones here and there are what we, as aviators mostly get to hear about, but they are just a fraction of what's out there and being done. A few weeks ago, I was at an International Civil Aviation Organization (ICAO) industry symposium about Unmanned Aircraft Systems (UAS) called "Drone Enable". Industries, universities and think tanks are developing UAS Traffic Management (UTM) systems where all that flies will cohabitate. At least in theory... The technology is advancing at a pace most regulators have trouble keeping up with, which is a major challenge. This is why ICAO has setup what it calls the ICAO-UAS Advisory group, as a facilitator to help its member states in harmonizing definitions, human procedures, spectrum and training. As always, comments to [bgervais@copanational.org](mailto:bgervais@copanational.org).



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# ATTERRIR TOUT EN DOUCEUR

## GRÂCE AU FONDS DE DÉFENSE

**Lorsque les gens de l'aérodrome de Stayner ont sollicité un coup de main de notre Fonds de défense du droit de voler, nous devons nous assurer que la situation dénoncée correspondait à notre mission de faire progresser, promouvoir et préserver la liberté canadienne de voler. C'était bel et bien le cas.**

En lisant notre info-lettre ou notre magazine, peut-être avez-vous eu l'occasion d'apprendre l'abandon du projet de construction de huit éoliennes à proximité des aérodromes de Collingwood et de Stayner dans le sud de l'Ontario. Les promoteurs, WPD Canada, ont aussi confirmé qu'ils n'appelleront pas de la décision du Tribunal de l'environnement de l'Ontario qui a révoqué son autorisation d'effectuer les travaux. L'instance juridique ontarienne est clairement d'avis que dresser des turbines sur des tours de 150 mètres presque aux abords des pistes concernées aurait constitué une véritable menace pour la sécurité et aurait mis en péril les vies humaines.

Le fonds nous a permis de se préparer méticuleusement et de plaider le meilleur dossier possible. A l'issue de ce travail préparatoire, notre conseiller juridique, Me Glenn Grenier, aidé du directeur régional de COPA local, Conrad Hatcher, a su clairement démontrer la l'impertinence de placer des tours aux abords d'aérodromes. Notre intervention a paru impressionner le tribunal qui s'en est d'ailleurs abondamment inspiré dans son jugement. Un autre argument aura été le document TP 1247F de TC qui traite de l'utilisation des terrains au voisinage des aérodromes et encadre les pratiques à suivre. Nous sommes certainement favorables aux énergies vertes et à travailler main dans la main avec les promoteurs, mais pas si les tours sont juste à côté d'une piste!

Ainsi, le fonds de défense se veut une contribution permanente aux efforts entrepris pour résoudre les questions d'importance nationale. SVP, soyez généreux et aidez-nous à poursuivre notre mission en regar-nissant nos coffres. Pour chaque contribution de 100 \$, vous courez la chance de gagner une magnifique montre Breitling Colt.

### UAS (SYSTÈMES D'AÉRONEFS SANS PILOTE)

Les drones utilisés à des fins récréatives sont ceux dont nous entendons surtout parler, mais il ne s'agit là que d'une infime portion du parc grandissant. Il y a quelques semaines, j'assistais à un colloque de l'Organisation de l'aviation civile internationale (OACI) sur les UAS. À cette rencontre intitulée "Drone Enable", il était question des efforts entrepris par l'industrie, les universités et les groupes de réflexion pour mettre au point des systèmes de gestion du trafic aérien des UAS (UTM) qui devraient permettre à tout ce qui vole de cohabiter un jour en toute sécurité dans le ciel. C'est du moins l'objectif visé... Mais la technologie progresse beaucoup plus rapidement que la législation qui vise à l'encadrer et à la sécuriser. Ce qui constitue un défi majeur. Dans cette optique, l'OACI a formé le Groupe consultatif technique sur les UAS, afin de faciliter l'harmonisation des définitions, des procédures, la gestion des fréquences radio et la formation. Au cours de cette réunion, les firmes Thales, Amazon et quelques autres y sont allées de présentations aux limites mêmes de la science-fiction. Pour en avoir une idée, visitez donc <https://www.d-flight.it/en> ou cherchez "UTM" dans Google. Un reportage sur le colloque suivra sou peu. Comme toujours vous pouvez communiquer vos impressions à [bgervais@copanational.org](mailto:bgervais@copanational.org).

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### ✉ KEEP THE MAYHEM

I disagree with Mike Ayling, who wrote in his letter that he found the "Incidents and Accidents" section of the magazine to be distasteful and a disservice to the members, and that he feared publishing these reports might turn renters and potential new pilots away.

There was a time when every edition of one of COPA's publications printed a motto: "Learn from the mistakes of others; you can't live long enough to make them all yourself." I read the accident and incident reports with that philosophy in mind. Sometimes the reports point clearly to pilot error; sometimes to unfortunate circumstances; sometimes to bad maintenance of an aircraft; sometimes to "acts of God." But whatever the cause, in my opinion it's always useful to read about how accidents happen. The main reason is that we can all learn from them. Far from scaring me away from flying (I'm a renter, not an owner), these reports advise me of what happens to even the most experienced of pilots. They encourage me to take the greatest care possible so that such bad luck, or bad judgment, stays as far away as it is within my power to make possible. Of course no-one can avoid every problem, whether flying or walking down the street, but that doesn't mean we should ignore the lessons to be learned from others' misfortunes or misjudgments.

Keep this section in the magazine please, but make sure the accident reports are consistent and report all the relevant and necessary things. We don't need to know, for example, that "Airport personnel advised and area cordoned off." Also, "a Cessna 172 conducted an excursion from Runway 11/29 and ended up in a stream" is totally inadequate as an accident report.

On another point, I'm with Mr. Ayling, albeit for a different reason. The present Transport Canada enforcement reports are pointless, in my opinion. Merely reading, for example,

that "a private pilot flew in Class B airspace without clearance" and was fined for doing so doesn't inform me or make me a better pilot. Again in the past, there was a time when a COPA publication told the details of the penalized event, without identifying the pilot. I remember reading one such TC enforcement report that told of a pilot who was fined for landing on a back road, against regulations and not in an emergency; he just wanted to visit a friend on a nearby farm. He might even have gotten away with it except that, on subsequent take-off from that back road, he forced an oncoming RCMP cruiser into the ditch! If the TC enforcement reports could give us the full story instead of a flat, legal description of the offense and punishment, they would have more interest. At this point I wouldn't suggest, as Mr. Ayling does, that you remove this section altogether, but if the reports continue to have as little value as they do now, I might agree in future.

*Steve Lacey, Yellowknife, NT*

*Ed. Note: Both the Enforcement Actions and the Incidents + Accidents sections are quoted directly from TC publications without editing*

### ✉ NOT FEAR MONGERING

I take issue with Mike Ayling's letter "Less Mayhem, Please" in the October issue of COPA Flight. I do not see the "Transport Canada Enforcement Actions" and "Incidents and Accidents" sections of our magazine as ridicule or fearmongering. I see the Enforcement Actions feature as a review of the CARs sections relating to the PPL, CPL, etc. ground schools we have all attended. Those regulations are always changing and being updated.

When I read the Incidents and Accidents section, I am always reviewing my own pilot performance and mental flight log history for examples of similar mistakes I may have made, or almost made, that could have

resulted in damage or tragedy, but avoided for the grace of God or just plain dumb luck. The Incidents and Accidents section is really "Things I Should Never Do" and "Things That Can Happen If I Am Not Vigilant". I am a firm believer in the old aviation adage "Learn from others' mistakes—you can never live long enough to make them all yourself". Mistakes are a great teacher. The ones you make yourself are a lot more expensive than those made by others. Keep the "mayhem" coming. It's a lot better than putting our heads in the sand.

*Perry Burford  
COPA 13*

### ✉ LEARNING FROM MISTAKES

Just to make sure silence is not regarded as agreement, I wish to say that I value the inclusion of the Transport Canada Enforcement Actions section and, to a greater degree, the Incidents and Accidents section of COPA Flight. I hope I can learn from the misfortune and mistakes of others, and I appreciate the reminders to keep me on my toes. After many years of flying, it is easy to become complacent. I find the Incidents and Accidents section particularly informative and interesting, and don't feel that pretending this mode of transportation is risk-free is any more productive than believing the same of operating a vehicle on land or water.

*Norm Paterson*

### ✉ COLUMNS VALUABLE

I was surprised to find in the October issue of COPA Flight Mike Ayling's letter complaining about COPA Flight publishing the Transport Canada Enforcements and the Incidents and Accidents sections. Especially when no names or addresses are mentioned! I guess it depends on how we view these articles. For my part, if there is an accident, I want to know what happened, what



went wrong, and what I could do in a similar situation to avoid or correct a similar situation. And, if there is an enforcement action taken, what did the pilot do that was not acceptable conduct? Then we all can benefit from these experiences and avoid similar ones. Anyway, I hope everybody keeps on flying safely and enjoying every hour of it!

A year ago I got photos of two full circle rainbows from my trike or powered hang glider. I hope to get another chance using a powered parachute, which is better because it flies slower and both hands are free to run the camera. Then hopefully I can stitch them together to show a full circle rainbow in one picture!

*Dale Rogers*

#### ✉ ENFORCEMENTS EXPENDABLE

While I agree with reader Mike Ayling's take on TC Enforcement section, I believe the Incident and Accidents section has some value for all pilots. Accident investigations present information to pilots that we may learn from. Perhaps the public may have a morbid curiosity towards accident reports, but I believe most pilots look at them from a "Could this have been me?" view. The publishing of voice transcripts from the flight decks of airliners, was stopped in the mid-70s because of the nature of the content. It was only relevant to the investigators. So, please continue your publishing of accidents and investigations, as we can still learn from them.

*Mike Brooker*

#### ✉ FLIGHT TRACKING

I read with interest the letter from Joe Scoles in September's COPA Flight entitled Too Many ELT Failures. I agree with what he has to say, and I think we all realize this is 1970s technology which is superseded by products and services now available (all of us

except the powers that be, that is). With that thought in mind, you might be interested to hear about another means of tracking aircraft that doesn't cost anything. Ever heard of a website called FlightAware.com? It started out several years ago as a means of tracking IFR aircraft arriving and departing from whichever airport is selected. Now they've expanded the coverage to VFR aircraft, and one of the features allows you to type in the registration of an aircraft in the box "Search for flight, tail, airport or city". If you do this while the flight is in progress, you will get a little map displaying the snail trail from origin to present location, at the head of which is an aircraft symbol plus a speed and altitude readout. If you do this when the flight is complete, you get a snail trail of the course flown, plus you can click the hyperlink "View track log" and get a graph of altitude and groundspeed against time. You also get a table displaying time (at one-minute intervals), latitude, longitude, course, direction, speed, altitude and rate-of-climb.

I recently used it for an RV-7 that was visiting Victoria from Ottawa and wanted to see how he made out on the return flight. For an example that you can try, type in C-FZZL and you will see the flight progress in five segments over three days. It's not perfect and it needs radar coverage and a functional transponder to work, but my point is that without even trying very hard, you can now get access to technology that is totally free and can be used to track a missing aircraft within a one-minute radius of its last recorded position. It still works if the aircraft crashes upside down, sinks, catches fire, falls down a ravine or has a low-G impact. So why are we paying thousands of dollars for equipment that doesn't work in any of the aforementioned circumstances? Perhaps someone could ask Transport Canada that question. It's time to get sensible and look for a better solution.

*Tim Martin*

## 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.

## MAILBOX

### ✉ LEADERSHIP PRAISED

Thank you so much, Bernard Gervais, for the very positive and tremendous changes you made with the entire COPA organization, the magazine, and for providing real advocacy for general aviation. These are just to name a few examples. Your excellent leadership is highly refreshing. You have accomplished all of this so early in your tenure. Whilst I live south of the border, I am Canadian, a COPA member and aircraft owner, and I wanted to send you this positive recognition.

*Peter Milojevic  
Midland, Michigan*

### ✉ AGING AND SAFETY

I picked up a back copy of Transport Canada's Aviation Safety Letter at the Aviation Safety Seminar held in Toronto on September 21. The issue contained an article by Dr. David Salisbury (Director, Civil Aviation Medicine) on the subject of aging pilots. It appeared to call for increased monitoring, and perhaps testing, of aging pilots due to apparent greater than average risks associated with older pilots.

Statistics, as we all know, can be used to support conclusions. Dr. Salisbury notes that the pilot community is getting older, largely due to lengthening life spans and a reduction in the number of new younger pilots. To then cite the accident rate among old pilots as being a special concern seems a little askew. Salisbury cited, as an analogy, the testing of car drivers when they reach the age of 80. Judging by the conduct of many younger drivers who we daily see dodging from one lane to another, racing, jumping red lights and involved in most of the collisions we drive by, it would seem that close monitoring and testing of younger drivers, and enhancing the driving test bench mark, would be more effective in the quest to reduce road accidents. A prominent advanced driving instructor was recently

quoted as saying that Canadians are not taught how to control a vehicle in various situations, such as skidding, and neither are they taught intuitive, defensive driving, let alone common courtesy/common sense.

The old adage "there is no substitute for experience" comes to mind. And that with experience gained over time comes a suite of enhanced personal qualities that are as important as medical considerations. The list would include such characteristics as a sense of urgency, enhanced situational awareness (the frightened soldier/pilot is the one who survives) and good old down-to-earth common sense, as in there are few if any old bold pilots still around to tell the tale.

As a perennial renter I have encountered a fair range of instructors, including those of the young variety who are simply building their hours to enable a jump into the commercial right seat. Among this latter group have been instructors evidently teaching their students by the numbers and how to obey the aviation regulations in order to pass the flight test. Instruction in forward- and side-slipping, for example, has been notably absent from the curriculum. I'm reminded of the famous Gimli Glider incident when an airline captain called upon his slipping skills, acquired years earlier in gliders.

I have personally observed unaccompanied student pilots at an uncontrolled aerodrome controlling their aircraft in ways potentially unsafe for themselves and others sharing the circuit. It suggested that they had not benefited from instruction in the aviation equivalent of intuitive, defensive driving. In the absence of seeing some statistics, suitably weighted, that compare accident rates among young and older pilots, it would seem that efforts to curb aviation accidents might profitably be directed right at the ab initio stage—which should, perhaps, include mandatory gliding training.

*David Green.  
Thornhill, Ontario*



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## ONTARIO

**Aviation Event:** Girls Take Flight sponsored by Enterprise Air, Oshawa Executive Airport (CYOO)

“Each year, owner Manny Rosario enthusiastically supports “Girls Take Flight” to introduce girls to aviation. He provides the facility, money, aircraft, and pilots. This year ~700 people attended.”



**Airport Restaurant:** Flippin’ Eggs, Goderich Municipal “Sky Harbour” Airport (CYGD)

“Great good, pleasant staff, efficient service and outstanding community spirit. With summer fuel sales, he gives five gift certificates. COPA Flights fly here often.”



**Aircraft Maintenance:** Cornwall Aviation, Cornwall Regional Airport (CYCC)

“Sincere thanks to Bill Jarvo (AME) for help with hard restart Aug 18/2017. His generous, skilled work saved a planned trip to CYQB. Staff at his FBO were super!”



**QUEBEC**  
**Airport Management:**  
 Aéroport de Sherbrooke (CYSC)

“L'accueil et les services sont toujours faits avec le sourire et une volonté ressentie

d'aider les visiteurs pour tout leurs besoins.”

“The welcome and the services are always done with a smile and a desire to help visitors with all of their needs”



**Airport Restaurant:** AeroPaul, Saint-Mathieu-de-Beloeil (CSB3)

“Aéro-Paul est un bijou de restaurant d'aéroport. Vous ne vous voudrez plus du burger traditionnel après avoir visité ce sympathique bistro avec son menu varié sur l'ardoise. Les préparations des plus savoureuses par le chef de la maison sauront plaire aux papilles et satisfaire l'appétit des voyageurs, comme si vous étiez attablé au bistro branché du centre-ville. Mais le meilleur est que c'est à l'aéroport!”

“Aéro-Paul is just a gem of an airport restaurant. You certainly won't miss the traditional burger after you've visited this quaint bistro with the choices you'll find on the menu board. What the house chef cooks up is always sure to please the palates and satisfy the appetites of travellers, as if you were sitting at the popular downtown bistro. The best part is it's at an airport!”

# COPA SUPPORTS MASCOUCHE RELOCATION

FREEDOM TO FLY FUND HELPS IN LEGAL BATTLE  
BY BERNARD GERVAIS COPA PRESIDENT



◀ In top photo, the Google Earth image shows where the old Mascouche Airport was (lower left in the photo) and where the proposed new site is. Below and on facing page are images of the old airport.



preserving the right to fly in Canada and maintaining a general aviation network that can support the country, if only to ensure the succession of pilots for the future.”

Despite a 2016 commitment to provide up to \$3 million to support the relocation of the airport, the City of Mascouche has joined forces with Quebec Ministry of Sustainable Development, Environment and Climate Change to continue to challenge the federal government’s purview to govern aeronautics — wasting taxpayers’ dollars and tying up the legal system in the process. The consultations conducted by the airport proponents conformed to all applicable federal legislation and resulted in an official decision from the federal Minister of Transport not objecting to the continuation of this development work.

COPA represents over 17,000 pilots and aircraft owners across the country and is the national voice for General Aviation in Canada. Through the mission of advancing, promoting, and preserving the Canadian Freedom to Fly, COPA is at the forefront on issues that affect pilots, aircraft and airports in communities across Canada and is an active partner with all levels of government in ensuring a bright future for general aviation. For more information, visit [copanational.org](http://copanational.org)

**In keeping with its mission to advance, promote and preserve the Canadian Freedom to Fly, COPA has announced that it is providing financial support for the proponents’ legal defense against the City of Mascouche and the Quebec Ministry of Sustainable Development, Environment, and Climate Change, who are recklessly using taxpayer dollars to oppose the relocation of the Mascouche airport.**

The support for this fight come from COPA’s Freedom to Fly Fund, a fund specifically dedicated to the defense of aeronautical activities with an autonomous capital of

more than one million dollars. The Supreme Court of Canada, through two historic 2010 decisions known as “the COPA decisions,” clearly and unequivocally confirmed the exclusive jurisdiction of the federal government over aeronautical activities.

“It is because of this determination and the potential national scope of future decisions that it is important for COPA to support the developer of the Les Moulins aerodrome at Mascouche with its Freedom to Fly Fund and thus try to stop this nascent cycle of unfounded harassment,” said Bernard Gervais, President of COPA. “It is a matter of

## COPA APPUIE FINANCIÈREMENT LA LUTTE DU PROMOTEUR DE LA RELOCALISATION DE L'AÉROPORT DE MASCOUCHE



**Fidèle à sa mission de faire avancer, promouvoir et préserver la liberté de voler des citoyens canadiens, COPA (Association canadienne des pilotes et propriétaires d'aéronefs / Canadian Owners and Pilots Association) annonce qu'elle soutient financièrement la lutte juridique du promoteur de l'aérodrome Les Moulins contre ceux qui menacent ses activités et l'aménagement de l'aérodrome Les Moulins à Mascouche. Les sommes destinées à soutenir ce combat proviennent du Fonds de la défense du droit de voler, un fonds spécifiquement dédié à la défense des activités aéronautiques doté d'un capital autonome de plus d'un million de dollars.**

En 2010, deux décisions historiques de la Cour suprême du Canada soutenues par COPA et connues à travers les instances légales partout au pays sous le nom « les arrêts COPA » ont confirmé de façon claire et sans équivoque la juridiction exclusive et prépondérante du gouvernement fédéral sur les activités aéronautiques.

Rappelons que la ville de Mascouche a été déboutée en cour supérieure en février dernier (2017) par un jugement très dur à son endroit en ce qui concerne l'aéronautique. Cette démarche est pour le moins

étonnante puisque la plupart des juristes bien informés savent que les autorités provinciales ou municipales ne peuvent empiéter sur la compétence exclusive du fédéral en matière d'aéronautique ou entraver l'exercice de cette compétence.

C'est maintenant le ministère du développement durable, de l'environnement et la lutte contre les changements climatiques du Québec qui prend la relève avec le même acharnement juridique et dépense futilement les taxes des contribuables du Québec et du Canada. Malgré le fait que ce même ministère ait confirmé que l'aménagement de l'aérodrome était en conformité avec les normes et pratiques pour minimiser les impacts sur l'environnement, on exige maintenant une compensation financière de l'ordre de plus de \$4 millions pour un certificat d'autorisation avant le début des travaux! Pour COPA, il s'agit d'une entrave grave au pouvoir du fédéral de décider où, comment et avec quels matériaux les aérodromes et aéroports sont aménagés ou améliorés.

Rappelons que suite à la fermeture de l'aéroport municipal de Mascouche en 2016, la ville a signé un protocole d'entente avec une promesse formelle de payer une somme de \$3 millions

pour la relocalisation de l'aéroport, somme qu'elle refuse maintenant de payer de pure mauvaise foi. À cet effet, le juge Auclair dans son jugement rendu le 1er février 2017 (QCCS 413 / dossier 705-17-007187-162) a souligné « que la ville de Mascouche poursuivait des buts inavoués et inavouables pour éviter de respecter l'entente de relocalisation. »

Il est primordial pour COPA et ses 17 000 membres répartis partout au Canada d'appuyer de façon non équivoque le promoteur et les pilotes de Mascouche et de les aider à faire face à une telle entreprise d'intimidation juridique.

Cet acharnement judiciaire a de quoi étonner quand on sait que l'aménagement du nouvel aérodrome a été entrepris alors qu'un processus de consultation a eu lieu en accord avec toutes les lois fédérales prescrites, en bonne et due forme. Le tout s'est soldé par une lettre officielle le 4 novembre 2016 du ministère des transports fédéral, ne s'opposant pas à la poursuite de ces travaux d'aménagement et était d'avis que les travaux pouvaient débuter.

Pour Bernard Gervais, le président de COPA, « c'est à cause de cet acharnement et de la portée nationale éventuelle des décisions à venir qu'il est important pour COPA de supporter le promoteur de l'aménagement de l'aérodrome Les Moulins à Mascouche avec son fonds de défense du droit de voler et d'essayer ainsi d'arrêter ce cycle naissant de harcèlement sans fondements ». Il en va de la préservation du droit de voler au Canada et de maintenir un réseau d'aviation générale qui puisse subvenir aux besoins du pays, ne serait-ce que pour assurer la relève de pilotes pour le futur. ✈️

# INCIDENTS + ACCIDENTS

## ONTARIO REGION

**A privately registered Cessna 150J** from Brampton, ON (CNC3) to Goderich, ON (CYGD), VFR, dropped off radar at 0036Z through 1800 feet 1.1NM East of CYGD. Trenton Joint Rescue Coordination Centre (JRCC) reported locating aircraft wreckage off CYGD in the lake at 0500Z. Aviation Operations Centre and Transportation Safety Board (TSB) advised.

**TSB Report#A17O0211: a privately operated Lake LA-4-200 aircraft**, was conducting a local flight from Cornwall Regional, ON (CYCC). The aircraft was observed flying at a low altitude before it crashed into a wooded area approximately one nautical mile south of CYCC. There was no ELT signal, however the wreckage was located a few hours after the crash when the rotating beacon was spotted from an adjacent road. The pilot was seriously injured and the aircraft was substantially damaged.

**A Seneca College of Applied Arts and Technology Cessna 172S aircraft (C-FSCL)** was being flown in circuits at Peterborough Municipal Airport, ON (CYPQ). The solo student pilot was making a landing when the aircraft bounced and began to porpoise. After a series of increasingly more pronounced and violent bounces, the aircraft skidded off the side of Runway 27. The aircraft's propeller, firewall and undercarriage were all damaged. The pilot was taken to hospital with shoulder pain.

**TSB Report#A17O0204: a privately operated Airborne Windsports Edge Basic Ultra-light aircraft**, departed from Wyevale (Boker Field), ON (CNL8) for a local flight. After takeoff, the aircraft crashed into a corn field under unknown circumstances near the end of

the runway. The pilot, who was the sole occupant, was seriously injured. The aircraft was substantially damaged.

**TSB Report#A17O0203: a privately operated Piper PA-24 aircraft**, departed from Runway 08 at Haliburton/Stanhope Muni, ON (CND4) for a local flight. During the take-off roll, the aircraft used nearly the entire length of the 2500 foot runway. The aircraft had been observed to accelerate slower than usual for the type of aircraft. After becoming airborne, the aircraft crashed into a wooded area approximately 300 feet beyond the departure end of the runway. The aircraft was substantially damaged and the 2 occupants received minor injuries. The flight was the first after completion of an annual inspection. Degraded engine performance was reported to have occurred during the takeoff.

## PACIFIC REGION

**TSB Report#A17P0134: C-FTCW**, a de Havilland DHC-2 MK. I aircraft on floats operated by Ocean Pacific Air Services, was conducting a flight from Prince Rupert, BC (CZSW) to Browns Lake, BC. While on approach to land at the east end of the lake, the pilot decided to abort the landing and elected to perform an approach from the west end of the lake, following a company aircraft. While the pilot manoeuvred the aircraft for the landing, the aircraft stalled when in a left turn. During the attempt to recover from the stall, the aircraft hit trees along the shore of the lake and subsequently collided with the terrain. The pilot suffered minor injuries; however, the aircraft was substantially damaged.

**TSB Report#A17P0145: a privately operated Cessna 120 aircraft**, was

performing circuits from Abbotsford, BC with a student pilot and an instructor on board. During the initial climb after a takeoff from Runway 07, the engine (Teledyne Continental C-85-12F) lost power. Since the aircraft had only approximately 25% of the runway remaining at about 150 feet AGL, the instructor took over control, determined there was insufficient runway remaining and elected to perform a 180° turn. The aircraft landed hard on Taxiway C, the left landing gear wheel separated and the aircraft swerved around. Both occupants egressed without injury, however the aircraft was substantially damaged.

**TSB Report#A17P0144: a privately operated Aero Commander 100-180 aircraft**, was approaching to land at Squamish, BC (CYSE) with a sole pilot on board. During the final approach, the aircraft struck trees before coming to rest off the runway and sustaining substantial damage. The pilot was not injured.

**A privately-registered Mustang Mustang II** was on a VFR flight plan from Edmonton/Josephburg, AB (CFB6) to Salmon Arm, BC (CZAM). At 1815Z Edmonton flight information centre (FIC) received a call from the pilot of the Mustang II informing that this aircraft crashed on landing at CZAM. Two people on board sustained no injuries, but the aircraft was described as a 'write-off'. Joint Rescue Coordination Centre (JRCC) and the area control centre (ACC) Shift manager were advised. CZAM airport called to confirm they were aware; they were and emergency services were on scene. Kamloops, BC (CYKA) FIC had no contact with the aircraft before, during, or after flight.

**A Robinson R44 on a flight from Campbell River, BC (CYBL)** and land-

ing at Campbell River, BC (CYBL) was conducting local training/manoeuvring in the vicinity of CYBL. The Fire Department reported that the helicopter crashed 1-2 miles northwest of the airport. Victoria joint rescue coordination (JRCC) and Aviation Operations Centre advised.

## QUEBEC REGION

### During landing on a highway in

Haute-Mauricie (near the Auberge La Patate Du Gouin), a Cessna 172K (C-FQJF) operated by Laval Aviation Ltée., struck trees on both sides of the highway. The aircraft sustained major damage to the wings. The accident caused no injuries.

## PRAIRIE REGION

### TSB Report#A17W0148: C-FQWE,

a Bombardier DHC-8-400 aircraft operated by WestJet Encore, was conducting flight WEN3304 from Nanaimo, BC (CYCD) to Calgary Intl, AB (CYYC) with 4 crew members and 76 passengers onboard. During the descent into CYYC, WEN3304 experienced severe turbulence approximately 38 nautical miles South West of CYYC at 15 000 feet ASL. The autopilot disengaged which prompted the captain to take control and manually fly the aircraft. Once WEN3304 was back on a stable flight path, the captain returned control to the first officer for the remainder of the flight. The flight crew reported the turbulence event to ATC. The lead flight attendant (FA) contacted the flight deck using the EMERG call switch, informed the flight crew that both FAs had been injured, that the position 2 FA sustained a serious injury and was unable to continue their duties. The flight crew declared a medical emergency and requested priority handling. The lead FA secured the cabin for landing and briefed a passenger on emergency door operation. WEN3304 conducted an uneventful landing and was met by EMS at the gate. There were no passenger injuries and no damage to the aircraft.

## RÉGION DES PRARIES ET DU NORD

**Rapport du BST no A17W0147 : Un Acro Sport II de construction amateur se préparait à effectuer des circuits à l'aéroport de Springbank à Calgary, AB (CYBW).** Lors du décollage, le tangage est devenu excessif et le pilote a réagi en poussant la commande vers l'avant. L'aéronef est donc descendu très rapidement. Le pilote n'a pas été en mesure de mettre fin à la descente avant que l'aéronef ne heurte la piste. Le train d'atterrissage s'est affaissé et l'aéronef est sorti de piste. Le pilote, qui était seul à bord, a pu évacuer l'aéronef sans aide et sans blessures.

### Un de Havilland DHC-8-400

(WEN3304) exploité par WestJet Encore, en provenance de Nanaimo, BC (CYCD) et à destination de Calgary, AB (CYYC), arrivait à Calgary et a demandé que les services médicaux d'urgence (EMS) l'attendent à la porte d'embarquement en raison d'une urgence médicale. Aucun impact sur l'exploitation.

### Information tirée d'un rapport de

la station radio d'aérodrome communautaire (CARS) de Dawson City, YT (CYDA) : Un Quad City Challenger II sous immatriculation privée a subi une panne de moteur immédiatement après le décollage. Le train avant a été arraché et le train principal s'est courbé. Aucune blessure n'est signalée. Un NOTAM a été émis concernant l'avion accidenté sur la piste. Il a par la suite été annulé après que l'aéronef fut retiré de la piste. On ne connaît pas l'impact sur l'exploitation.

## RÉGION DE L'ONTARIO

### À 0036Z, un Cessna 150J sous

immatriculation privée, en provenance de Brampton, ON (CNC3) et à destination de Goderich, ON (CYGD), en vol VFR, n'était plus observé au radar à 1 800 pieds à 1,1 NM à l'est de CYGD. Le centre conjoint de coordination de sauvetage (JRCC) de Trenton a

signalé avoir repéré l'épave dans le lac près de CYGD à 0500Z. Le Centre national de l'exploitation (NOC) et le Bureau de la sécurité des transports (BST) ont été avisés.

### Le centre conjoint de coordination

de sauvetage (JRCC) de Trenton a informé le gestionnaire de quart de Toronto, ON (YZ) qu'un Lake LA-4-200 amphibie sous immatriculation privée s'était écrasé à environ 1 NM au sud de Cornwall, ON (CYCC) alors qu'il effectuait un vol d'essai. Une personne a subi des blessures mineures. Les services médicaux d'urgence et la police sont intervenus. Le Bureau de la sécurité des transports (BST) a été avisé.

### Rapport du BST no A17P0137 :

C-FFMZ, un Sopwith Pup privé, assurait un vol local depuis l'aéroport Langley Regional, BC (CYNJ) en n'ayant que le pilote à bord. Lorsque le pilote a freiné lors de l'atterrissage de l'aéronef sur la piste, la queue s'est levée. Le pilote a desserré les freins, mais n'a pas été en mesure d'empêcher l'aéronef de basculer vers l'avant et l'aéronef s'est renversé. L'hélice, le capot du moteur et le stabilisateur vertical ont été endommagés. Le pilote est sorti indemne de l'accident.

### Le pilote d'un Aero Commander

100-180 sous immatriculation privée, en provenance de Squamish, BC (CYSE) et à destination de Squamish, BC (CYSE), a appelé le centre d'information de vol (FIC) de Kamloops pour signaler un accident à CYSE à 0140Z. Le pilote a indiqué que l'aéronef avait heurté des arbres en courte finale de la piste 15 à CYSE et qu'il s'était immobilisé à l'envers à environ 300 pieds de la piste. La radiobalise de repérage d'urgence (ELT) s'est déclenchée, mais le pilote l'a arrêtée. Aucune blessure et aucun décès n'ont été signalés. Le Centre conjoint de coordination de sauvetage (JRCC) et le Centre de contrôle régional (ACC) ont été informés. 🇨🇦

# ENFORCEMENTS

## ATLANTIC REGION

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

## 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.

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.

## ONTARIO REGION

A person exercised the privileges of a flight crew permit, licence or rating when the person was not the holder of the appropriate permit, licence or rating. A person operated an aircraft in flight without a flight authority in effect in respect of the aircraft. A person conducted a take-off in an aircraft when the maintenance performed on the aircraft had not been certified. The person also failed to record, at the required time, the required particulars in the aircraft journey log. CAR 401.03(1), \$1,000; CAR 605.03(1), \$1,000; CAR 605.85(1), \$1,000; CAR 605.94(1), \$1,000.

The pilot-in-command of an IFR aircraft failed to conduct an approach to an aerodrome or runway in accordance with the instrument approach procedure. CAR 602.127(1), \$750.

A person operated a model aircraft within 9 kilometers of an aerodrome. Interim Order 5(1), \$750.

A person failed to return to the Minister his suspended Canadian Aviation Document (CAD). CAR 103.03, \$1,000.

The owner of an aircraft permitted a person to conduct a take-off in the aircraft when it had not been maintained in accordance with a maintenance schedule that conforms to the Aircraft Equipment and Maintenance Standards. CAR 605.86(1), \$1,000.

## PRAIRIE AND NORTHERN REGION

The pilot-in-command of an aircraft failed to obtain from the appropriate ATC unit clearance to taxi and take-off at the controlled aerodrome. CAR 602.96(3), 10-day suspension.

A person exercised the privileges of a flight crew permit, licence or rating when the person was not the holder of the appropriate permit, licence or rating. The pilot-in-command of an aircraft failed to comply with all of the ATC clearances received and accepted. A person conducted a take-off in a turbine-powered pressurized aircraft when it had not been maintained in accordance with a maintenance schedule approved by the Minister in respect of the aircraft operator. CAR 401.03(1), 30-day suspension; CAR 602.31(1), 21-day suspension; CAR 605.86(1), \$1,000 fine.

A person operated an aircraft at an indicated airspeed of more than 200 knots when the aircraft was below 3,000 feet AGL and within 10 nautical miles of a controlled aerodrome, without an ATC clearance. CAR 602.32(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 a model aircraft within 9 kilometres of an aerodrome. Interim Order 5(1), \$750.

## RÉGION DE L'ATLANTIQUE

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 \$.

## RÉGION DU QUÉBEC

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

## RÉGION DE L'ONTARIO

Une personne a exercé les avantages d'un permis, d'une licence ou d'une qualification de membre d'équipage de conduite alors qu'il n'était pas titulaire du permis, de la licence ou de la qualification pertinents. Une personne a utilisé un aéronef en vol sans qu'il n'y ait à son égard une autorité de vol en vigueur. Une personne a effectué le décollage d'un aéronef dont le travail de maintenance n'avait pas été certifié. La personne a aussi omis de consigner les inscriptions requises dans le carnet de route de l'aéronef. RAC 401.03(1), 1 000 \$; RAC 605.03(1), 1 000 \$; RAC 605.85(1), 1 000 \$; RAC 605.94(1), 1 000 \$.

Le commandant de bord d'un aéronef IFR a effectué une approche à un aérodrome ou à une piste contrairement à la procédure d'approche aux instruments. RAC 602.127(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 \$.

Une personne a utilisé un modèle réduit d'aéronef à une distance inférieure à 9 kilomètres d'un aérodrome. Arrêté d'urgence 5(1), 750 \$.



Le propriétaire d'un aéronef a autorisé le décollage de l'aéronef dont la maintenance n'avait pas été effectuée conformément à un calendrier de maintenance qui est conforme aux Normes relatives à l'équipement et à la maintenance des aéronefs. RAC 605.86(1), 1 000 \$.

### RÉGION PRAIRIES ET DU NORD

Le commandant de bord d'un aéronef a omis d'obtenir de l'unité de contrôle de la circulation aérienne compétente, l'autorisation de circuler au sol et d'effectuer un décollage à cet aérodrome contrôlé. RAC 602.96(3), Suspension 10 jours.

Une personne a exercé les avantages d'un permis, d'une licence ou d'une qualification de membre d'équipage de conduite alors qu'il n'était pas titulaire du permis, de la licence ou de la qualification pertinents. 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. Une personne a effectué le décollage d'un aéronef pressurisé à turbomoteur dont la maintenance n'avait pas été effectuée conformément à un calendrier de maintenance approuvé par le ministre pour l'utilisateur de l'aéronef. RAC 401.03(1), suspension 30 jours; RAC 602.31(1), suspension 21 jours; RAC 605.86(1), 1 000 \$.

Une personne a utilisé un aéronef à une vitesse indiquée de plus de 200 nœuds lorsque celui-ci se trouvait à une altitude inférieure à 3 000 pieds et à une distance de 10 milles marins ou moins d'un aérodrome contrôlé, sans avoir reçu l'autorisation du contrôle de la circulation aérienne. RAC 602.32(1), 750\$.

### RÉGION DU PACIFIQUE

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 \$.



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### 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.**

# PAYING IT FORWARD

## GIVING BACK AS A COPA DIRECTOR

BY BRIAN CHAPPELL, COPA DIRECTOR – MARITIMES, NOMINATING COMMITTEE CHAIR



**The accompanying photo is of the COPA Directors taken after the 2016 AGM in Yarmouth, N.S. Some of the Directors were midway through four-year terms; others were newly elected in 2016. You could be one of the new Directors after the 2018 AGM in Saint John, N.B.**

COPA relies on the talent within its membership to fill certain volunteer positions within the organization. Consider donating some of your time and experience as a member of the Board of Directors and make a lasting contribution in pursuit of our mission: Advancing, promoting and preserving the Canadian freedom to fly. As per the COPA constitution, the 2018 elections are for Directors from the following regions:

**British Columbia/Yukon,  
Southern Ontario  
Quebec**

### **THE ROLE OF A COPA DIRECTOR IS MULTIFACETED; EACH DIRECTOR WEARS AT LEAST THREE HATS:**

- Directors are responsible for the governance of the association. Through the democratic process of

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

- Directors often interact with COPA Flights and other members in their region to provide updates or background information on issues related to the organization and to general aviation overall. We encourage Directors to work hand-in-hand with their local COPA Flights and members as the need arises.
- COPA Directors can also act in certain circumstances in an advocacy role as an extension of the national office. Issues can range from keeping airspace and airstrips open, to how and when aircraft are to equip

with new technologies. Advocacy can involve attending meetings with government representatives, airport decision makers or community members, writing to government or regulatory officials, doing research and making presentations. These activities are coordinated with the COPA National office.

It might sound a little overwhelming but, as in any volunteer organization, passionate individuals have the time and are willing to share it. As a volunteer position, there is no direct compensation. However, expenses incurred while on COPA business are reimbursed. Travel to and from Board meetings and the annual Convention is also provided. There is satisfaction in making one's contribution on a collaborative team dedicated to advancing, promoting and preserving the Canadian freedom to fly for more than 17,000 members.

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

We encourage all members to consider serving as a COPA Director, taking into account the mix of personal, interpersonal, governance, technical skills and strategic competencies you can offer to the organization and your fellow pilots. Watch for the official 'Call for Nominations' in future publications. 🇨🇦

# DEVENEZ DIRECTEUR DE COPA — ET FAITES PROFITER LA GÉNÉRATION MONTANTE DES MÊMES AVANTAGES QUE VOUS

**Prise à l'issue du congrès et de l'assemblée générale annuelle (AGA) tenue en 2016 à Yarmouth, en Nouvelle-Ecosse, cette photo nous présente l'effectif des directeurs de COPA. Certains des dirigeants arrivaient à la moitié de leur mandat de quatre ans, alors que d'autres venaient tout juste d'être élus. Vous pourriez devenir l'un de nos nouveaux directeurs, dans le sillage des assises annuelles qui se tiendront en 2018, à St-Jean, N.-B.**

COPA s'en remet régulièrement à la bonne volonté de ses membres lorsqu'il s'agit d'accomplir certaines fonctions de bénévoles et d'assurer ainsi son fonctionnement. Envisagez la possibilité de nous faire profiter de vos compétences en devenant membre du Conseil de direction et en donnant de votre temps, contribuant ainsi à l'accomplissement de notre mission collective qui consiste à faire progresser, promouvoir et préserver la liberté canadienne de voler.

Conformément à la constitution de COPA, des élections se tiendront dans les régions suivantes en 2018:

- Colombie-Britannique/Yukon
- Sud de l'Ontario
- Québec

## LE RÔLE D'UN DIRECTEUR DE COPA COMPORTE DE MULTIPLES FACETTES: CHAQUE DIRECTEUR COIFFE AU MOINS TROIS CHAPEAUX.

- Les directeurs sont responsables de la gouvernance de l'association. Les directeurs représentent les rouages essentiels de la mécanique démocratique parfois complexe qui permet d'en arriver à un consensus sur ce qui est le plus souhaitable

pour la totalité des membres à l'échelle nationale. Le Conseil assure les orientations stratégiques et établit les priorités. Le Conseil veille à ce que la gestion et les opérations de l'organisme restent en tout temps conformes aux dispositions juridiques appropriées de mêmes qu'aux documents qui les encadrent.

- Les membres du Conseil ont souvent l'occasion d'échanger avec les Clubs COPA et les autres membres de leurs régions respectives en vue de faire le point ou de fournir des informations complémentaires, tant sur des aspects spécifiques de la gouvernance que sur l'aviation générale. Nous encourageons fortement les directeurs à travailler main dans la main avec leur Club local ou directement avec les membres lorsque le besoin s'en fait sentir.
- Dans certaines circonstances, les directeurs peuvent se porter à la défense d'intérêts spécifiques dans le contexte de leurs responsabilités à l'échelle nationale. Il peut s'agir aussi autant du maintien de l'espace aérien, ou de la disponibilité des pistes, que du calendrier d'implantation des nouvelles technologies. Dans ce contexte, ils rencontreront les représentants gouvernementaux, les gestionnaires des aéroports ou les responsables des communautés locales. En d'autres occasions, ils écriront aux instances concernées, effectueront des travaux de recherche ou tiendront des rencontres d'information. Toutes ces activités seront par ailleurs coordonnées par la direction nationale de COPA.

Les tâches décrites plus haut peuvent paraître exigeantes, mais comme dans toute organisation s'appuyant sur le bénévolat, COPA peut compter sur plein d'individus passionnés, qui ont du temps et sont prêts à le partager. En tant qu'activité bénévole aucun salaire n'est versé, mais toutes les dépenses encourues dans l'exercice des fonctions concernées sont remboursées, il va de soi. Le coût de déplacement aller-retour vers les lieux des diverses réunions du Conseil de direction ou de la convention sont également à la charge de COPA. Et ceux qui contribuent ainsi de leur personne éprouvent une satisfaction personnelle légitime à l'idée de faire progresser, promouvoir et préserver la liberté canadienne de voler, en veillant ainsi aux intérêts de nos quelque 17 000 membres.

La chance unique de rencontrer tant de pilotes et de passionnés de l'aviation de tout le pays, la possibilité de partager leurs expériences les plus diverses, l'idée de coopérer à des programmes comme COPA pour les jeunes, les Bourses Neil Armstrong, le Fonds pour la liberté de voler et la Fondation pour la sécurité du vol, voilà autant de façons pour nos directeurs de contribuer à l'avenir de COPA comme de l'aviation générale au pays.

Nous invitons donc tous nos membres à envisager la possibilité de poser leur candidature à titre de directeur de COPA pour faire profiter nos chers aviateurs de leurs talents, de leurs aptitudes techniques ou de leurs qualités d'organiseurs d'un océan à l'autre.

Soyez attentifs aux «Appels de candidature» qui paraîtront dans nos diverses publications. ✈️

**Merci ! - Brian Chappell**

## EYES OF CASARA

### SPOTTERS KEY TO SEARCH SUCCESS



**S**ome of the most important volunteers on the CASARA team are the spotters. On a visual search, everything the aircrew does is focused on getting them to the search area. The job of a Spotter is the most solemn job of any CASARA member, for they hold in their hands the fate of a human life, a life which in most cases is in severe distress and is counting on them to be rescued.

It is a physically demanding job and requires many hours of training, both on the ground and in the air, to become proficient enough to be certified as a spotter. Once certified, they must continue to train to stay current. Only a current crew can ever perform a search. Currency requirements are not arduous, but do require a commitment to continual training. As with many of the opportunities at CASARA, spotters do not need to

be pilots. They do need to be able to work as a team and have the ability to concentrate on a single task for long periods of time.

Training begins at the zone level and involves many hours of classwork, as well as computer simulations on our CVT (CASARA Visual Trainer). This is followed by a number of training flights during which they hone their skills by locating targets on the ground and by performing a standardized callout procedure to assist the pilot in navigating the aircraft to a position directly overtop the target so the navigator can mark the location precisely for ground crews or other SAR assets.

One of the benefits of becoming a spotter is the opportunity to advance to a military spotter. This is a privileged designation and allows them to embed with an RCAF crew on either a CC-130 Hercules, CH-146 Griffon helicopter or even

▲ Spotters are highly trained and dedicated CASARA volunteers.

a CH-149 Cormorant helicopter. A military spotter becomes an operational member of the crew and is expected to remain with the aircraft until the completion of the mission. It is not unusual for the crew to be on an exercise (SAREX) and then be retasked in flight to an actual search. For that reason, all CASARA spotters must bring aboard a Go-Bag containing enough clothes, etc. to allow them to remain with the crew until the completion of the task. Although it does not happen often, there have been instances when CASARA is tasked with the aircraft up north (e.g. the Arctic) or, in the case of our coastlines, to search hundreds of kilometres offshore.

As with all things Canadian, there is a search and rescue season. It begins



around the Victoria Day weekend and continues to around the end of October. To help the RCAF, select members are invited to spend the long weekends with the squadron at the base where they receive further advanced training. As they embed with the squadron, they are on call for the entire weekend, from the Friday afternoon to the following Monday evening. CASARA members participate in all aspects of crew duties consistent with their training. It's perhaps one of the most rewarding experiences a military spotter can have.

Being a member of CASARA is a serious commitment. However, the ability to serve your fellow Canadians in what may be their darkest hours is perhaps one of the greatest accomplishments a person can aspire to. To help save the life of someone you don't know and probably never will is just one of those

things that define what Canada and Canadians are all about. Imagine for a moment you are the Spotter who locates the missing person and assists directly in the saving of a life. Imagine the person now being met at the hospital by their loved ones or walking through the door of their home to be greeted by their family, all because of your involvement as part of a team dedicated to saving lives. This is the essence of CASARA and speaks to the motto of SAR, "That others may live." 🇨🇦

### SURVIVAL TIP

Winter is approaching and, like all our seasons, it can be a beautiful time to fly.

One of the items on all CASARA pre-flight checklists is "ensure clothing is adequate for at least 24 hours overnight in the event of an off-airport landing."

## Join the FGU Community

Everything you need to know about flying starts... *from the ground up.*

### Ab Initio Study



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# GADGETS EASE PILOT WORKLOAD

CONVENIENCE ADDS SAFETY IN COCKPIT



**G**eneral aviation pilots are always looking for the next technology that can ease their workload in the cockpit. Sometimes that cool new pilot gadget is more about keeping up with the Joneses. You might remember the days of the E6B mechanical flight data computer. Combined with the language of METARs and TAFs, it instilled mystery and a coolness factor with passengers.

The use of an electronic flight bag (EFB) is about pilot ergonomics and the specifics of the aircraft. Needs will change between renters and owners. RAM mounts, fabric kneeboards, cases and covers all provide different

ways to integrate a tablet into the cockpit environment. It's about personal preferences that adapt technology into the way you fly. I treat my iPad just like a sectional map. I use a kneeboard, paper and pen to do my en route work. With a simple Apple cover and Phantom Glass screen protector, I quickly adapt my iPad to the cockpit environment.

Over the past year Apple has made changes to the iPad product line and is on their 5th generation iPad. Apple's lineup has iPad, iPad Pro and iPad Mini with four screen sizes, 7.9, 9.7, 10.3 and 12.9 inches. A 5th generation iPad is 9.7 inches while the Mini 4 shrinks the form factor to 7.9 inches. The major

◀ There plenty of innovative products that make a pilot's life easier.

differences between the models are storage, screen size, resolution, dimensions, processor speed, memory and price. From an EFB perspective, 32 GB of disk space is fine, but if you're using it outside of the cockpit you should consider at least 128 GB. If you're considering an upgrade, new accessories may be required as the new iPad Pros are thinner.

Filling this gap, Brydge ([www.BrydgeKeyboards.com](http://www.BrydgeKeyboards.com)) has developed a unique keyboard case designed to accommodate a variety of iPad thicknesses. Weighting in at 18 ounces and with 180° of hinge movement, the ergonomics of the keyboard are exceptional. With backlit keys, rechargeable battery and a thin aluminum case, the Brydge keyboard is a perfect addition to an iPad. Use promo code "COPAPROMO" to receive, for a limited time, a COPA-exclusive 10% discount at checkout.

Earlier this year uAvionix released a new compact dual band ADS-B receiver. Scout ([www.FlyWithScout.com](http://www.FlyWithScout.com)) delivers traffic and weather in a pocket-sized device, about the size of a large USB stick, attachable to a window with a suction cup. Power is delivered through a Micro-USB cable attached to a panel-mounted USB port, cigarette lighter adapter or power bank. Scout is designed to work exclusively with ForeFlight and, by connecting over Wi-Fi, can communicate with up to four devices. ForeFlight and uAvionix collaborated on the development of the product, with firmware updates for Scout delivered by ForeFlight. This eliminates any known bugs from the hardware. Scout is targeted to pilots who are looking for an inexpensive ADS-B IN receiver, with limited functionality. Compared

with Stratus ([www.appareo.com/stratus](http://www.appareo.com/stratus)) or FlightBox ([www.OpenFlight-Solutions.com](http://www.OpenFlight-Solutions.com)), Scout does not have an internal GPS, battery, memory for weather replay, a pressure altitude sensor, AHRS or a flight data recorder. Weighing in at 14 grams and costing US\$199, Scout is a perfect addition to your flight bag.

WX24Pilot ([www.wx24Pilot.com](http://www.wx24Pilot.com)), developed by 1 Echo Charlie, delivers a visual representation of weather along your route. Simplifying the presentation of METAR and TAF information, the app provides a go/no-go decision for flights up to 1,000 NMs. WX24Pilot allows you to interactively change your departure time and see the corresponding TAF updates, the goal being to find a safer departure time and understand when and to where the weather is projected to move. This approach delivers a unique way

to view weather forecasts, delivering heightened weather awareness. By entering your personal weather minimums, the system takes the guesswork out of weather analysis, allowing for better decisions. At US\$39.99 per year the tool is cost-effective and, with a 3-week free trial, you can experience the benefits of this new app without paying for the subscription.

Fisher Space Pens ([www.SpacePen.ca](http://www.SpacePen.ca)) began their history by inventing an ink-delivery system that would perform equally well on Earth as well as in space. Standardized by many branches of the Canadian military, including the Snowbirds, their pens function at temperatures from -34°C to +121°C. The pens make an outstanding tool for AMEs, line service employees, flight instructors and pilots. NASA standardized on the pen as part

of the Apollo program after the Apollo 1 fire. Recently declassified reports illustrate the importance of the AG-7 space pen. Prior to Apollo 11 blasting off from the moon, Houston had directed Neil and Buzz to leave behind all non-immediate utility items including the Lunar Module's tool kit. While entering the LM, a backpack brushed against a panel, breaking the engine's arming switch. The astronauts used their Space Pen as a tool to activate the switch and arm the engine, thus avoiding a disaster. Starting at C\$15, Fisher Space Pens are an affordable addition to your flight bag. Use promo code "COPA" to receive a limited-time COPA-exclusive 10 percent discount at checkout.

With rapid advancements in aviation technology, additions to your flight bag become smarter, smaller, faster and more powerful. ✈️



# MEDALS AND MEMORIES

EFFECTS OF WAR LAST GENERATIONS



It was at the eleventh hour on the eleventh day of the eleventh month in 1918 when the end of World War 1, then known as the Great War, came to a formal end. Henceforth Armistice Day was observed on that date throughout the British Empire.

In those days it was more an opportunity to recall political and military victories than a time to remember the men and women who fought and died to make those victories possible. When I was a kid we knew Remembrance Day as Poppy Day. On November 11, at the stroke of 11 in the morning, lights dimmed in shops and offices and a respectful hush descended everywhere. In schools, pencils were put down as the world stood still for two minutes of silence so we could remember the fallen,

▲ Millions of young people went to war and many thousands didn't come back.

and those who had fought and risked their lives for peace.

Most of us had fathers who had been in the services and, although there was camaraderie among them, they usually kept their experiences to themselves. We had been taught in school what Remembrance Day stood for, but we couldn't grasp what it really meant. We had even memorized "In Flanders Fields", though had little appreciation of its poignant words. World War 2, with all of its horrors, was ten years in the past. Still fresh in the minds of the adults, we children had no such memories; it was impossible to relate to what our parents had been through.

## THANKS, REMEMBRANCE COMBINED



In 1921 Ottawa decided that Armistice Day would be observed on the Monday of the week of November 11, in combination with Thanksgiving Day. It was a bad idea; the dual-purpose holiday became more of a celebration of gastronomic overindulgence than a day of remembrance, and the meaning of Armistice Day became eclipsed.

Initially there was little public participation. Only veterans and their families gathered at churches, synagogues and cenotaphs to honour the fallen. In time many Canadians, and especially veterans, pressured politicians for a separate day to remember wartime sacrifices, a day not combined with Thanksgiving.

The government heard their pleas; Thanksgiving was moved to the second Monday in October. In 1931 Armistice Day was renamed Remembrance Day, always to be observed on November 11 and in 1957 became the public holiday we celebrate today. It became a day of ceremony and significance for Canadians of all ages, with ever-growing attendance at cenotaphs and memorial events across the country.

Although not a public holiday in all provinces, it remains a time we can all show gratitude for our freedoms, and for the sacrifices and hardships endured by all who have served their country in war and in peace.



The passage of time, however, has brought us to greater awareness and gratitude. I am now able to reflect on what my father and his generation gave up in their young lives as they fought on land, at sea and in the air during WW-2. With war on the horizon, my 19-year-old father enlisted in Canada's nascent air force. Back then the RCAF was not a major military force; it had only 4,000 regular personnel and 230 aeroplanes. My Dad's squadron shivered through Halifax's freezing winter of 1939-40 dismantling and crating aircraft for shipment to Britain. It was on a troopship steaming for England where Dad celebrated his 21st birthday. He spent most of the war on the European front specializing in armaments—blowing up planes. Dad finished his time overseas in 1945 with 143 Wing, whose Typhoons operated close to the front as low-level fighters. Dad was one of the lucky ones who came home,



though he left behind ten thousand RCAF airmen and officers, killed either in air raids or in prison camps. Some were fathers who left wives and children widowed and fatherless.

Flight Lieutenant JW Cantelon is gone now, one of the last of his squadron, one of the thousands of

unsung heroes. He left me a few war souvenirs and a photographic record of his time overseas with the RCAF. The many photos, inscribed with dates, places and names, provide me with a vicarious glimpse into a horrific time in my family's—and my country's—history. Lest we forget.



## COPA UAV Liability Program

**High Flying Advantages Exclusively For COPA Members**

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

**Benefits of the program include:**

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

To learn more, contact The Magnes Group Inc. at **1-855-VIP-COPA** or visit [www.uavinsurance.ca](http://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](http://www.uavinsurance.ca).



Coverage proudly administered by  
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## GET INVOLVED

### PUT ULTRALIGHTS IN AIR SHOWS



**W**e are accustomed to observing what we expect to see and sometimes we will notice something missing or it becomes obvious because of its absence.

In the summer I attended two airshows in seven days. The U.S. Navy Blue Angels were the highlight of the show in Idaho Falls, Idaho and the Snowbirds had top billing in Springbank, Alberta, just outside Calgary. I have never been able before to make a comparison of the two distinctive shows. The F-18s practiced, sometimes at near tree top level, over our RV campground next to the Idaho Falls airport. We got a first hand taste of what it must feel like to be on the receiving end of a low level air attack — frightening!

There were five F-18s and eight Tutors. Each team was missing a plane.

The power, speed and sound of the Blue Angels was absolutely awesome, however the Snowbirds were very entertaining with their precision and exacting maneuvers. When F-18s climbed away in formation you could see an ever-so-slight extra air gap between the aircraft while the Tutors were very consistent with very perfect formations. I would never fault any of them for a slight bit of imprecision because I know how difficult it is to hold any kind of formation.

At both air shows ultralight aircraft were conspicuous in their absence. More than 20 years ago several of the members of the Calgary Ultralight Flying Club went to air shows to be on static display as well as do some demonstration flying just before the main air show started. It was fun and the crowds loved it because there was lots of air activity

▲ Light aircraft designs should be front and centre at air shows, like this autogyro at the London Air Show.

before the show even started.

The air show organizers appreciated it because it gave them more static display for the patrons, the flying was well organized (no stunts) and it helped the show transition into the actual start. You don't have to be a club to do it. Just organize yourself with some friends and approach the local air show folks and let them know what you can do for them.

You need to attend the airshow pilot briefings and other performer functions but that is kind of fun too. Anyone that has a registered ultralight please step up to the plate and become active in your local airshows. Help keep this part of aviation alive and well. 🙌

# CONTROL ENGINE OIL TEMPERATURE

NOT TOO HOT AND NOT TOO COLD



**M**y wife had a prop strike on our RV-9A that resulted from a collapsing nose gear at around the 200-hour mark. Out went the engine to a local engine shop for a teardown, inspection and any necessary repairs. Inspection revealed minor corrosion on the camshaft. This was surprising since the engine only had about 200 hours since major overhaul. How did

that happen? Well, in order to control my oil temperature I had built and installed an air inlet box before the oil cooler, complete with an airflow control valve that controlled the airflow to the cooler. Unfortunately, air pressure against the valve plate slowly opened it during flight; the control mechanism was unable to hold the valve closed. We found that, with a tightly constructed baffle system, our Lycoming O-320 always ran with an

♦ It's essential to keep oil temperature in the correct operating range.

oil temperature below 180°F. I had long wanted to replace this control cable with a locking type but never got around to it. The minor corrosion on the camshaft awoke me and so I replaced the cable (as well as the camshaft).

In EAA Sport Aviation's August 1993 issue, Tony Bingelis stated that the maximum oil temperature should be 245° when the outside temperature is above 60° and 225° when below. Most pilots use 225° as their redline. But what about the lower operating limit? When the engine oil temperature runs below 180°, any condensation in the oil doesn't evaporate and can lead to camshaft corrosion (my situation). I now run my engine oil at or slightly above 190°.

After replacing the cable with a locking type, I found that the temperature response of my system was not immediate. If my oil temperature is below 180°, I adjust the valve to slightly reduce the airflow and observe it for about five minutes. I then adjust as necessary to reach my target.

I chose to build my own valve plenum to accommodate the location of my oil cooler. Another option is to purchase a butterfly control valve from a supplier such as non-stopaviation.com (see photo). This valve doesn't load the control cable throughout its movement range; it is balanced. It can be installed directly behind the rear baffle plenum.

If you are building an aircraft with an engine-oil cooler, you really should consider adding a temperature control feature. This one is simple and inexpensive, and will help prolong the life of your engine. 🛩️

# ON THE HORIZON



**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](mailto:aouellet@icecanada.com)

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

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

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

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

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

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

**ESTEVAN, SK (CYEN):** Regular COPA Flight 3/ Flying Club Meeting, held 2nd Tuesday of even numbered months, February, April, June, etc. at 19:30 in main terminal building. For more information, please contact Neal Linthicum at 306-421-7629 or [nealandndine@hotmail.com](mailto:nealandndine@hotmail.com).

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

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

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

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

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

**KELOWNA, BC (CYLW):** COPA Flight 36, Kelowna Flying Club, Apron III Event General Meeting, 1st Tuesday of each month. Pre-meeting BBQ starts at 18:00; 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](mailto:Info@kelownaflyingclub.com) or go to our website at <http://kelownaflyingclub.com>.

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

**LETHBRIDGE, AB:** The Lethbridge Sport Flyers, COPA Flight 24 would like to invite you

# ON THE HORIZON

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

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

**MORDEN, MB (CJA3):** COPA Flight 145 Fly-Day Fridays. Every Friday starting first Friday in June to the last Friday in August. The Morden Flying Club host a BBQ rain or shine. Fly in or drive in we welcome everyone to come and join us for a burger, chicken, hot dog or steak with a dose of hangar talk. We look forward to seeing you. Morden Flying Club meetings are the first Monday of every month at 1900 hrs at the terminal building as well. For more information, please contact Ron Loewen at 204-312-0640 or [bd5ron@gmail.com](mailto:bd5ron@gmail.com) and visit [www.mordenflyingclub.com/events.html](http://www.mordenflyingclub.com/events.html)

**MEDICINE HAT, AB (CYXH):** Flight 171 Medicine Hat (Gas City Aviators) Club meets the last Thursday of the month at the Club Hangar at 1900. Additionally coffee and donuts every Wednesday from 0900 to 1030 at the club hangar.

**NANAIMO, BC (CYCD):** Welcomes you! Nanaimo Flying Club holds regular meetings; Third Sunday of every month 09:30, followed by guest speakers & lunch. Meet & greet breakfasts or brunches held first Saturday of every month. Keep the dust off your wings; join our "Truancy Squadron" callout offering



weekly impromptu fly-outs. The cost is free — the fun, priceless. Visit for a round of golf next door, or join the BC-Social-Flying group on Yahoo to see what's happening. Special events & theme parties held throughout the year. Social activity suggestions to encourage flying and relations with other clubs always welcome. Co-ordinates are lat 49.1683°, long -124.0357°. For more information, please contact Don at 250-758-3540 or [president@nanaimoflyingclub.org](mailto:president@nanaimoflyingclub.org). Visit our website [www.nanaimoflyingclub.org](http://www.nanaimoflyingclub.org).

**OKOTOKS, AB:** CFX2, Foothills Flying Club, COPA Flight 81 regular meeting at 19:30, last Monday of the month, Okotoks Elks Hall. 58 Elizabeth St. Okotoks AB. For more information, please contact Robert at [capocruz@gmail.com](mailto: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](mailto:edfestel@me.com)

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

**POINTE CLAIRE, QC:** Every 3rd Thursday except June, July, August & December, the

Montreal Chapter of the Canadian Aviation Historical Society features a guest speaker at their 1100 hrs meeting at the Pointe Claire Legion Hall, 365 St-Louis. Light lunch provided, \$5 voluntary landing fee requested. Anyone interested in the history of civil or military aviation is welcome. For more information, please call Ron at 450-463-1998.

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

**PONTIAC, QC:** Escadrille 169 Pontiac: Déjeuner mensuel les 1er samedi du mois au restaurant Aylmer BBQ situé au 134, rue Principale (Aylmer), Gatineau, 819-684-4372. Venez parler aviation avec des pilotes passionnés! Les conjointes et les enfants sont bienvenus. Pour plus d'information contactez Maurice 819-360-0706 ou Andre 819-329-2830.

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

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

# ON THE HORIZON

**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.sfflyingclub.com](http://www.sfflyingclub.com). Email [sfflyingclub@gmail.com](mailto:sfflyingclub@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](mailto:winmy@telusplanet.net).

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

**ST. THOMAS, ON (CYQS):** COPA Flight 75 hosts a Wednesday evening fly-in barbeque rain or shine, starting June 22nd and running until September 6th. Starts at 1730 and ends around 1900. Contact [copa75@outlook.com](mailto:copa75@outlook.com) for more information.

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

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

**WIARTON/GEORGIAN BLUFFS, ON:** COPA Flight 68 monthly meeting is held the 1st Saturday of the month at 0930hrs at the Wiarton/Keppel International Airport CYVV at the airport Terminal Building. For more information, please contact Don Colter at 519-793-3473 or [dshcolter@cabletv.on.ca](mailto:dshcolter@cabletv.on.ca)

## NOVEMBER 2017

**NOVEMBER 4, TORONTO ON:** Annual General Meeting. First Canadian Chapter, Ninety-Nines Annual General Meeting: [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

## DECEMBER 2017

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

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## AIRSHOW LONDON 17

STRONG INTERNATIONAL PARTICIPATION

BY GUSTAVO CORUJO

**There was an international assortment of top air show acts and military demonstration aircraft at Airshow London 17 in London, ON.**

The weather was clear but really hot for the show, which commemorated Canada's 150th anniversary and attracted some hardware not often seen at Canadian air shows.

Of course, the usual suspects were there, with the Snowbirds, CF-18 and Skyhawks doing their usual job of impressing the crowds.

The special heritage flight included the CF-18 and a 1950s Vampire jet fighter.

Also on the bill were a U.S. Navy E-6 Mercury, which acts as a communications link between the national command authority and nuclear submarines. The Royal Australian Air Force also brought a KC-30 tanker, which is based on an Airbus A330.



# FROM FIRST CLASS TO WORLD CLASS

THE OSHAWA AIRPORT RE-INVENTS ITSELF

STORY AND PHOTOS BY GORD MAHAFFY



**COPA Flight 70 members were somewhat inconvenienced this year when the Oshawa airport was closed down for five weeks for some serious renovations. But consider this scenario: You are on final for Runway 30 when the tower asks you to land long for better traffic separation. No problem. You squeak it on where you were asked to, but a little faster than normal. When you start to apply the brakes, the pedals bottom out with no braking action. You are not going to get it stopped before passing the end of the runway.**

If this scenario had occurred at the beginning of 2017, you would probably have written this aircraft off in a ditch at the end of the runway.

But if this scenario occurs after the reconstruction in 2017, you will probably walk away unscathed and with very little damage to the aircraft, thanks to the Runway End Safety Areas (RESA) currently being built.

After more than 75 years of service

with just minor resurfacing, the major runway at Oshawa needed more than just a cosmetic repair. So starting at the end of August, the entire runway including the substructure was torn up. A new drainage system and new wiring for runway lights were installed, along with a heavy heavy-duty substructure that should keep the runway surface smooth and free from cracking and heaving in the winter.

We now have a world class runway that will accommodate everything from ultralights to business jets Other improvements this year include the construction of a new Nav Canada tower, additional ramp space for Enterprise Air, the expansion of both the classroom and ramp space for the newly merged Canadian Flight Academy and Toronto Airways, and finally a new hangar for Corporate Aircraft Restorations Inc.

Other activities involving COPA 70 included travelling with a flight of 32 aircraft to Summerside, P.E.I. led by

▲ Clockwise from top:

1. This corrugated -looking pile of dirt just might save your life someday if you are unlucky enough to run off the end of runway 12-30. This is the substructure for the Runway End Safety Area (RESA). Notice the newly constructed tower in the background.

2. After 75-plus years of service, Runway 12-30 has been dug up and is awaiting for a new substructure and paving, which should last for another 75 years.

3. After the CNE airshow, the Snowbirds paid tribute to their fallen comrade, Captain Michael VandenBos, by flying over a public school named after him in Whitby, Ont. Here, they are passing over the new World Class Oshawa Executive Airport after their memorial flight.

COPA 70 Co-Captain Lee Arsenault and his wife Marilyn; attending the air cadet graduation ceremonies; assisting the Oshawa RAA with the Hawkes Field Fly-in; attending the Battle of Britain memorial service (with the music led by COPA Director Cheryl Marek and attending the 420 Wing barbecues. 🍗



# TIGER BOYS FLY-IN

PLENTY TO SEE AT GUELPH AIR PARK

STORY AND PHOTOS BY GUSTAVO CORUJO

**Based out of Guelph Air Park, the Tiger Boys, Tom Dietrich and Bob Revell, have been collecting, trading and restoring historic aircraft for more than 35 years.**

Every year in mid September, the Tiger Boys host their open house fly-in event. The annual gathering always offers a great selection of warbirds, classic, vintage and contemporary aircraft, live music and a full day of activities for the whole family. This year was no exception and featured a huge range of aircraft, plus ground displays of vintage cars and great food. 🍷



# NEIGHBOURS HELPING NEIGHBOURS

WIARTON'S COPA FOR KIDS BRINGS OUT THE BEST

**The skies were busy over the Wiarton Keppel International Airport, Ont. (CYVV) Aug. 26 when COPA Flight 68, along with FOTA (Friends of the Airport), held their annual COPA for Kids Day.**

With some of the host club's pilots unable to fly, a call for help was put out to neighbouring flights in hopes the event could continue. The response was overwhelming, and a total of ten volunteered to help.

The weather cooperated, and 136 junior aviators were introduced to the thrill of flight in a small aircraft. The experience for these participants included ground school instruction, a logbook, a wings pin, special Canada 150 handouts, courtesy of local MP Larry Miller, a hot dog and pop (courtesy of Foodland, Wiarton, Flight 68 and members). 🍷

Jonas Black of Courtice, Ont. had been in big planes, but never a small one. ▶



# YUKON AIRPORTS THREATENED

TERRITORY LOOKING AT PULLING FUNDING

BY JOE HESSBERGER



**This month has given us another opportunity to see how GA may suffer due to a lack of understanding by local decision-makers. The Yukon public works ministry published the Yukon Aviation System Review. Unfortunately, the review process failed to include the opinions of many stakeholders, such as Whitehorse's COPA Flight 106. Apparently the government wishes to shut down certain small airports unless the local communities pay for their upkeep. Public discussion of the review is ongoing. Watch this space for future developments.**

It's C4K time again! The fall occurrence of our biannual COPA for Kids event at Boundary Bay Airport (ZBB) was once again a wonderful success. Despite glitches in our reservations program, our volunteer pilots still managed to fly a hundred kids in 8

airplanes and a Bell 407 helicopter. Alpha Aviation (managers of ZBB) once again cooperated by allowing use of the airport terminal and its airside ramp for the event. They also provided a meeting room and audio-visual equipment to hold our pre-flight ground school for the kids. Henry Ilg negotiated the 20-minute flight route through Class C airspace with the tower, and his team of volunteers organized the ground operations.

One new aspect was the COPA table in the terminal with the new banner, sporting our new logo. Many parents visited to learn more about COPA. There were plenty of stickers and brochures on display and for the kids and parents to take home.

### BC NEWS

Despite poor flying conditions during the smoky summer fire season,

quite a few events took place. Mark Garner of the Boundary Bay Flying Club organized a fly-out and BBQ to the Pemberton airport (YPS), and attendance was reasonable. The Squamish fly-in, hosted by the Squamish Flying Club and Glacier Air, was a great success. This small gem of an airport (YSE) is located at the top of Howe Sound. Its 2400-foot asphalt runway provides a nice destination for the weekend flyer. A number of privately owned aircraft are also based at Squamish.

The BC General Aviation Assn. held its second AGM at the Aero Club of BC's facility. The BC Aviation Council, supported by BCIT's School of Aerospace Technology and others, held its third annual Waypoint Aviation Connections event at SFU's downtown campus. This year's motto was "Fly it forward: inspiring and connecting a new generation of aviation professionals".



Langley (YNJ) airport manager Guy Miller advises that construction of a new tower, terminal building, and new hangars is progressing. Completion is planned for spring 2018. Although the Langley Aero Club presently has no home due to all this construction, temporary accommodation has been found through the efforts of club president Bruce Prior.

Pitt Meadows Airport (YPK) airport development is likewise coming along with their new tower well underway. Runway 08R/26L extension to 4926 ft has now completed. Probably like every other flying club,

YPK's Aero Club of BC is contemplating how to attract younger people to flying and to the club. They concluded that 35- to 55-year-olds would be a good target audience to attract. To garner interest, the purchase of a certified or amateur-

▲ Getting out and about is important for COPA directors and B.C. and Yukon director Joe Hessberger regularly mans a COPA booth at events out west.

built airplane was also considered, as was the undertaking of an aircraft-building project, similar to what Delta's RAA 85 has undertaken. RAA 85's members are building a Zenith CH 750 Cruiser, having reached the stage where 90 percent is done and 90 percent remaining. And the folks in Campbell River (YBL) have completed their RV-9 school project and are looking towards starting another build project. ✈️

As always, please send me your B.C. and Yukon news and I'll make sure it is published: [jhessberger@copanational.org](mailto:jhessberger@copanational.org), or phone 604.209.3465.



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# FLIGHT TRAINING AT POWELL RIVER

SEALAND AVIATION OPENS SATELLITE SCHOOL



The Westview Flying Club in Powell River B.C. held a public open house in September to let the community know that flight training is again available.

It has been more than twenty years since an instructor and training aircraft have been on the field. Sealand

Aviation, based in Campbell River, is operating the satellite school from the clubhouse.

The open house was a big success with 40 attending and twelve signing up as potential students. Another ten took away information to consider.

The WFC also want all visiting pilots

▲ Instructor Valerie Ferguson with Sealand's C-172 and Club President Brent McKenzie with his Fleet Canuck.

to know that they are always welcome to enjoy the clubhouse and all the amenities available and the club motto is that "it's a pilot's living room." ✈

PHOTO COURTESY WESTVIEW FLYING CLUB

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# REGIONS PRAIRIES

## 750 ATTEND STEINBACH OPEN HOUSE

### COPA FLIGHT 199 HOSTS FIRST C4K EVENT

The stiff prairie breeze did little to hinder the enthusiastic crowd of approximately 750 spectators and pilots who attended the Steinbach Flying Club's Annual Fall Open House. Many aircraft owned by members of the club were put on display alongside those which were flown in from across the province. Some highlights included two Stearmans, a Harvard, a T-28 Trojan, a Pitts S-2B aerobatic biplane and a STARS Air Ambulance helicopter.

Visitors were encouraged to talk with pilots from a variety of backgrounds, ranging from recreational flyers to airline captains, some of whom ended up going up for airplane rides with Harv's Air Service. Some also expressed interest in pursuing aviation as a career or hobby. The Winnipeg Gliding Club came with a glider and tow plane to introduce soaring. The Diamond Aces RC Flying Club out of Steinbach had a hangar full of RC aircraft on display for people to view and ask questions about.

The weekend also marked the flying club's (COPA Flight 199) first COPA For Kids event, which was held



the following day. Youth aged eight to 17 were encouraged to sign up for a free airplane ride donated by local pilots. The next morning, 19 youths arrived bright and early and were treated to a glassy-smooth ride and a picture-perfect view of southern Manitoba. COPA Flight 35 and Tom and Joyce Stoyka, volunteered their aircraft and laptop/printer supplies to help make the morning run

▲ The STARS medevac helicopter was a bit attraction at the Steinbach Open House.

smoothly. Many of the kids and their parents were excited to learn about similar events hosted by other local clubs and were eager to start becoming involved in aviation. We look forward to next year for another great weekend of good food and flying!

PHOTO COURTESY MATT PENNER



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## COPA POUR ENFANTS — UN IMMENSE SUCCÈS

TEXTE ET PHOTOS : MARC R. BEAUVAIS, PRÉSIDENT CLUB COPA 192



**Le 26 août dernier, l'Club COPA 192 de Val-d'Or a tenu une journée « COPA pour Enfants » à l'aéroport régional de Val-d'Or (CYVO).**

Pour sa troisième édition de l'évènement, le club a accueilli pas moins de 88 enfants lors de cette magnifique journée. Contrairement à l'été dernier, la météo a offert des conditions de vol idéales avec un ciel dégagé et des vents modérés. Pour l'occasion, le club COPA 192 avait recruté sept pilotes avec leurs aéronefs ainsi qu'une quinzaine de bénévoles qui ont mis l'épaule à la roue pour faire de cet évènement une réussite. L'Escadron 728 La Vérendrye de la Ligue des Cadets de l'Air avait également établi un kiosque d'informations où de nombreux jeunes ont pu obtenir des renseignements sur les activités proposées et les défis que doivent relever les jeunes cadets.



Il va sans dire qu'un tel évènement est rendu possible grâce à la généreuse contribution des bénévoles et des pilotes qui, dans certains cas, reviennent année après année donner de leur temps pour cette journée. D'ailleurs, lorsqu'on leur pose la question à savoir ce qui les motive à venir aider le Club lors de cette activité, la réponse est sans équivoque : « Les sourires et expressions de joie de nos jeunes participants ! ». Le Club tient aussi à remercier chaleureusement tous ses commanditaires qui contribuent financièrement à la tenue de l'évènement.



En conclusion, nous pouvons déclarer « mission accomplie » et souhaitons vous revoir tous l'an prochain. ✈️



## VAL D'OR FLIES 88 KIDS SEVEN PILOTS KEPT BUSY AUG. 26

Last August 26, COPA Flight 192 Val d'Or held its third annual COPA for Kids event at Val D'Or Regional Airport (CYVO). The flight welcomed 88 youngsters on a beautiful day. Unlike the previous year, the weather co-operated with ideal conditions, including clear skies and moderate winds.

Flight 192 recruited seven pilots with their planes as well as more than a dozen volunteers who pulled together to make the event successful. Air Cadet Squadron 728 La Vérendrye set up an information booth where numerous young people were able to obtain information about Cadets and their activities.

An event like this is only possible with the generous contributions of pilots and volunteers who, in some cases, come year after year to contribute to its success. In fact, when asked what motivates them to volunteer for this event, the response is inevitably that the reward is the smiles and expressions of joy on the faces of the participants.”



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# FESTIVAL AÉRIEN ULM QUÉBEC

À L'AÉRODROME DE ST-CUTHBERT : UNE PREMIÈRE ÉDITION RÉUSSIE !

TEXTE ET PHOTOS : JONATHAN BEAUCHESNE, DIRECTEUR COPA (QUÉBEC)



## QUEBEC ULM SHOWS NEW FACILITIES

**Quebec ULM held a successful open house at the recently-opened St-Cuthbert airpark in Quebec's Lanaudière region on September 30. Great weather welcomed ULA pilots and the general public, allowed everyone to discover the new facilities and services that promoter and ULM Quebec founder Guillaume Narbonne built.**

Onlookers enjoyed close-up inspections of gyrocopters, ultralights, STOL aircraft and helicopters. Several operators even offered rides from the airpark's 1350 ft runway for a reasonable sum. Some rides often stretched beyond the planned duration, to the delight of passengers. At the end of the day, aviator Pierre Trudel donated his ultralight to the airpark so that local people may discover the joys of general aviation. What exemplary generosity!

The airpark's construction was highly controversial. Although Narbonne followed normal procedures and initially had the support of St-Cuthbert's municipal officials, they later opposed the project when a few local citizens protested its construction. Council initiated legal proceedings, ultimately unsuccessful, to stop the project, incurring costs upwards of \$200,000 (out of an annual budget of only \$3 million). This left many St-Cuthbert citizens exasperated to see the local government squander their property taxes opposing a rather small economic development project, with minimal negative consequences, rather than investing in essential neighbourhood services. The controversy was enough to convince Narbonne to run for councillor in the municipal elections coming up in November. 🇨🇦

**Le 30 septembre dernier, l'aérodrome de St-Cuthbert a tenu un Festival aérien ouvert aux aviateurs ainsi qu'à toute la population afin que les gens puissent découvrir les installations de cet aérodrome de la région de Lanaudière.**

Pour l'occasion, une splendide météo attendait les pilotes et les curieux, qui ont pu remarquer la qualité indéniable des infrastructures construites par le promoteur, Guillaume Narbonne. Des centaines de personnes sont venues constater de leurs propres yeux que le projet d'aérodrome, avec sa piste d'atterrissage de 1350 pieds, était loin d'être aussi néfaste que certains opposants veulent bien le laisser croire. Ainsi, plusieurs curieux ont pu voir de près des gyrocoptères, des pendulaires, des avions STOL et des hélicoptères. Plusieurs d'entre eux offraient même une balade pour une somme raisonnable... balade qui s'étirait souvent au-delà du temps prévu, au plus grand bonheur des passagers. À la fin de la journée, l'aviateur Pierre Trudel a donné son appareil à l'aérodrome afin que les gens de la région et les curieux de l'extérieur puissent découvrir les joies de l'aviation générale. Quelle générosité exemplaire !

Rappelons que M. Narbonne a mené la réalisation de cet aérodrome en bonne et due forme avec les élus municipaux de St-Cuthbert. Toutefois, ces derniers ont tourné leur veste lorsque quelques dizaines d'opposants ont manifesté leur mécontentement à l'égard du projet. S'en est suivi un combat juridique qui a coûté jusqu'à présent environ 200 000 \$ en honoraires pour une municipalité qui dispose d'un budget annuel de 3M\$. Il va sans dire que de nombreux citoyens de St-Cuthbert sont exaspérés de voir l'administration municipale dilapider leurs taxes foncières contre un projet économique de taille modeste et aux conséquences négatives minimales plutôt que d'investir dans les services de proximité essentiels. À cet effet, lors du repas tenu en soirée après le Festival, une grande annonce fut faite : Guillaume Narbonne se présente à titre de conseiller de St-Cuthbert aux élections municipales du 5 novembre 2017 ! Ce dernier propose une candidature crédible, car il est impliqué dans la communauté depuis un bon moment déjà.

Si vous passez dans la région de Lanaudière, prenez quelques minutes pour saluer Guillaume. Vous y serez très bien accueilli(e) ! 🇨🇦



# CLUB COPA/FLIGHT 40 (MONT-TREMBLANT)

JEUNES EN VOL 2017 — UN GRAND ÉVÈNEMENT POUR LES PETITS !

TEXTE ET PHOTOS : COMITÉ ORGANISATEUR AAMRT, CLUB COPA 40



L'évènement Jeunes en vol 2017 s'est avéré un franc succès à l'aérodrome de St-Jovite (SZ3) le 16 septembre dernier. Félicitations à toutes et à tous ! Possiblement inspirée par toute cette générosité, Mère Nature nous a fourni un rideau qu'elle a levé sur le Mont-Tremblant comme pour nous faire languir avant le début d'un grand spectacle. Elle a tenu à nous rappeler que c'est elle qui a le dernier mot sur nos activités aériennes.

Le succès de cet évènement commence avec les parents. Des parents intéressés et inspirés qui ont consacré leur journée pour faire vivre à leurs jeunes une expérience hors du commun. Ceux-ci en sont certainement ressortis avec des yeux plus grands qu'avant pour mieux voir le monde et peut-être avec une étincelle qui pourrait devenir un soleil et un jour, les mener jusqu'à la Lune. C'est notre objectif !

Une fois les jeunes et les parents en route pour l'évènement, il nous faut les recevoir et surtout ne pas les décevoir. Il faut être bien organisé sur des installations de qualité. Il faut prévoir et faciliter leur arrivée au stationnement, prévoir la gestion des inscriptions et files d'attente, prévoir les petites fringales et bien s'en occuper. Un tour au petit coin, salubre et accueillant. La présence

des pompiers et policiers pour les garder intéressés en toute sécurité. Il faut des cadets de l'air en uniforme avec leurs parents impliqués. Il faut une ambiance de fête avec de la musique et quelqu'un pour les garder informés. Il faut des photographes pour immortaliser cette incroyable journée. Il faut des gens, il faut beaucoup de gens passionnés. Une fois le rideau levé, comme promis, il faut livrer. Former les jeunes sur les principes de base. Pas trop, juste assez ! Une formation de qualité ajustée à une audience non-initiée. Il faut aussi du contrôle sur la sécurité. En vol comme au sol!

Les jeunes sont repartis. Ils auront leur certificat qui atteste que tout ça n'était pas un rêve. Tout a été exécuté parce que vous y étiez ! Aussi parce que les commanditaires grands et petits, commerciaux, municipaux et politiques ont vu à quel point leur soutien indispensable pouvait aller au-delà de leur seul intérêt. C'est de la générosité ! Ne les oubliez surtout pas dans vos décisions d'achats.

Les efforts de tous les bénévoles ont allumé des étincelles dans les yeux des jeunes de la région, mais attendez de voir la constellation d'étincelles partout au Québec et au Canada. Ce sera grâce à vous ! Rendez-vous pour la prochaine édition le 8 septembre 2018 ! 🇨🇦

## VOLUNTEERS RALLY FOR ST-JOVITE C4K

**A COPA for Kids event was successfully held at the St-Jovite airport (SZ3) on September 16. Possibly inspired by all this generosity, Mother Nature provided us with a curtain that she eventually raised on Mont-Tremblant, as if to make us languish before the beginning of a great show.**

The success of this event begins with the parents. Interested and inspired parents who have devoted their day to making their young people live an extraordinary experience. They certainly came out with eyes bigger than when they came in, with a spark that might one day shine brightly, perhaps leading them all the way to the moon. That's what inspires us!

Once the youths and their parents arrive at the event, we must receive them and, above all, not disappoint them. We have to be well organized, beginning with their arrival at the parking lot. Registration and crowd control must be managed. Minor emergencies must be dealt with. A short safety briefing and tour must be conducted, along the way explaining that the presence of firefighters and police officers is for their safety. We employed uniformed air cadets and their parents. It takes a party atmosphere with music, and an announcer to keep them informed. It takes photographers to record this incredible day. And it takes people—a lot of passionate people. We then have to deliver. We train the youths on basic aeronautic principles; not too much, just enough quality training adjusted for our uninitiated audience. It also requires safety management. In flight and on the ground! 🇨🇦



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## REGIONS ATLANTIC

# SUMMERSIDE UPGRADE

## RUNWAY PROJECT TENDERS CALLED



**Slemon Park Corporation, which operates the Summerside Airport, has issued a call for tenders for improvements to the airport runway.**

Summerside Airport (CYSU) was built in the early 1940s as part of RCAF Station Summerside and in support of the British Commonwealth Air Training Plan. The property was an air force base for 50 years (RCAF Station Summerside and CFB Summerside) until 1991. In March 1992, the property was transferred to its current owner, Slemon Park Corporation (SPC). SPC has been managing the property for over 25 years now, and it has become a very successful aerospace and business Park, and the home of the Aerospace industry on PEI. Over 1000 people work at Slemon Park, mostly in the aerospace industry, and over 700 people live in the former military private married quarters (PMQ) homes there. Summerside Airport has been foundational to the successful redevelopment of Slemon Park.

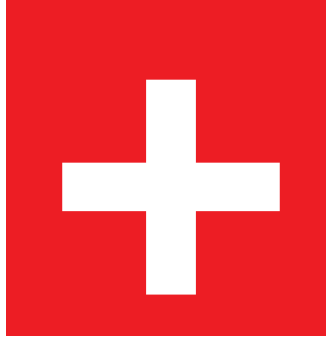
The upgrade of the Summerside Airport infrastructure is being done to better accommodate current and future commercial, military and general aviation users, as well as tenants

▲ Summerside Airport will undergo upgrades to better serve the PEI aerospace sector.

at Slemon Park. Summerside Airport traffic includes aircraft coming to Slemon Park for repair and overhaul, military search & rescue training, medical airlift, air cadet programs and general aviation.

Slemon Park is owned by the Province of PEI and is an important asset for economic development in PEI. "The improvements we are doing to the runway will better serve existing aerospace tenants and clients who provide services to the aerospace industry or use our facility for training," Slemon Park Corporation President Shawn McCarvill said. "It will also help attract any number of companies, such as flight schools, research and development companies, and additional aerospace companies who require a good quality runway surface for their business."

The project will see a 20-metre wide centre section of the main 8000 ft. runway milled and repaved. It is anticipated that the work will be carried out before the end of the paving season in 2017. ✈️



# SURVIVAL

STEVE DRINKWATER



**R**aindrops don't fall through a forest canopy in any regular fashion. Rather than a steady pitter-patter sound, the raindrops collect on the tree branches, and then fall haphazardly like little water bombs and strike the small tarp serving as my shelter with a thwop. That was one of the thoughts running through my head as I lay alone, mere metres from what remained of my 172. »



The crash unfolded pretty well as others had told me it would. After my engine failed, I quickly determined there was no suitable landing area — I wasn't high enough to give myself other options (my first lesson of the day). So I aimed for a section of forest that appeared more level than anywhere else I could see. I remembered to reach down and switch the fuel selector to the off position. Seconds later I entered the forest canopy in slow flight while keeping the wings as level as I could. The treetops bent over in front of the wings and nose, absorbing all of the Skyhawk's forward energy until gravity took over. Then the plane dropped, nose-first, straight down, coming to a rest on the ground with a solid thud. Luckily, the many branches of the dense forest slowed my vertical descent, and none penetrated the windshield. I survived unscathed, but for some bruising across my chest where my shoulder belt restrained me. Man, was I ever glad I use my shoulder belt!

No, I hadn't really crashed, but that's the kind of scenario that could have led up to my present situation; on a mountainside near Canada's west coast, trying to survive after a real crash until rescue arrives. This was a survival exercise, dubbed a Survival Shakedown, organized by the BC General Aviation Association.

Inside my survival pack I figured I had everything I needed to survive a few days, unless it got really cold. I had packed two ultra-lightweight space blankets; one to use as a shelter, and one to spread out on top of me. I had always been pessimistic about their effectiveness, but they worked as advertised. The night temperature dropped to around 5° C., and I had set up my fire too far away to have provided me with much warmth; I was concerned that too much smoke might drift my way. I was surprised how easy it was to build a usable fire. Being early fall, there was plenty of wood lying about that was fairly dry inside, and

▲ Shelter and warmth are essential to survival if you find yourself on an impromptu camping trip.

lots of twigs and needles to serve as tinder. One cube of fire starter and it immediately lit with a match. I didn't need my flint at all. I had packed a bottle of water in my kit, and that served to rehydrate my meal; simply add two cups of boiling water, wait 20 minutes, and voilà — two servings of Pad Thai. Hungry, I ate both. It was surprisingly tasty.

The last couple of hours before sunset I spent foraging for firewood, in the rain as it turned out. I had been warned that one tends to underestimate the amount needed, so I made sure I had a good supply. I stored smaller pieces under my shelter to keep dry should things get really wet and I needed to restart the fire in the morning. After dark I placed a couple of big logs on the fire and called it a day. I had strung some paracord between two trees, slung a 5'x 7' space blanket over top, and laid



some tree boughs on the low side to minimize any wind. The boughs would also serve as effective smoke generators when thrown over the fire, aiding rescuers in establishing visual contact. Fortunately there were plenty of pine needles on the forest floor to act as a sort of mattress. I used two orange garbage bags to serve as ground sheets (also potentially useful as signals), laid down on them fully clothed, and spread out the paper-thin space blanket on top. I woke up a couple times during the night, more because my “bed” proved to be a bit uncomfortable than because of the dipping mercury. I took the opportunity to feed the fire again. In the morning there were more than enough embers still glowing to allow me to rekindle the fire.

We had been told that most rescues happen within the first 24 hours, and that if we were not rescued by then, we should hunker down for a longer stay. We should work on reinforcing the shelter, sourcing water, maybe food too. But that would

be the subject of another exercise, lasting longer than one night. Instead, I joined the other participants and spent the rest of the morning inspecting other shelters, and in a general debriefing.

With us that weekend was a team of coaches and instructors which included an RCAF sergeant from the Rescue Coordination Centre in Victoria, as well as four members of the Central Fraser Valley Search and Rescue Society, some of whom were pilots themselves. Using only the gear we would routinely carry in our aircraft when flying cross-country (with an arbitrary limit of 25 lbs), the overnight exercise was meant to teach us what worked, what didn't work, and how others in the 20-participant group adapted. We had been provided with some valuable pre-exercise briefing material, which taught us how to establish basic survival priorities (such as first aid, then fire, shelter, signals, etc.). In fact, just preparing our survival packs in the days leading up to the

exercise was a learning experience, as we paid much more attention to its contents together with their weight and space implications. We all learned some very valuable lessons about survival. Of course, what works in one part of the country may not work in another. Even the same place, at different times of the year, is cause for a revision of survival techniques and kit.

Every pilot who flies in the back country should get some exposure to a survival situation, even if just for one night. It may save your life, and the lives of any passengers who may be with you and depending on you for their survival too. 🧭

## FOR MORE INFO

**BC General Aviation Association**

[bcaviation.ca](http://bcaviation.ca)

**Central Fraser Valley SAR**

[cfvsar.bc.ca](http://cfvsar.bc.ca)

**Victoria Rescue Coordination Centre**

[cgg-gcc.gc.ca/e0003868](http://cgg-gcc.gc.ca/e0003868)

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## AVIATION CAREERS

# AVIATION LABOUR SHORTAGE IS REAL

OPPORTUNITIES ABOUND FOR THE RIGHT PEOPLE



**There has never been a better time to consider a career in aviation and this new section in Canadian Aviator and COPA Flight magazines is designed to provide a window into those opportunities.**

There will be a slight departure from our normal separation of editorial and advertising in that we will be inviting those buying space in this section to give us their thoughts on the current labour shortage in a transparent and helpful way. Those doing the training have the greatest insight to how it's working, what their customers need and where the people will come from to fill giant talent gaps that have already formed and are getting bigger.

Virtually every Canadian air carrier is looking for pilots, technicians and, where applicable, cabin crew.

These are high paying, dynamic jobs in a fast-paced industry with

great benefits and perks. But aviation businesses are having a hard time attracting young people to the industry and that's further compounding the labour shortage.

There are some self regulating issues that will resolve to make recruitment easier. Pay scales and lifestyle issues are being addressed and that should add to the attraction for young people.

So how serious is the labour shortage? Serious enough that Boeing started issuing labour market reports a few years ago and not as a public service. The company has almost 10 years of backlog for some of the aircraft it builds but if there aren't people to fly, fix and fill them with passengers, the companies buying them won't need them.

The annual Pilot and Technician Outlook is now required reading for industry officials who now view the labour shortage as the single most

important issue facing the industry.

The numbers tell the story. In the next 20 years, the world will need two million highly trained, motivated and responsible employees.

That includes 637,000 new pilots, 648,000 maintenance technicians and 839,000 new cabin crew.

The demand for pilots and techs is particularly difficult to satisfy because the military has cut back on personnel in the last few decades and is mounting its own programs to keep these expensively trained people.

Airlines are responding with a variety of approaches. Some are partnering with educational institutions to create discovery flight-to-right seat

*PAY SCALES AND LIFESTYLE ISSUES ARE BEING ADDRESSED AND THAT SHOULD ADD TO THE ATTRACTION FOR YOUNG PEOPLE*

programs for new pilots and they're helping to ease the financial burdens of that admittedly expensive route.

Some airlines have created their own training programs in the hopes of developing and nurturing lifetime employees.

Whatever the approach, the opportunities are enormous for serious and motivated candidates and that's an important point. These are jobs that require focus and dedication to ensure that the improving safety record of aviation continues to improve and no operator can afford to allow standards to slip.

As this part of the magazine grows, we will look at specific occupations talk to the people that fly, fix and fill airplanes to give those thinking about a career in aviation information they need to get started. ✈️

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'I CAN FLY' PROGRAM SHOWS STUDENTS THE ROPES



*THROUGH A SERIES OF LECTURES AND FIELD TRIPS, GRADE 11 AND 12 STUDENTS WILL LEARN ABOUT THE DIVERSITY OF THIS FAST-PACED ENVIRONMENT*

**Cathay Pacific is the latest airline to look for more pilots and other employees with a high school program being held this fall in Toronto**

The "I Can Fly" (Canada) program will take select Grade 11 and Grade 12 students behind the scenes of Cathay's Toronto operations for a look at all the career opportunities available at a modern airline.

"Through a series of lectures and field trips, Grade 11 and 12 students will learn about the diversity of this dynamic, fast-paced environment, and will discover if it is the right career path for them," the company said in a news release.

The students will spend every Wednesday evening at the airport looking at Cathay's operations and

will expose them to the functions and roles of employees in cockpit and cabin crew, sales, engineering and safety and airport operations.

Cathay flies daily flights between Hong Kong and both Vancouver and Toronto. It's Canadian bases serve thousands of customers daily and the complexity of the operations will be apparent to the students. ✈️

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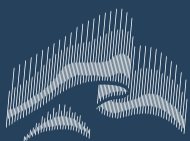
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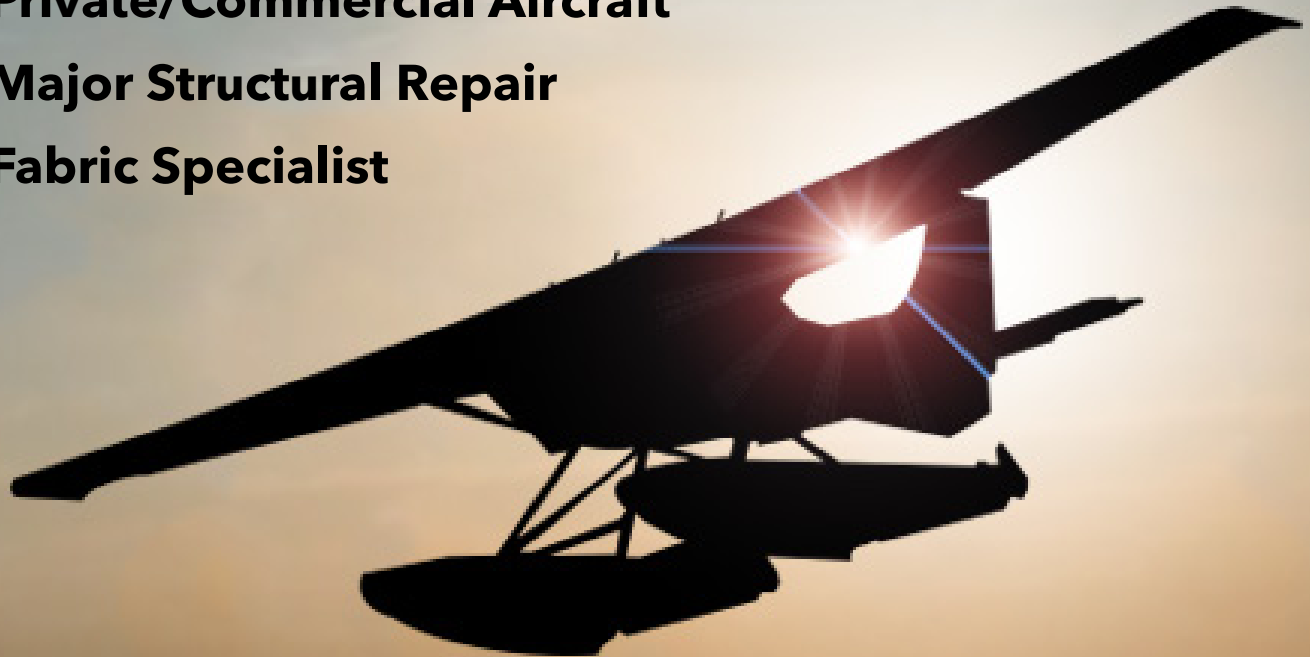
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**1978 CESSNA 414A**, 6810 TT, 540 SMOH, 165 Props, Current Annual & Regularly Flown, Garmin G600, Dual GTN750 with Flightstream and XM WX & Music, S-TEC 55X, GTX330 with ADS-B, TAS600 Traffic, ART-161 Radar. New Boots, Toilet & Coffee Cabinetry. Too many more options to list. \$450,000 CDN. Contact Mike @ 780-518-3793 for more information. (2644.14717)



**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 (2798.14710)



**1961 DHC-2 BEAVER**, 12351 TT, 10 SMOH engine, 131 SPOH, EDO 4665, NAV COM, GPS, transponder, 4 place intercom, wheels, alternator, private \$295,000. harley.lang@netspectrum.ca (2535.15046)



**1964 MOONEY M20C**, 2852 TTSN 708 SMOH 69 SPOH, Fresh Annual, Great flying airplane, \$55,000 OBO CAD, Gladstone, MB. tntoews@gmail.com 204-368-2266. (2623.15068)



**1998 CESSNA 182S**, 1206 TTSN, Hangared! King Avionics w/KLN89B GPS, KAP140 AP, Stormscope! \$177,000 USD. Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.15018)



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2005 Cessna 182T Half Share at CYKZ! G1000!	\$132,900 USD	1978 Seneca II, 2464 TT, 743/743 SMOH, G1N750 GPS!	\$ 170,000 USD
2005 Cirrus SR20, 2359 TT, 367 SFRM	\$163,900 USD	1977 Super Cub w/Edo2000 Floats, 1585 TTSN, Many Mods!	\$ 115,000 USD
2002 Piper Super Cub Replica, 187 TTAE, Amphibs/W/ Gear!	\$89,900 USD	1976 Piper Lance, 2774 TT, 1745 SM, King w/HSI/ALTIII AP!	\$89,900 USD
2001 Diamond Eclipse, 4827TT, 1278 SM, Garmin GNS530! Commercial!	\$99,000 USD	1975 Traveler, 2072 TT, 1419 SM, BeautifulPaint/TanLeather	\$ 40,900 USD
1998 C182S, 1206 TTAE, King Digital/KAP140 AP!	\$ 177,000 USD	1974 414 6905TT, 1183SM, Full De-Ice	\$125,000 USD
1994 Bonanza A36, 1405 TT, Garmin G1N750/650 GPS, Immaculate!	\$299,900 USD	1973 T310Q, 2805 TT, Garmin GTN 650!	\$59,900 USD
1990 Socata Tobago, 1464 TTAE, Two Doors! All Logs! NDH!	\$ 65,000 CAD	1972 Navajo '600', Normally Aspirated, 5044TT, 1377SM	\$125,000 CAD
1982 Mooney Rocket 305, 3170TTSN, CONT TSI0520	\$150,000 USD	1971 Navajo310, 7511TT, 7965SM, FullDeIce, VG's!	\$159,000 USD
1981 Cessna 414A, 6462 TT, 250/750 SM, Garmin GNS530W, VG's, Winglets!	\$399,000 USD	1967 Mooney Exec, 3800 TT, 700 SM! Narco Avionics!	\$52,000 USD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin530/430!	\$439,900 USD	1966 TwinComanche, 8194 TT, 1189/1089 SM, Props/16	\$55,500 USD
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate!	\$295,000 USD	1964 TwinComanche, 7939TT, 1253SM, KingDig, Q-Tip, Hangared.	\$59,900 CAD
1981 Mooney 231/252 Conversion, 3875 TT, 85 SMOH!	\$89,000 USD	1959 Pacer, 2967TT, 1019 SM, Hangared! Low Time!	\$45,000 CAD
1981 Duke B60, 4507TT, 1092 L&R, 6530W, KFC-250 IFCS, Winglets!	\$238,500 USD	1954 L19 Bird Dog, 9555 TT, Upgraded 235HP and CS Prop!	\$79,900 USD
1980 Cessna 1206G Amph, 3566 TT, 56 SM, Wip 3900s!	\$280,000 USD	1953 Cessna 180 Floatplane, 5574TT, 820SM, Horton STOL!	\$70,000 CAD
1980 Turbo Arrow IV, 4083 TTSN, 637 SM, King! 3 BL Prop!	\$ 70,000 USD	1942 Harvard MKIIB! 5224 TT, 991 SM, RCAF Scheme!	\$159,000 USD

FEATURED LISTINGS FOR NOVEMBER, 2017



**1980 CESSNA 172N SKYHAWK** – \$64,900 CAD 3,245 Hrs TT; 1,412 Hrs SMOH; 1,195 Hrs SPOH; Low Airframe Cessna 172N with D2J Engine! Dual NAV/COMMS, 406MHz ELT, Aerospace Logic EGT, Tanis Heater, Rosen Visors, Wheel Pants and More! Aviation Unlimited 905-477-0107 ext 225 (2247.15015)



**1968 PIPER CHEROKEE PA28-180C.** 2200 TTSN, 2200 TTSOH, New Garmin GNC 255 nav/com, four place Intercom, Bendix/King transponder, mode C, wing, stabilator & canopy covers. Solid economical cross-country machine. Annual completed July 29, 2017, \$35,900 CDN. OBO. rick.goodman@ctсна.ca or (905) 330-7003. Burlington, Ontario (3000.14915)



**1946 FUNK B85C C-GOTS C/N 321** Own this rare Classic aircraft, one of a kind in Canada. TTAF 2003 hrs, TT SMOH 394. Complete restoration finished in 2000. Always hangared, this aircraft is located 1 hour drive NW of CYYZ. \$20,000USD For more info Dave 604-506-8210 dbdown@gmail.com (2926.15072)



**1978 COMMANDER 114, 4080TT, 415 SMOH, 1114lb Useful, Aspen PFD1000 Glass Panel Synthetic Vision, Garmin 530WAAS, Century 3 Autopilot coupled, GPSMAP396 XM Weather, GMA-340, SL-30, GTX330, StrikeFinder, Insight G3 Engine Monitor, Excellent maintenance and condition, Always hangared. \$155,000 CDN. 418-809-8167, matcote@me.com (2940.15062)**



**2010 JUST AIRCRAFT HIGHLANDER** TTSN 40 hrs Rotax 912 100HP, Twocan exhaust, Soft Start, Tanis engine heater, Warp Drive 3 blade GA, Garmin 296 GPS, Comm/Com headsets, Tach, ALT ASI CHT EGT OAT TBI, Oil Temp, Oil Pressure, Amp, Amphib float kit, Vertical Compass, Turbulence Aviation Wheel/Skis, new never used 1600 Shark series III amphib floats. Always hangared. \$80,000.00. Phone 705-367-5805 (3033.15029)



**2001 DIAMOND DA40 1/7 SHARE** partnership at St. Hubert CYHU. 1300 SMOH, Fully funded engine reserve. Garmin 530 WAAS, 430 WAAS, 396 with XM weather. KAP 140 autopilot. Redone Leather Interior. Annual inspection done March 2017. Exceptionally well maintained! \$25,000. da40forsale@gmail.com (2779.15067)



**1994 DIAMOND HK36 SUPERDIMONA** powered glider. 28:1 L/D. Like new. Always hangared. 936 TT Only 215 hrs since new Rotax 912-A2 engine installed in 2009. All S.B. and A.D. complied with. Always hangared. In Quebec City. Lots of equipment included. Only \$115,000.00 US. 418-843-3920 Contact: lapierre.guy@videotron.ca, or info@simonpaquet.ca (2710.15050)



**1981 MOONEY M20J, IFR, 2000TT, 1000SMOH, King Digital, KFC200, auto pilot flight-director, Garmin 150XL, JPI-450, GEM, GAMI injectors, NDH. Current annual, meticulously maintained, a real gem. All logs, always hangared, Based in Kitchener, ON. All serious offers considered. email: melody55@rogers.com or phone 519-650-9703 (3032.15027)**



**1991 CANUCK REPLICA** Airframe: 450hr, metalized wings, flaps, booster tip, 36ft. wing span, fresh paint, full dash, 22 US gal wing tank. Engine: 0320E2D 160hp Lycoming, 60hr SMOH. Tuned exhaust system certified by St. Hubert Areotech school technician. Propeller: McAuley Borrer 82" 425hr SN. Floats: MAF 2200 Title 425hr SN. 28 US gal fuel tanks and baggage compartments. Call Maurice: 1-819-692-0014 (2963.14997)



**1980 BEECHCRAFT SIERRA C24R** 2574 TTAF, 950 TSN engine and CS 3-Blade prop, 2007 new windshield, Paint and Leather interior, 10/10, immaculately cared for. Retractable Gear, 200hp fuel injected Lycoming IO-360. This may be the nicest and best equipped late model Sierra in existence. 90K. Hangared in CEN4. Contact Jeff at billydough@hotmail.com or 403-619 -3438 (3038.15039)



**1946 CESSNA 140.** TTAF 3973.6 , 850 SMOH, C-85, Fresh Annual. New items incl: E-04 ELT and Antenna, Gill G-25 Battery, Carb, Mags, Starter, seat/shoulder Harnesses, Mixture Control, Fuel Selector Kit, complete Bruce A/C cover system. 720 CH, Mode C xprd Alt Encoder, strobe, hand GPS. All cyl.78/80 \$28.5k, Vernon BC, 705-606-1591 (3030.15025)



**1962 PIPER CHEROKEE PA28-160** 2250 TTSN, ENG 0320-B2D 1456 TTSOH. Power flow exhaust, light weight starter, all AD's up to date, GPS, two radio's, four place intercom, mode "C", wing /tail/ eng covers. \$30,500 CAD. OBO ddbrowski1021@hotmail.com or 780-573-5836 Bonnyville Alberta. (2937.15052)

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**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 (2745.14260)



**CUBY HOMEBUILT 1983**, 0-200, metal prop 72-42, under carriage PA-18, Two 12 gal. U.S wing tanks and one 2 gal., large luggage compartment, wing droop tips. vaillantmimi@hotmail.com (Quebec) (3037.15038)



**1967 CITABRIA 7CAA**, TTAF 1745 SMOH 40. Prop overhaul 2014. New fabric, paint, interior, metal spar wing 2008. JPI EDM 900. SL40 COM. Mode C Transponder. Hooker Harness. New front and top window 2008. Strobes. Aileron Spades. VG's, Glider tow hook, \$75000. Contact: (780)978-1284 or citabriafdcd@gmail.com (3036.15037)



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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)



**KITFOX 6 2015 HOMEBUILT**. Only 26hrs flying time; Rotax 912 ULS; Garmin Aera 510 Americas; 312791 ACK-E-04 406MHZ ELT; Garmin 327 XPDR M-C Transponder; Ameri-King AK-350 Encoder 30K; Model 4000 Engine Information System Instrument; all logs; Annual May 2017; Always Hangered; manual tow bar. Tail wheel included; lost medical \$69,500 CND. Call 705-498-0317. david@blanchfieldroofing.com (2859.15053)



**2001 AMERICAN CHAMPION 7-GCBC EXPLORER** \$105,000 Cdn Great Shape, 850 TTSN, annual due September 2018, always hangered, Garmin GNC-250XL GPS/COM, Garmin GTX-327 Transponder w/ encoder, 2 place intercom. Email: adriaanseneric@gmail.com or Phone 204-729-5135 (3044.15047)



**1969 TURBO TWIN COMANCHE** with Miller conversion. 200 HP, half-time engines. Robertson STOL, 8 fuel tanks, color radar, speed brakes, Avidyne 540, Insight engine analyzer, hangered, new annual. \$160,000.00 CDN. Contact John @ Brewer Aviation, 902-963-2057 or cell 902-626-5262. Email: jbrewer@eastlink.ca (2564.15022)



**1956 TRI-PACER PA22**, location Belleville, ON Canada; CGXIM, TTAF 21479 Engine TSO 906.2, 4 New Cylinders (LYCOMING Factory New) Installed JUL12 - 872.6 hrs; 33.6 HRS on cylinders, Propeller Time - 545.0 hrs. Factory Wheel Pants. Comes with two sets of David Clarks. Plane is always in a hangar. For sale by Owner Contact: rfj@stegg.com (2990.15058)



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**1946 AERONCA CHAMP 7AC**. 8150 TT, 950 SMOH. ELT, VHF, Lowrance GPS. New fabric and paint 2008. Straight skis included. Annual just done. \$28,500 OBO. (416)678-9372 or jcsair@gmail.com (3040.15041)



**TRI PACER PA22-135** 1847 TT, 721 SMOH. All new fabric and interior in 2008, new tires and battery. Lifetime struts. Annual just completed. Asking \$18,000. Call Keith 506-278-5545 (2475.15036)



**1974 PIPER AZTEC PA23-250** Full IFR, Garmin GNS 530, GTX 330, GMA 340, AICD 3, Auto Pilot, Dual Brakes, Full De-Ice, Fresh Annual Asking 75,000 USD. Will consider trades 416-543-3251 (2849.14865)



**1971 BEECH BONANZA V35B FOR SALE** - \$80,000 recently invested in engine overhaul and airframe work located in western Canada - will deliver - asking \$125,000. Contact roger.holmes@snpi.ca or phone 306-313-0416 (3016.15056)



**PIPER CHEROKEE PA-28 140**, TTAf, 2400, Engine TTSO 375h, Prop TTSO 375h, last annual June 2017, the 2 year alt and xpdr and the 5 year On prop done last June, \$36,500 Canadian. Interior 8/10 Exterior 8/10. Enrouk@cgocable.ca 418-321-0743 (2879.15035)



**1972 LAKE TURBO BUCCANEER FOR SALE** - Custom one of a kind paint job, cargo door, lightweight starter, winter kit, long range fuel and more - all AD's, May 2017 annual. Call 514-497-3265 email cfboq@hotmail.com (2957.15055)



**1974 MOONEY M20F** 1/2 or full share, CYSH near Ottawa. 350 SMOH, 6238 TT, GTN 750, GNS 430w, S-Tec 60-2 AP, Aspen Pro 1000, GDL-88 dual link ADS-B, UBG-16 engine analyser, FS-450 fuel computer, Gami injectors, and much more. www.cysh.ca/gldk.html for complete info. (2403.14719)



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**COPA**  
 CANADIAN OWNERS AND PILOTS ASSOCIATION

**What do I get with my COPA membership?**

Not only do you add your voice to our lobbying effort for your freedom to fly, but you also receive negotiated special discounts with suppliers of services.

On top of getting hotel and car rental discounts...did you know that you also receive...

**Insurance programs:**

**VIP Aviation Insurance Program** – Through COPA and The Magnes Group Inc. you have access to preferred rates, enhanced coverages, and exceptional service. The VIP Aviation Insurance Product offers flexibility to meet your needs through three different plans; VIP Gold for full in-motion coverage, VIP Silver for liability and not-in-motion coverage and VIP Bronze for aircraft renters and borrowers.

**Group Life Insurance Program** – Get life insurance, designed just for COPA members, at affordable group rates. Most life insurance policies have a general aviation exclusion making it difficult for you to get coverage that covers you while you're travelling as a pilot or a crew member in a private plane. And, if you can find coverage, it's most likely going to be extremely costly. Now, through COPA and Sun Life Assurance Company of Canada, you can help protect your family's lifestyle with life insurance that fits the needs of Canadian pilots.

**Health and Dental Benefits** – COPA, working with Magnes Group, is pleased to introduce Greenshields Health Assist – Health and Dental Benefits for ALL COPA members looking for just Health and Dental coverage (no Life Insurance included in this program).

**VIP Voluntary Accidental Death & Dismemberment Insurance** – Now you can elevate your insurance with one of the broadest Accidental Death & Dismemberment Insurance products in Canada. This coverage protects aircraft owners and pilots 24/7, even when flying.

**COPA Emergency Medical Travel Program** – Puhl Employee Benefits Inc. is pleased to announce that the Emergency Medical Travel Program is now extended from age 69 to age 79! The Program, underwritten through SSQ Insurance has in addition to regular EMT plan coverages designed to cover emergency medical costs outside of your province of residence, coverage for the pilot and all dependent family members while you are piloting an aircraft in the event of an indiscriminate landing.

**And...**


**The Personal Home and Auto Group Insurance** – As a COPA member, you automatically qualify for exclusive group rates on home and auto insurance with The Personal.


**BMO COPA Mastercard** – Every time you use your card to make a purchase, a payment is made to COPA from BMO Bank of Montreal to support your freedom to fly. These funds also help COPA maintain the low annual membership fee.


**VRef Evaluation** – Looking for a value for your plane? Check out VRef Evaluation.


**COSTCO** – Get a \$10 Costco Cash Card when you sign up for a Costco Gold Star or Executive Membership.

Go to: **www.copanational.org**  
 for further information about these benefits and others.

  
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## AVIATION ABBREVIATIONS

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

AC .....air condition  
A/C .....aircraft  
AD .....Airworthiness Directive  
ADF .....automatic direction finder  
A&E .....airframe & engine  
alc. ....alcohol (as in alc. prop)  
AP .....auto(matic) pilot  
ATS .....automatic throttle system  
ASI .....airspeed indicator  
360CH .....360 channel radio  
720CH .....720 channel radio  
CG .....centre of gravity  
CHT .....cylinder head temperature  
Comm/com .....communications  
Cont .....Continental (engine)  
CS .....constant speed propeller  
DG .....directional gyro  
DME .....distance measuring equipment  
EGT .....exhaust gas temperature  
ELT .....emergency locator transmitter  
Enc Alt .....encoding altimeter  
FBO .....fixed base operation  
FD .....flight director  
FREMAM,  
FREM .....factory remanufacture  
GEM .....graphic engine monitoring  
GPH .....gallons per hour  
GR .....glide ratio  
GS .....Glideslope  
HP .....horsepower  
HSI .....horizontal situation indicator  
IFR .....instrument flight rules  
ILS .....instrument landing system  
3LMB/MB .....3 light marker beacon  
LOC .....localizer  
LRF .....long range fuel (capacity)  
Lyc .....Lycoming (engine)

MB .....See 3LMB  
MK .....Mark (model of equipment)  
MPH .....miles per hour  
NAV .....navigation  
NAV/COM .....navigation/communications  
NDB .....non-directional beacon  
NDH .....no damage history  
OAT .....outside air temperature  
OBO .....or best offer  
O/Oxy .....oxygen  
P&W .....Pratt & Whitney (engine)  
RMI .....radio magnetic indicator  
RNAV .....area navigation  
SCTOH .....since chrome top overhaul  
SCMOH .....since chrome major overhaul  
SFREMAN/  
SFRM .....since factory remanufacture  
SMOH .....since major overhaul  
SPOH .....since prop overhaul  
STC .....supplemental type certificate  
STOH .....since top overhaul  
STOL .....short take off & landing  
T&B .....turn & bank  
TBI .....turn & bank indicator  
TBO .....time between overhauls  
TT .....total time  
TTAE or  
TTE .....total time aircraft engine  
TTAF or  
TTA .....total time aircraft frame  
TTSN .....total time since new  
VFR .....visual flight rules  
VHF .....very high frequency  
VOR .....very high frequency  
Omni-Range  
xpdr .....transponder



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Ad includes colour photo, and placement in both the magazine and the copanational.org web site

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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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**Non-members** - Add \$1.00 per additional word (if over 25 words)

**Please type or print clearly. COPA Flight is not responsible for errors due to poor copy. Please punctuate your ad. Editor reserves the right to make stylistic changes. Refer to index to select index number.**

**Please submit via email: [classified@copanational.org](mailto:classified@copanational.org)**

**To Pay by Credit Card Phone 1-800-656-7598**

*\*charges will appear on your statement as OP Media Group*

**If paying by cheque please make out to Canadian Aviator Publishing and mail to:**  
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For more information: 613-236-4901  
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Name: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_ Province: \_\_\_\_\_ Postal Code: \_\_\_\_\_

Phone no. (h) \_\_\_\_\_ (w) \_\_\_\_\_ Fax: \_\_\_\_\_

Payment Method:  Cheque  Money Order  Visa  MasterCard

Credit Card No.: \_\_\_\_\_ Expiry Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Email Address: \_\_\_\_\_

MEMBERSHIP	MEMBERSHIP FEES				AMOUNT
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1 Year Regular	\$63.00	\$67.80	\$69.00	\$60.00	_____
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3 Year Family	\$236.25	\$254.25	\$258.75	\$225.00	_____
Lifetime	\$1,000 including tax	Lifetime Family	\$1,350 including tax		

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

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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](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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