

COPA Flight

The Journal of the
Canadian Owners and
Pilot's Association

DECEMBER 2017

Give Hope Wings

Around South America
in Homebuilts
(P.46)

ADS-B FOR CANADIANS
NOT REQUIRED BUT STILL HANDY

BONANZAS TO WICHITA
CANADIAN OWNERS JOIN
CELEBRATION

GRASS ROOTS INPUT
COPA STAFF MEET WITH FLIGHTS

Almost
100
Classified Ads
(P.54)

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FEATURE

46 FLYING FOR HOPE

When you've already flown around the world in a single-engine aircraft, what do you do for an encore? Dave McElroy, along with Russ Airey and Harold Fast, will spend two months flying homebuilt RV aircraft around South America. The effort, which takes off from Kelowna on Jan. 2, has already raised more than \$350,000 for Hope Air.

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COVER ART: Kyle Crawford's RV was photographed by Jesse Mathers over B.C.'s Monashee Mountains as Crawford flew in formation with Dave McElroy on a promotional shoot for Give Hope Wings.

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OVER THE HORIZON IN 2018

FORGET ABOUT FLYING HIGH WHEN YOU'RE HIGH

The message was clear from Transport Canada (TC) medical authorities and regulators during a presentation at the last Air Transport Association of Canada (ATAC) convention in Montreal early November.

Even though marijuana will be legal in mid 2018, it will still be illegal to fly with any level of tetrahydrocannabinol (or THC, the active substance) in the blood: none, zero, not even for recreational use. If a pilot was to be randomly tested and THC was found in his system, his or her license could be revoked for as long as it takes for all traces to be out of his system and that time is unknown, since it will depend on so many factors like metabolism, THC concentration of what was consumed, etc. The underlying message is if you want to keep our wings, best rely on engine power to get high.

TC LANGUAGE TESTING REFORM

Alleluia! After so many official and unofficial complaints, frustrations, near misses, incidents, go-arounds and possibly accidents, TC is finally reviewing the way language tests will be administered for pilots. As many of us are aware, mastery of either one of Canada's official languages is not a given to some foreign students coming into the country for training. In fact, in some cases it is nowhere close to a functional level and that is a major safety issue, making us wonder how some of these students without basic understanding of aviation phraseology

can feel safe up there. Not formalized or complete yet, the plan is for TC to stop testing individuals that have a degree (High School, College, etc.) in one of our official Canadian languages, but doing more exhaustive conversational testing with all foreign applicants instead of some other objective form which may have made it too easy, even conducive to knowing the answers ahead of the test. We will follow-up with TC authorities about the details and will keep you updated. Keep an eye on our E-Flight or our magazine.

COPA CONVENTION AND FALL FLY-IN COMING EVERY YEAR.

Building on the success of our Kelowna convention last June and as requests from members over the years, we are hard at work in establishing yearly east and west conventions and trade-show, so there will always be something in your part of the country, every year. A spring convention with the AGM and a Fall Fly-in for the fun of it is the formula being looked at. Our big country allows for some general aviation fun in any part of the country more than just once a year.

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CE QUE NOUS RÉSERVE L'AN PROCHAIN

NE PENSEZ PAS VOLER AVEC UN PETIT « BUZZ »

Le message a été clairement exprimé par les autorités médicales et les responsables de réglementation de Transports Canada (TC) lors du dernier congrès annuel de l'Association du transport aérien du Canada (ATAC) à Montréal, début novembre.

Même si la marijuana sera légale au milieu de 2018, il sera toujours illégal de voler avec n'importe quel niveau de tétrahydrocannabinol (ou de THC, la substance active) dans le sang. Zéro, niet, même pas pour un usage récréatif. Si un pilote devait subir un test et que du THC se trouvait dans son système, sa licence pourrait être révoquée aussi longtemps qu'il n'y ait plus de trace dans son système, ce qui peut dépendre de nombreux facteurs comme son métabolisme, la concentration en THC de ce qui a été consommé, etc. Le message sous-jacent est que pour garder ses ailes, mieux vaut compter sur le « buzz » de l'adrénaline que sur celui des substances.

RÉFORME DES TESTS LINGUISTIQUES DE TC

Alléluia! Après tant de plaintes officielles et non officielles, de frustrations, d'incidents, de remises des gaz et possiblement d'accidents, TC est à revoir la manière dont sont administrés les examens linguistiques de l'aviation. Comme plusieurs d'entre nous le savons, la maîtrise de l'une ou l'autre des langues officielles du Canada n'est certes pas donnée à certains étudiants étrangers qui viennent suivre leur formation au pays. En fait, dans certains cas, il est loin d'être à un niveau fonctionnel et c'est un problème de sécurité majeur, ce qui nous amène à nous demander comment certains de ces étudiants sans les connaissances de base de phraséologie aéronautique peuvent se sentir en sécurité. Pas

encore terminé ni approuvé, le plan prévoit que TC cesse de faire passer des tests aux personnes titulaires d'un diplôme (secondaire, collégial, etc.) dans l'une de nos langues officielles mais effectue des tests de conversation plus exhaustifs avec tous les candidats étrangers plutôt que la forme objective actuelle qui est perçue trop facile, même propice à ce que les réponses soient connues d'avance. Nous ferons un suivi auprès des autorités de TC au sujet des détails et vous tiendrons au courant. Gardez un œil sur notre E-Flight ou notre magazine.

CONVENTIONS ET RENDEZ-VOUS AUTOMNAUX

Misant sur le succès de notre congrès de Kelowna en juin dernier et sur les demandes des membres au fil des ans, nous sommes à pied d'œuvre pour mettre des congrès et des foires commerciales en place à l'est et à l'ouest, de sorte qu'il y aura quelque chose dans votre secteur du pays à chaque année. Une convention printanière combinée à l'AGA et un rendez-vous automnal pour le plaisir est la formule à l'étude. On peut se permettre de célébrer l'aviation générale dans n'importe quelle partie du pays plus qu'une fois par année.

FONDS DE DÉFENSE DU DROIT DE VOLER

Soyez généreux et aidez-nous à vous aider en soutenant notre mission et notre fonds de défense du droit de voler. Et pour chaque 100 \$, vous avez une chance de gagner une magnifique montre Breitling Colt! 🍀

Joyeuses fêtes à tous et comme toujours, envoyez-moi vos commentaires à bgervais@copanational.org

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✉ PANTHERS, NOT SABRES

I enjoyed "Border Disorder: A True Story," (Oct. 2017). It brought back a lot of fond memories.

My first posting after completion of Pilot Training at Centralia and Trenton was to 123 Search and Rescue Flight at RCAF Station Sea Island where I arrived on the 6 March 1949. A sister unit, 121 Communication Flight, shared the same hangars and some of the same aircraft. Two reserve squadrons 442 City of Vancouver and 443 City of New Westminster operated out of adjacent hangars. The reserve units flew Vampires, Harvards and Expeditors and the two Regular Force units flew Lancasters, Dakotas, Expeditors, Canos, a Norseman and a Ventura and later that year we received a Sikorski H 5. Helicopter. QCA with their even Queerer Collection of Aircraft were located on the other side of the field.

With the start of the Korean War in 1950 we ended up making a number of Flights to American Bases including the US Naval base at Whitbey Island. I distinctly remember, being tasked to personally deliver an important document in a large sealed envelope from our 12 Group Headquarters, Vancouver, to somebody at that Naval base. We, F/O John Thomson and I, as pretty lowly sprogs on 123 were very happy at being offered the trip as it would give us a chance to visit the American PX and pick up some cheap cigarettes.

The flying time to Whitbey was only a little over an hour by Canso and when we were a few minutes out my flight engineer, who was in his seat situated in the pedestal that connects the wing to the fuselage, advised me to look out and back. And there, nicely tucked in under both wings were a couple of very pretty little jets. However, they were not F86s, which I am quite sure were not flown by the US Navy at that time, but Grumman F4F Panthers.

Major (S/L) Daniel M Campbell (Retd).

✉ IMC CLUB IN VANCOUVER

I'd like to add to the article by Jack Dueck in the October edition of COPA Flight by first reinforcing his message about improving your IFR capabilities but also telling you and the readers in the Greater Vancouver area about the local IMC Club meetings.

Steve Nunn and I have held several IMC Club meetings. Most of them have been at the Maxcraft Hangar at YPK with two others held at ZBB and YNJ. In addition to the scenarios provided by the IMC Club, we have also been fortunate to frequently have either a centre controller and/or a very experienced IFR instructor and designated examiner to augment the presentation and add local content.

We invite IFR pilots and those interested in pursuing the rating to join us at our meetings which are generally held on the last Wednesday of the month. We have a Facebook page with the meeting times and location or they can always contact Steve Nunn at Maxcraft or me at v-beech@telus.net

Rick Johnson

✉ WRONG PERSPECTIVE

I read October's COPA Flight letters to the editor and feel compelled to respond to one of the reader submissions. The reader was critical of COPA for publishing Transport Canada's accident reports and violations. The author requested that COPA refrain from publishing these reports, as the author thought that they were in poor taste and were meant to scare pilot's in to compliance.

The privilege that a pilot's licence affords us is to enjoy the freedom of aviation with career long responsibility to always improve our knowledge and skills. The publication of accidents and violations are intended to

provide all of us with a tool to learn from. The author should understand that the publication of these reports isn't in poor taste, it is the authors perspective on the purpose of the reports that is wrong.

Aviation isn't the only industry that believes in publishing incident reports. Along with being a private pilot and COPA member I am also a SCUBA diving instructor and an engineering technologist working in manufacturing. My hobby has exposed me to diving publications that publish reports of diving incidents for divers to learn from, while my profession has exposed me to Ontario Ministry of Labour publications that publish incident, accident and enforcement actions for all employees and employers in Ontario to learn from. All of these periodicals are intended to educate the consumer to avoid future incidents.

One person's negative perspective of the magazine's content should not influence changes in the publication that will inevitably hurt aviation. It is our responsibility to commit ourselves to continuous improvement and to educate each other on all topics related to safety. I hope this small effort will influence the author to change his perspective and attitude towards the important safety messages that are published every month in COPA Flight. Keep up the good work.

*Mike Mahon
London, Ontario*

✉ PAGE FILLER FLUFF

I read with some interest the November issue of Mailbox with its array of commentary on the subject reports. I couldn't wait to see what followed a few pages later. I was momentarily distracted by the editor finding it necessary to state that the reports were printed verbatim from source.

What a silly thing to add, as though excusing the magazine from culpability and actually firmly marking the stuff as fluff.

I eventually arrived at the subject sections and found nothing of any value whatever pertaining to safety in the printing of such reported drivel. There were no lessons evident at all. The stuff is just page filler, nudging potentially more valuable material aside.

Drop this stuff, or add meaningful commentary to some possible item singled-out in a way that adds value to the report(s). While many have commented on this matter, I fear they miss the point. The opportunity to benefit is missed with the current verbatim (usually offering nothing relevant to safety). The new magazine has some way to go in this regard.

Terry Spurgeon

☒ TYPE STRAIN

The November issue is impossible for me to read. It is entirely in a non-serif font and in light grey-on-white. Not all of our members are young with perfect eyes.

Unless you can return the magazine to its previous serified font and black-on-white, I do not want it. It is too much of a strain.

I look forward to your response.

Manuel Erickson

☒ BUILDING EXCITEMENT

There is such joy in watching your child's interests as they unfold; the excitement, the eagerness and the love for what they are learning. It's even better when you have the opportunity to watch them share their interests with someone else who shares this common passion. That's exactly what happened when our son had the honour of meeting Gord Millar.

We had reached out to Gord regarding a COPA for Kids event. Although our son wasn't quite old enough to participate, Gord recognized that this would be an unforgettable experience for him. He took it upon himself to get our son up in the air and provide an amazing firsthand introduction to flight by offering his own personal time and aircraft.

We met at the hangar and Gord made our son feel comfortable right away. Our son couldn't believe that he was actually going to fly in an airplane. Before the flight, Gord took some extra time to speak to our son about all things 'flight', starting from how planes fly, to the different parts on the airplane and what they do. He was so patient and answered so many questions, walking through the details of everything involved in aviation and what we needed to do to get ready for the flight. Our son was able to sit up front in a Piper Arrow. He was given a headset so he could hear the radio communications, and had the opportunity to run through all of the details of the checklist before takeoff. We then taxied out to the runway and were off. Total and complete awe ran through our son; he was actually flying!

Gord was so wonderful and made this experience totally unforgettable. He flew right over our home so our son could see it from the air... wow! And then the really unexpected happened; Gord asked our son if he would like to give the controls a go himself. Our son jumped at the opportunity and actually flew the plane himself. Now, how do you beat that? Talk about an unforgettable opportunity. What an amazing way to experience flight first hand, totally hands on. This was truly an experience that has sparked in our son even more interest and excitement around aviation!

Jen Orlowski

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 among its roles 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.

CHAIRMAN'S MESSAGE
UPDATE FROM JEAN MESSIER

BOARD OF DIRECTORS AT WORK

MEETINGS, EVENTS, CONSULTATION
FILL THE YEAR



Many topics probably drew your attention this past year, such as our efforts to avoid having wind turbines near aerodromes, the coming into force last January of the Aerodrome Consultation regulation, our new website or the consultation we started with COPA Flights just to name a few.

As I reflect on this past year, I would like to shed some light on actions that usually take place in the background, that guide and support the work of our president and CEO and his team who oversee the daily operations: the work of the Board of Directors ("the Board").

- Here is a summary of the work the Board has done in 2017:
- Attended three Board meetings in Toronto, Kelowna and Ottawa;
- Board members have also been very busy with their many committee

meetings held by teleconference and I want to thank them sincerely for the time they voluntarily give to their association;

- Existing committees are: executive, governance, human resources, strategic development, technical, marketing, audit and finance, nominations and awards.

Many topics are dealt with by these various committees and the resulting recommendations are brought to the next board for discussion and resulting decisions.

I would like to take this opportunity to inform you of a very important task that your Board has undertaken over the past year, is a major reflection on the roles and responsibilities of Board members, its governance rules and its election mode. This process generated frank and lively discussions that led to a consensus on the need to review these rules. The work will continue in 2018 and should eventually generate proposals for changes to our bylaws in order to achieve the desired improvements.

I will keep you informed in future issues of the magazine on the evolution of this file as well as other important topics on which your directors work.

On behalf of the members of the Board, I wish to all members across Canada and all our associates a happy holiday season and a very safe 2018 in aviation events. ✈️

Jean Messier
Chairman of the Board

LES ADMINISTRATEURS AU TRAVAIL: UNE ANNÉE DES RÉUNIONS, ÉVÉNEMENTS ET CONSULTATIONS

De nombreux sujets ont pu attirer votre attention au cours de l'année comme notre travail pour éviter les éoliennes aux abords d'aérodromes, la mise en place au 1er janvier dernier de l'obligation de consulter pour la mise en place d'aérodromes, notre nouveau site web ou la consultation que nous avons débutée auprès des Clubs COPA pour n'en nommer que quelques-uns.

En cette fin d'année je veux vous entretenir sur une facette moins éclatante de votre association mais nécessaire pour orienter et supporter le travail de notre président et de son équipe qui voient aux opérations quotidiennes: le travail du conseil d'administration (CA).

VOICI UN RÉSUMÉ DES TRAVAUX DU CA AU COURS DE 2017:

- Vos directeurs ont assisté à 3 CA tenus à Toronto, Kelowna et Ottawa;
- Les membres du conseil ont aussi été très occupés par leurs fonctions sur les nombreux comités

tenus par téléconférence et je tiens à les remercier chaleureusement pour le temps qu'ils dédient bénévolement à leur association;

- Les comités existants de COPA sont: exécutif, gouvernance, ressources humaines, développement stratégique, technique, marketing, vérification et finances, nominations et prix COPA.

De nombreux sujets sont traités lors de ces divers comités et les recommandations qui en découlent sont amenées au conseil suivant pour discussion et décisions qui en découlent.

Je profite de l'occasion pour vous informer d'un dossier de haute importance que votre CA a entrepris au cours de la dernière année, soit une réflexion substantielle sur les rôles et responsabilités des membres du conseil, de ses règles de gouvernance et de son mode d'élection. Ce processus a généré des discussions franches et animées qui ont amené un consensus sur le besoin de revoir ces règles. Le travail se poursuivra en 2018 et devrait éventuellement générer des propositions de changements à nos règlements généraux pour concrétiser les améliorations souhaitées.

Je vous tiendrai informé lors de prochaines parutions du magazine de l'évolution de ce dossier ainsi que d'autres sujets importants sur lesquels vos directeurs travaillent.

Au nom des membres du conseil, je souhaite à tous les membres à travers le Canada ainsi qu'à tous nos collaborateurs un Joyeux temps de fêtes et une année 2018 fertile en événements aéronautiques et ce, en toute sécurité. 🍷

*Jean Messier
Président du Conseil
d'administration*

COPA FOUNDER TO HALL OF FAME

JOHN BOGIE'S LONG CAREER CELEBRATED



COPA Co-Founder John Bogie will be inducted into the Canadian Aviation Hall of Fame in 2018.

He is one of four inductees and will be joined by Gen. Paul D. Manson, O.C., C.M.M., C.D., Dr. John Maris and Dr. Dwight Gregory Powell, O.C. at a ceremony June 7, 2018, in the Sunwest Aviation hangar at Calgary International Airport.

Bogie and Margaret Carson founded COPA in 1952 and has been active in the organization since its inception. Below is the Hall of Fame's biography of Bogie.

Born into an aviation family in the United States, John Bogie has made his home in Canada since the early 1950s, following service in the United States Navy, work as an airport operator, and as a very young charter pilot. In Canada, he quickly made a name for his charter and resource exploration work for Laurentian Air Services and Spartan Air Services, including the flight that identified the major iron deposit at Gagnon, Quebec.

Complementing his civilian flying, in 1952 Bogie became, with Margaret Carson, a co-founder of the Canadian Owners and Pilots Association (COPA), serving as its first President and Chairman. Since that time, he has been an unswerving supporter

of COPA, seeing it grow from modest beginnings to some 17,000 members.

He served in most of COPA's executive capacities and continues as an honorary director and life member. He still attends as many COPA events as he can, now into his 90s. His COPA accomplishments include simplified medicals for pilots and aviation liability group insurance now used by commercial carriers.

John helped to create the Experimental Aircraft Association Canada organization, as well as a civilian pilot group for Search and Rescue as an adjunct to the military. Another entity he helped bring into being was the Canadian Business Aircraft Association (CBAA), first as an arm of COPA and then as a distinct entity. His Laurentian Air Services career ultimately took him to the presidency, to many initiatives to diversify its operations and to embrace the bilingual nature of the environment in which his company operated.

A subsequent stroke of initiative allowed him to buy a large consignment of ex-US Army Beavers which were rebuilt and put onto the Canadian market. This constituted the largest single aircraft purchase of its kind in Canada and made Laurentian the Canadian centre for Beaver activity. John Bogie has continued to support Canadian aviation long after his retirement in 1992. He continues to enjoy the respect and affection of the aviation community to this day.

Manson is a former Chief of Defense Staff and was in charge of implementing the CF-18 into RCAF service. Maris is a test pilot and well known innovator in electronic and other aviation products and Powell is an expert in medical evacuation services and the founder of STARS. 🍷

BONANZAS TO WICHITA

70-YEAR HISTORY CELEBRATED
BY RICK JOHNSON



The year 2017 is special for Beechcraft and especially Bonanza aficionados; it was 70 years ago that the Bonanza first entered production and 50 years ago that the American Bonanza Society (ABS) was formed. To mark these milestones, the ABS organized a convention in Wichita, Kan., laying out a program consisting of factory tours on Thursday, September 24, followed by two very full days of seminars combined with great lunches and dinners.

I had left the Vancouver area a few days earlier to enjoy the Reno Air Races, after which my wife Marlene joined me. On our last leg, Albuquerque, N.M. to Wichita's Jabara airport, I filed IFR because I wasn't familiar with the area; I've found that IFR takes care of that uncertainty. Three hours later

we were on the ground and greeted with a 'follow-me' golf cart. The ABS had a welcome tent at the airport with drinks and snacks. Within half an hour of tying down our Bonanza M35 (C-FNTI), we were on a bus to our hotel where we met up with some of our American west coast friends.

On Thursday morning was the Beech factory tour; it was sad to see only one Bonanza and one Baron on the production line. However in the same building they were turning out King Airs at a rate of nearly one per day. A third production line was devoted to Cessna's new Latitude jet. Regardless, it was good to visit FNTI's birthplace.

Wade McNabb, a board member of the Beechcraft Heritage Museum in Tullahoma, Tenn., had flown the last

▲ A strong contingent of Canadian Bonanza owners attended the 70th anniversary convention in Wichita.

Model 35 manufactured (N3735B) to the event. He was the featured speaker at the welcome dinner that evening, and his topic was "Strange Things Happen Around the Kitchen table", which recounted the beginnings of the design of the Bonanza. During WW-II some of Beechcraft's engineers worked extra, unpaid hours planning ahead for what Beechcraft might build once the war was over.

Friday consisted of technical seminars on maintenance, flying proficiency, Bonanza systems, IFR tips, weather and other topics. Most of the significant Bonanza models were on display at the airport; N3735B and

three straight 35s. The first 1500 Bonanzas, manufactured in 1947-48, are referred to as straights. Later models include an alpha prefix such as A35, C35, etc. There was also a 16-plane formation-flying demonstration with Bonanzas, Debonairs and Barons, all led by Larry Gaines (organizer of the B2OSH Bonanzas-to-Oshkosh formation flight). With gusting winds, it was obvious that these were experienced pilots. They were very good.

Friday evening's dinner was held in Midwest Corporate Aviation's hangar at Jabara airport. Playing throughout the dinner was a continuous slide show of every model of the Bonanza family. I was pleased to see they used my plane as an example of M models. I gathered all of the Canadians together for a photo that evening. Not everyone was able to fly in; a member from Campbell River, B.C. had to fly commercially due to a band of extreme weather that passed through southern B.C. when he was scheduled to leave. Nonetheless, Canada was represented from B.C. to Nova Scotia. We posed in front of Edie Craddock's beautiful and well equipped F33A.

Saturday was filled with more technical sessions including an excellent talk by Rod Machado, who spoke on making it a point of personal honour to fly safely and not cheat on personal standards. His message was to resist the temptation to go "just a little lower" on that approach or to push into one's fuel reserve. I'd never heard it expressed that way and it makes sense for anyone who takes pride in their abilities.

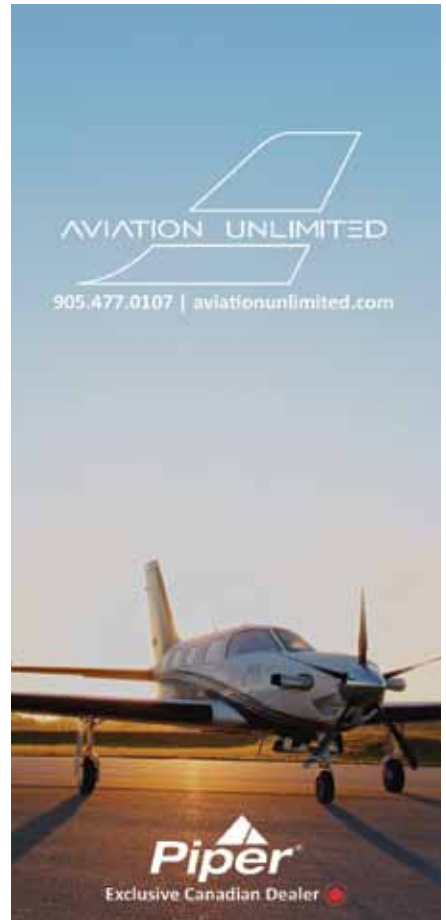
After Machado's presentation, Dr. David Strahle gave a weather briefing that was of particular interest to those who would be heading west the next day. I paid close attention to what he had to say; on Canada's west coast we don't encounter weather like they do in the American Midwest. Before Strahle pursued a medical career he had already made a major impact on the analysis of thunderstorms. He has

contributed significantly to better understanding of the relationship between Nexrad, the XM-WX display and thunderstorms. I highly recommend attending one of his lectures. Saturday evening's dinner was followed by another Machado presentation that kept us all laughing with tears rolling down our faces. Then all too soon it was over; it was Sunday morning and time to leave.

We got out to AAO at 8:30 and loaded the airplane; my plan was to depart VFR in order to give me maximum flexibility with regard to routing, secure in the knowledge that if necessary, I could always get a "pop-up" clearance from centre. We left at 9:35 and exactly as Strahle had forecast, as we headed further west, the line of green, yellow and a few spots of red appeared on the XM weather display. We turned slightly more south towards what looked like the thinner part and as we neared the line, we could see high build-ups off to our right which corresponded to the XM display.

We never saw any lightning but there were enough spots of red on the display that I'm sure that there was some. The frequency was very active with the centre controller issuing WX warnings and alerts and with pilots requesting deviations left and right. We got closer and again, as Dr. Strahle predicted, the line of green thinned significantly. We turned more to the west and I requested an IFR clearance to KABQ at 10,000-ft. This was quickly granted and we were soon in the cloud but with no bumps and not even enough rain to wash off the bugs. It was an interesting weather lesson for a pilot from the West Coast where a thunderstorm is a novelty.

In summary, it was a great trip with mostly good weather and an even better convention, with just over 800 attendees plus 241 Bonanzas and Barons. We'll probably skip the 75th anniversary event, but this one was one to remember! 🍷



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CALL FOR NOMINATIONS

COPA BOARD OF DIRECTORS ELECTION 2018

Every two years half of the positions on the COPA Board of Directors are up for election. In 2018 a total of seven positions representing the following regions will need to be elected:

- Quebec (2 positions) — currently held by Jean Messier and Jonathan Beauchesne
- Southern Ontario (3 positions) — currently held by Phil Englishman, Conrad Hatcher and Cheryl Marek
- British Columbia & Yukon (2 positions) — currently held by Joe Hesserberger and 1 vacant position

Any COPA member in good standing may run for a position in the region in which they live. If you have a passion for personal aviation and feel you have something to contribute to COPA both on the Board and as a regional representative, please consider volunteering for this very important work. The term of office for this election shall commence at the summer Board meeting in June 2018 and continue until the summer Board meeting in 2022.

Nominations for these nine positions are now being accepted.

The deadline for receiving nominations is Thursday, February 4th, 2018. Candidates will be announced in the March COPA Flight and on the website.

The election will close on Monday, April 4, 2018. Ballots will be counted and results will be announced in the May COPA Flight magazine and on the website.

Based on the new Canadian Governance rules for no-for-profit guidelines, the slate of Directors elected in the regions will be presented to the

COPA membership for ratification at the Annual General Meeting on June 23th.

CANDIDATES SHOULD:

- have a strong belief in COPA's mission
- have a passion for aviation
- have a high standard of personal ethics
- want to make a lasting contribution to personal aviation
- be able to spend a minimum of 15 days per year on COPA business (at three Board meetings per year and at regional events)
- have ready access to email for Board communications

Nominations for a Director must be made in writing by at least five voting members from the same region (defined as paid-up regular members, their family members and persons designated by corporate members when they applied for membership).

Completed nomination forms must be received at the COPA office by 12:00 noon on Thursday, February 4th, 2018.

You can mail the form below to COPA, 75 Albert Street, Suite 903, Ottawa, ON K1P 5E7

fax it to 613-236-8646 or email the same information to nomination@copanational.org

A list of candidates will be published in the March COPA Flight, along with information about the candidates and instructions on how to vote.

Members will be able to vote online. Alternatively, members will be able to request that a paper ballot be mailed to them.

In order to provide voters with comparative information on candidates, nominees will be requested to complete a candidate questionnaire and a 200 to 300 word biography, both which are to be submitted with the nomination form.

FACTS TO BE INCLUDED IN THE NOMINEE'S BIO:

- Flying experience and currency
- Aircraft ownership if any
- COPA Flight or flying club affiliations
- What is your main reason for wanting to be a COPA Director?
- What is the single most important skill you feel you can bring to the Board?

Consider who you would like to see representing you on the Board and nominate them today, or if you would like to run yourself find a few members to nominate you. Don't hesitate. COPA needs good people to pursue its mission.

The COPA mission: To advance, promote, and preserve the Canadian freedom to fly.

NOMINEE BIOGRAPHY/PLATFORM:

Please include the candidate questionnaire, and in 200 to 300 words, a biography from the nominee that will be helpful to COPA members casting ballots in an election.

Interested candidates who wish to request an information package about being a COPA Director can email or call Heather McLaren, Manager Administration at 613-236-4901 ext. 110 or hmclaren@copanational.org

NOMINATION FORM FOR COPA DIRECTORS – 2018

Nominee: _____
 COPA Membership # _____
 Address: City: _____ Prov: _____ Postal Code: _____
 Telephone: Home: _____ Work: _____ Fax: _____ E-mail: _____
 Nominators: _____

1/ Name _____	COPA Membership # _____	Membership Expiry Date _____	Prov. _____	Postal Code _____
2/ Name _____	COPA Membership # _____	Membership Expiry Date _____	Prov. _____	Postal Code _____
3/ Name _____	COPA Membership # _____	Membership Expiry Date _____	Prov. _____	Postal Code _____
4/ Name _____	COPA Membership # _____	Membership Expiry Date _____	Prov. _____	Postal Code _____
5/ Name _____	COPA Membership # _____	Membership Expiry Date _____	Prov. _____	Postal Code _____

In order to provide voters with comparative information on candidates, nominees will be requested to complete a candidate questionnaire and a 200 to 300 word biography, both which are to be submitted with the nomination form.

Send to: COPA, 75 Albert Street, Suite 903, Ottawa, ON K1P 5E7 or Fax: 613-236-8646
 or E-mail: nomination@copanational.org

FORMULE DE NOMINATION – DIRECTEURS COPA 2018

Candidat(e) désigné(e): _____
 # de membre COPA: _____
 Adresse: Ville: _____ Prov: _____ Code postal _____
 Téléphone: Maison: _____ Travail: _____ Facsimilé: _____ Courriel: _____
 Présentateurs: _____

1. Nom _____	Numéro d'adhésion COPA _____	Date d'expiration de l'adhésion: _____	Prov. _____	Postal Code _____
2. Nom _____	Numéro d'adhésion COPA _____	Date d'expiration de l'adhésion: _____	Prov. _____	Postal Code _____
3. Nom _____	Numéro d'adhésion COPA _____	Date d'expiration de l'adhésion: _____	Prov. _____	Postal Code _____
4. Nom _____	Numéro d'adhésion COPA _____	Date d'expiration de l'adhésion: _____	Prov. _____	Postal Code _____
5. Nom _____	Numéro d'adhésion COPA _____	Date d'expiration de l'adhésion: _____	Prov. _____	Postal Code _____

Afin de fournir aux voteurs de l'information comparative au sujet des candidats, les personnes nommées seront requises de compléter un questionnaire aux candidats et une biographie de 200 - 300 mots, les deux documents devant être soumis avec la formule de nomination.

Poster à: COPA, 75 rue Albert, bureau 903, Ottawa, ON, K1P 5E7 ou par facsimilé au 613-836-8646
 ou par courriel à : nomination@copanational.org

COPA FLIGHT CONSULTATION

STAFF MEET FLIGHT REPS ACROSS CANADA

BY CARTER MANN



Over the past six months, COPA has embarked on a new initiative to consult with representatives of our 147 active COPA Flights across Canada. The purpose of this exercise is to connect staff in the office with our representatives in the regions and open up the conduit of information exchange within our organization.

This year, consultation sessions were held in the Lower Mainland of B.C. Saskatchewan, Southwest Ontario, Eastern Ontario/Western Quebec, and Moncton. The dialogue at these sessions produced new ideas about some of the issues with the COPA Flight program, where the organization is going as a whole, possible new priorities,

▲ COPA President Bernard Gervais and Manager of Government Affairs and Communications Carter Mann consult with flight captains at a consultation session.

and ways to refine our products and services to better deliver our mandate of advancing, promoting, and preserving the Canadian freedom to fly.

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By far the biggest point of discussion at our consultations was around the need for better dialogue between COPA in Ottawa and the COPA Flight captains. Flight captains felt the need to be better supported in terms of being able to speak about COPA's initiatives and other topics of the day. COPA committed to more, regular and relevant, communication to the flight captains with information targeted at helping the flights promote our mandate and keeping up to date on our organization's activities. We will be launching a new, monthly newsletter for COPA Flight captains to share with their flights as well as adding new tools to the tool kit that COPA provides the flights.

Another much-discussed topic was the shortcomings of the COPA for Kids program. The current structure of the program does not lend easily to follow-up with kids after the event day, and also does not adequately encourage those kids who are of the age to leave a COPA for Kids event and begin flight training. Multiple suggestions were made about adopting a Young Eagles-style of model where pilots could fly kids at any time throughout the year. In conjunction with our marketing committee, a review is underway of the program and changes will roll out in time for the 2018 flying season. Part of the review is also looking at ways



to expand the COPA for Kids program to introduce other demographics to general aviation.

The other main point of discussion concerned the rising average age of our organization's membership and figuring out new ways not just of introducing younger people to GA, but encouraging them to take an active role in the GA community. For COPA's part, we see the COPA flights playing a primary role in identifying and encouraging potential future candidates for the association's board of directors. As members of the industry concerned with ensuring the freedoms we enjoy remain available and accessible to future generations, it is incumbent on all of us to take an active role not just in introducing people to general aviation, but to take leadership roles in all aspects: local, regional, and

▲ Gervais listens to a speaker at the Saskatchewan Aviation Council in Moose Jaw in November.

national. In your own circles, consider new ideas of how you can encourage the next group of GA pilots and their families to participate.

This year's COPA flight consultations were a great success and we are building on that success by making this a recurring element of COPA's annual operations. In 2018, we will be reaching out to our COPA Flights in Alberta, Manitoba, Quebec, and the North to consult with them on the issues they see facing our organization and general aviation as a whole. We are excited about this new evolution within COPA and we are looking forward to empowering our COPA Flights to play a major role in furthering our mandate. ✈️

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FREEDOM TO FLY FUND UPDATE

MONEY USED TO PREVENT THREATS TO AVIATION

BY CARTER MANN

The Freedom to Fly Fund was created to guarantee that COPA would have the resources to take on emergency actions, legal or otherwise, in the defense of the Canadian Freedom to Fly. The fund's most recent success was the defense of aerodromes in Collingwood and Stayner, ON, who were threatened by a proposed wind-turbine farm that would have placed towers unacceptably close to the circuit and approach paths at those airports. Through the Fund, we mounted a successful legal opposition and its proponents abandoned the project.

The Fund is also currently being used to defend the proponents of the Mascouche Airport in Quebec. The owners of the airport entered into an agreement with the municipality to relocate the airport in exchange for up to \$3 million in financial support to assist with the relocation. The municipality since reneged on the agreement and is currently attempting to block the construction of the airport in the new location citing Quebec's provincial environmental laws. Last month, COPA announced its support of the airport's defence through the Freedom to Fly Fund and we are hopeful of a positive outcome on this case.

A second project underway revolves around the need for a new general aviation airport in the Greater Toronto Area, with a focus on the Pickering lands. Through the Fund, COPA has put forth recommendations to the federal government that the region requires a replacement for the soon-closing Buttonville Airport. The project is currently being reviewed.



Since its creation, COPA's Freedom to Fly Fund has enabled some other significant successes in defending general aviation in Canada. The two biggest successes were in the Supreme Court of Canada where COPA argued the federal supremacy to regulate aviation could not be infringed on by provincial and municipal laws. The court upheld COPA's position in what is commonly known as the Quebec vs. COPA decision and the Lacombe decision.

The association has also succeeded, thanks to the resources available through the Fund, in getting Transport Canada to revise proposed regulations that would have severely hindered aerodrome construction in Canada. Changes to the CARs in January of 2017 require proponents to undergo a consultation process with surrounding stakeholders

▲ COPA's Freedom to Fly Fund fights threats to airports across the country.

before proceeding, subject to certain conditions. COPA has been working collaboratively with Transport Canada on a new Advisory Circular which will provide clear direction on the requirements for consultation.

The Freedom to Fly Fund has as a goal to maintain a ready, \$1 million reserve to allow COPA the means to wage these battles in defense of our members and our Freedom to Fly. This Fund is made available through the generous donations of COPA members and supporters, to ensure that we continue to enjoy our freedoms, such as the right to have an airstrip on your property. For more information on the fund, including how to contribute, please contact our office. ✈️

ENFORCEMENTS

PRAIRIE AND NORTHERN REGION

A person operated an aircraft over a built-up area at an altitude lower than 1 000 feet above the highest obstacle within a horizontal distance of 2 000 feet from the aeroplane. The person also operated an aircraft at an indicated speed of more than 200 knots, below 3 000 feet AGL within 10 nautical miles of a controlled aerodrome. CAR 602.14(2), \$750; CAR 602.32(1), \$750.

A person exercised the privileges of a permit, licence or rating when the person was not the holder of a valid medical certificate. The aircraft owner operated his aircraft without having subscribed for liability insurance covering risks of public liability. CAR 404.03, 14-day suspension; CAR 606.02, 14-day suspension.

RÉGION PRAIRIES ET DU NORD

Une personne a utilisé un aéronef au-dessus d'une zone bâtie à une altitude inférieure à 1 000 pieds au-dessus de l'obstacle le plus élevé situé à une distance horizontale de 2 000 pieds ou moins de l'aéronef. La personne a aussi utilisé un aéronef à une vitesse indiquée de plus de 200 nœuds, à une altitude inférieure à 3 000 pieds AGL et à une distance de 10 milles marins ou moins d'un aéro-drome contrôlé. CAR 602.14(2), 750\$; CAR 602.32(1), 750\$.

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 d'un certificat médical valide. Le propriétaire de l'aéronef a utilisé son aéronef alors qu'il n'avait pas contracté une assurance-responsabilité couvrant la responsabilité civile. CAR 404.03, 14 jours suspension; CAR 606.02, 14 jours suspension. ✈️



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The draw will take place at the June 2018 Convention in Saint John, New Brunswick.

INCIDENTS + ACCIDENTS

PRAIRIE AND NORTHERN REGION

TSB Report#A17W0172: The Springbank Air Training College Piper PA 34-200T Seneca II, registered C-GCCM, departed Calgary Springbank (CYBW) Runway 17 on a final training flight prior to the student's multi-engine rating flight test. There was an instructor and student on board. The aircraft did not climb above 200 feet nor accelerate while on the runway heading. The aircraft rolled to the left entering a steep left turn and collided with terrain. There was a post-crash fire, and the two occupants sustained fatal injuries, the aircraft was destroyed.

ONTARIO REGION

TSB Report#A17O0217: A Bell 206B aircraft operated by Essential Helicopters, was conducting a local training flight from North Bay, ON (CYYB) with a student pilot and an instructor on board. While performing a simulated autorotation with a planned power recovery at the threshold of Runway 08 at CYYB, the student lost control of the helicopter, bounced off the runway surface and became airborne again. The instructor attempted to regain control, however the main rotor contacted the tail boom which was completely severed between the horizontal stabilizer and the tail rotor. The severed portion of the tail boom, including the tail rotor, came to rest on the runway. Directional control of the helicopter was lost and the aircraft rotated 1 ½ turn before coming to rest upright on its skids. There were no injuries.

The Ontario Provincial Police (OPP) advised that a privately registered, amateur-built, Easy Fisherman 001 was taxiing on Fox Lake, ON, and became overturned by a gust of wind. No injuries.

A privately registered Cessna 177RG, on a flight from Ottawa/Carp, ON (CYRP) and landing at Ottawa/Carp, ON (CYRP) landed on its belly as the landing gear was not down and locked. One soul on board, no injuries. The National Operations Centre (NOC), Aviation Operation Centre and the Transportation Safety Board of Canada (TSB) from the Toronto region were advised. Runway closed by NOTAM. No other impact to operations.

A privately registered Cessna 150M departed Centralia/James T. Field, ON (CYCE) and when approximately 11NM south of Sarnia (Chris Hadfield), ON (CYZR), in airspace delegated to Cleveland Air Route Traffic Control Centre (ZOB), declared a mayday and diverted north to CYZR to land. The aircraft relayed its intentions through another nearby aircraft and made a forced landing in a field approximately 5NM south of CYZR. Trenton joint rescue coordination centre (JRCC) and local police were advised.

TSB Report#A17O0226: A Tukan Trike Reiter-001 aircraft, privately owned ultralight, was conducting a local flight from Plattsville/Lubitz Flying Field, ON (CLB2) with one soul onboard. When the aircraft was approximately 4 NM south of CLB2, a flight control cable broke, and the aircraft executed a forced landing in a field. The aircraft received substantial damage, and the pilot sustained minor injuries.

The Ontario Provincial Police (OPP) reported to the Shift Manager that a 580315 Ontario Limited Stinson 105 (C-FBST) on a flight to Collingwood, ON (CNY3) had exited the runway into the grass and flipped over during landing at Collingwood, ON (CNY3).

While landing at a private strip near Magnetawan, ON, a privately registered amateur-built Zenair Zodiac 601 damaged its nose gear. The nose gear was sheared from the aircraft. The Transportation Safety Board of Canada (TSB) was advised. No operational impact.

An American corporately registered Cessna 150L (N11512) on a flight from Earleton (Timiskaming), ON (CYXR) to Winnipeg/St. Andrews, MB (CYAV) declared an emergency due to an engine failure and conducted a forced landing into a wooded area southeast of Marathon, ON. The pilot sustained minor injuries but was able to contact Winnipeg area control centre (ACC) with the aircraft's radio and relay its position. Trenton joint rescue coordination centre (JRCC) was able to locate the aircraft and deploy SARTECHS at the crash site. Transportation Safety Board of Canada (TSB) advised.

PACIFIC REGION

An American corporately registered Champion 7ECA on a flight from Port Hardy, BC (Water) (CAW5) reported to Port Hardy, BC (CYZT) flight service station (FSS) it was taxiing on the water for departure out of Hardy Bay. No report airborne was received and the flight did not respond to calls on multiple frequencies. The aircraft hit a deadhead while taxiing. Canadian Coast Guard was responding to the aircraft. Canadian Coast Guard assisted with towing the aircraft to shore. Pilot unharmed.

QUEBEC REGION

BST#A17Q0167: Aprivately owned Piper (PA-28-140) was on a local visual flight rules (VFR) flight from St-Lazare, QC (CST3) with 1 pilot and 2 passengers on board. While the

aircraft was approximately 1 NM north of CST3, it experienced engine failure (Avco Lycoming, O-320-E2D). The aircraft crashed into the trees and was destroyed. The three occupants were seriously injured.

BST#A17Q0166: A privately owned

Maule (MT-7-235) on a local visual flight rules (VFR) flight from Ottawa/Gatineau, QC (CYND) with 1 pilot and 1 passenger on board. When the aircraft was approximately 4 nautical miles northwest of CYND, it experienced an engine failure (Avco Lycoming, IO-540-W1A5). The pilot declared an emergency and performed a forced landing in a field. The aircraft nosed over and was substantially damaged. There were no injuries. The joint rescue coordination centre (JRCC) received the emergency locator transmitter (ELT) signal.

An amateur-built, privately owned

LeVitation 4 (equipped with floats) was on a local visual flight rules (VFR) flight from Grand Lac-Du-Cerf, QC with 1 pilot and 1 passenger on board. The aircraft drifted when it left the dock, and the tail crashed into a pole. The pilot returned to the dock, and an inspection revealed that the aircraft had sustained substantial damage to the horizontal stabilizer. No one was injured.

A privately owned Air Creation XP

Racer ultralight trike was on a local visual flight rules (VFR) flight from Val Alain, Quebec with a pilot on board. The pilot was flying over a cranberry field east of Saint-Louis-de-Blandford at a very low altitude when the aircraft hit the ground and flipped over. The pilot was uninjured, but the aircraft was substantially damaged.

BST#A17Q1073: A Quad City

Challenger ultralight was on a flight from Du-Rocher-Percé (Pabok), QC (CTG3). When the aircraft flew over the town of Chandler, Quebec, the

engine (Rotax 503) abruptly stopped running. The pilot was able to restart it and headed toward CTG3 and on final, the engine stopped working again. The pilot could not reach the runway and had to land the aircraft in a field. The left main landing gear collapsed along with the nose gear. The engine had just been refurbished by the owner. The reason for the engine failure is currently unknown. The pilot was uninjured.

ATLANTIC REGION

TSB Report#A17A0066: The unmanned air vehicle (UAV) was a Draganflyer X4-ES conducting aerial mapping at the St. John's, NL waste management facility and was operated by Cloudbreaker under a Special Flight Operations Certificate (SFOC). Having completed a planned mapping mission, the UAV was being flown manually for the landing. While descending from about 80 meters to 60 meters, one of the motors quit turning and the UAV inverted before impacting terrain. There were no injuries and no damage to property. A post-crash fire initiated at the lithium polymer battery and destroyed the UAV.

A Cessna A185F aircraft on amphibious

floats operated by Blue Mountain Investments, was departing from Springdale/Davis Pond, NL (CDU4) with two occupants on board. At an approximate height of 200 feet after the takeoff, the engine stopped producing power. The pilot attempted to execute a forced landing, however the aircraft came to rest in trees at the edge of the lake. The two occupants did not suffer injuries. The aircraft was substantially damaged.

PRAIRIE AND NORTHERN REGION

TSB Report#A17C0123: A float-equipped de Havilland DHC-2 MK. I Beaver aircraft was conducting a

VFR flight from Thigh Lake, MB to Wasagamack, MB with the pilot and 4 passengers on board. Shortly after takeoff, takeoff power was reduced to climb power. Subsequently, two bangs were heard and the engine (Pratt & Whitney USA, R-985-AN-1) ceased running. The pilot was unsuccessful in restarting the engine and conducted a forced landing in a wooded area. The aircraft was substantially damaged, with the left wing separating from the fuselage. There was no post-impact fire and there were no injuries to the 6 occupants. The ELT was manually activated by the pilot, who also communicated with the operator via satellite phone. The pilot and passengers then walked back to the camp where the flight had departed. The operator is coordinating the recovery of the aircraft and will advise the TSB of the results of an engine examination.

A privately registered Cessna 172A

was parked on the apron. The aircraft's emergency locator transmitter (ELT) activated as the aircraft was lifting due to high winds. The aircraft subsequently flipped and landed on its back. Major damage to the aircraft, no fuel spill. Airport Advisory Service (AAS), shift manager (SM) and Trenton joint rescue coordination centre (JRCC) were advised of the ELT.

A Beech 200 on a flight from La

Ronge (Barber Field), SK (CYVC) to Prince Albert (Glass Field), SK (CYPA) advised circling overhead CYPA due to an issue. At 0430Z, the aircraft declared an emergency due to landing gear issues, advising right main gear not confirmed down. CYPA Fire Department and airport manager on scene at 0442Z. At 0546Z, the aircraft advised on long final for Runway 26 and completed a forced landing at 0553Z, with the right gear appearing to have collapsed. No reported injuries.

INCIDENTS + ACCIDENTS

RÉGION DE L'ATLANTIQUE

Rapport du BST no A17A0066 : Le véhicule aérien non habité (UAV) était un Draganflyer X4-ES qui procédait à des services de cartographie aérienne au-dessus de l'installation de gestion des déchets de St. John's, NL. Il était exploité par Cloudbreaker, qui détenait un certificat d'opérations aériennes spécialisées (COAS). Après avoir achevé la mission de cartographie prévue, l'UAV était piloté manuellement pour l'atterrissage. Pendant qu'il descendait de 80 mètres à 60 mètres environ, un des moteurs a cessé de tourner et l'UAV s'est renversé avant de heurter le relief. Il n'y a eu aucun blessé ou dommage à l'appareil. Suivant l'écrasement, un incendie dans la batterie au lithium polymère s'est produit et a détruit l'UAV.

Rapport du Bureau de la sécurité des transports du Canada (BST) n° A17A0070 : C-GAAM, un Cessna A185F amphibie sur flotteurs exploité par Blue Mountain Investments, décollait de Springdale/Davis Pond (CDU4), NL, avec deux personnes à bord (POB). Après le décollage et à environ 200 pi, le moteur s'est arrêté. Le pilote a essayé d'effectuer un atterrissage forcé, cependant l'aéronef s'est immobilisé dans des arbres au bord d'un lac. Les deux POB s'en sont sorties indemnes. L'aéronef a subi d'importants dommages.

MISE À JOUR : Rapport du BST no A17C0123 : Un de Havilland DHC-2 MK. I Beaver muni de flotteurs assurait un vol VFR en provenance de Thigh Lake, MB et à destination de Wasagamack, MB. Il transportait le pilote et quatre passagers. Peu après le décollage, la puissance a été réduite à la puissance de la montée. Par la suite, deux coups ont été entendus et le moteur

(Pratt & Whitney USA, R-985-AN-1) a cessé de fonctionner. Le pilote n'a pas réussi à redémarrer le moteur et a procédé à un atterrissage forcé dans un secteur boisé. L'aéronef a été lourdement endommagé; l'aile gauche s'est détachée du fuselage. Il n'y a pas eu d'incendie suivant l'impact et les six occupants n'ont pas été blessés. La radiobalise de repérage d'urgence (ELT) a été activée manuellement par le pilote, qui a également communiqué avec l'exploitant par téléphone satellite. Le pilote et les passagers ont ensuite marché vers le camp d'où avait décollé le vol. L'exploitant récupèrera l'aéronef et avisera le BST des résultats de l'examen du moteur.

RÉGION DES PRARIES ET DU NORD

Un Cessna 172A sous immatriculation privée était garé dans l'aire de trafic. La radiobalise de repérage d'urgence (ELT) a été activée alors que de forts vents soulevaient l'aéronef. L'aéronef s'est finalement renversé sur le dos et a subi des dommages importants. Aucun déversement de carburant. Le Service consultatif d'aéroport (AAS), le gestionnaire de quart et le Centre conjoint de coordination de sauvetage (JRCC) de Trenton ont été informés du signal de l'ELT.

Un Beech 200, en provenance de La Ronge (Barber Field), SK (CYVC) et à destination de Prince Albert (Glass Field), SK (CYP A), a informé qu'il tournait en rond au-dessus de CYP A parce qu'il y avait un problème. À 0430Z, l'aéronef a déclaré une urgence à cause de problèmes liés au train d'atterrissage, indiquant qu'il n'avait pas reçu la confirmation que le train principal avant était sorti. Le service d'incendie de CYP A et le gestionnaire de l'aéroport sont arrivés sur les lieux à 0442Z. À 0546Z, l'aéronef

a indiqué qu'il se trouvait en longue finale vers la piste 26 et a procédé à un atterrissage forcé à 0553Z alors que le train droit semblait s'être affaissé. Aucune blessure signalée.

Rapport du BST no A17W0172 : Un Piper PA 34-200T Seneca II, immatriculé C-GCCM et exploité par le Springbank Air Training College, a décollé sur la piste 17 à Calgary Springbank (CYBW) pour un dernier vol d'entraînement avant le test de l'élève pour la qualification de vol multimoteur. Un instructeur et un élève étaient à bord de l'appareil. L'aéronef n'a pas dépassé les 200 pieds lors de la montée et n'a pas accéléré en suivant le cap de piste. L'aéronef a basculé vers la gauche, ce qui a amorcé un virage serré à gauche et l'aéronef est entré en collision avec le terrain. Un incendie s'est déclaré après l'impact et les deux occupants ont été blessés mortellement. L'aéronef a été détruit.

RÉGION DE L'ONTARIO

Rapport du BST no A17O0217 : Un Bell 206B exploité par Essential Helicopters, effectuait un vol d'entraînement local depuis North Bay (CYYB), ON, avec un élève-pilote et un instructeur à bord. Alors qu'il effectuait une simulation d'autorotation en vue d'une récupération de la puissance sur le seuil de la piste 08 de CYYB, l'élève-pilote a perdu la maîtrise de l'hélicoptère, qui a rebondi sur la surface de la piste et repris de l'altitude. L'instructeur a tenté de reprendre le contrôle de l'aéronef, mais le rotor principal est entré en contact avec la poutre de queue, qui a complètement été sectionnée entre le stabilisateur horizontal et le rotor de queue. La portion sectionnée de la poutre de queue, incluant le rotor, est tombée sur la piste. La maîtrise directionnelle de l'hélicoptère a été

perdue et l'aéronef a effectué une rotation d'un tour et demi avant de s'immobiliser debout sur ses patins. Personne n'a été blessé.

Un Cessna 177RG d'immatriculation privée, effectuant un vol d'Ottawa/Carp (CYRP), ON, et atterrissant à Ottawa/Carp (CYRP), ON, a effectué un atterrissage sur le ventre, le train d'atterrissage n'était pas sorti et verrouillé. Une personne à bord, aucune blessure. Le Centre national de l'exploitation (NOC), le Centre des Opérations Aériennes et le Bureau de la sécurité des transports du Canada (BST) de la région de Toronto ont été avisés. Piste fermée par NOTAM. Aucun autre impact sur l'exploitation.

Un Cessna 150M sous immatriculation privée, qui avait décollé de l'aéroport James T. Field Memorial de Centralia, ON (CYCE), a déclaré un état d'urgence alors qu'il se trouvait à environ 11 NM au sud de l'aéroport Chris Hadfield de Sarnia, ON (CYZR), dans l'espace aérien incombant au Centre de contrôle de la circulation aérienne en route de Cleveland (ZOB). Il a dévié en direction nord vers CYZR pour atterrir. L'aéronef a communiqué ses intentions par l'entremise d'un autre aéronef qui se trouvait près de lui et a procédé à un atterrissage forcé dans un champ à environ 5 NM au sud de CYZR. Le Centre conjoint de coordination de sauvetage (JRCC) de Trenton et la police locale ont été informés.

Un ultraléger Tukan Trike Reiter-001 privé assurait un vol local en provenance de l'aéroport Lubitz Flying Field de Plattsville, ON (CLB2) en transportant un passager. Lorsque l'aéronef se trouvait à environ 4 NM au sud de CLB2, un câble des commandes de vol s'est brisé et l'aéronef a dû procéder à un atterrissage forcé dans un champ. L'avion a subi des dommages importants et le pilote a subi des blessures mineures.

La Police provinciale de l'Ontario (OPP) a signalé au gestionnaire de quart qu'un Stinson 105 (C-FBST) exploité par 580315 Ontario Limited, effectuant un vol à destination de Collingwood (CNY3), ON, avait effectué une sortie de piste sur le gazon et s'était retourné lors de l'atterrissage à Collingwood (CNY3), ON.

RÉGION DU PACIFIQUE

Un Champion 7ECA immatriculé par une société américaine, en provenance de Port Hardy, BC (Eau) (CAW5), a signalé à la station d'information de vol (FSS) de Port Hardy, BC (CYZT) qu'il circulait sur l'eau en vue de décoller de la baie de Hardy. Aucune communication n'a été transmise après le décollage et le pilote n'a pas répondu aux appels sur plusieurs fréquences. L'aéronef avait frappé une bille de bois pendant qu'il se déplaçait sur l'eau. La Garde côtière canadienne intervenait auprès de l'aéronef. La Garde côtière canadienne a aidé au remorquage de l'appareil vers le rivage. Le pilote n'a pas subi de blessures.

RÉGION DU QUÉBEC

BST#A17Q0167: Un Piper (PA-28-140) en exploitation privé, effectuait un vol local selon les règles de vol à vue depuis de St-Lazare, QC (CST3) avec 1 pilote et 2 passagers à bord. Alors que l'appareil se trouvait à environ 1 mile marin au nord de CST3, il a subi une panne moteur (Avco Lycoming, O-320-E2D). L'appareil s'est écrasé contre des arbres et a été détruit. Les 3 occupants ont subi des blessures graves.

Un Maule (MT-7-235) en exploitation privée, effectuait un vol local selon les règles de vol à vue depuis Ottawa/Gatineau, QC (CYND) avec 1 pilote et 1 passager à bord. Alors que l'appareil se trouvait à environ 4 miles marins au nord-ouest de CYND, il a subi une panne moteur (Avco Lycoming, IO-540-W1A5). Le pilote a déclaré un état d'urgence et a effectué un atterrissage forcé dans un champ. L'appareil

a capoté et subi des dommages importants. Il n'y a eu aucun blessé. Le Centre conjoint de coordination des opérations de sauvetage a reçu le signal de l'émetteur de localisation d'urgence.

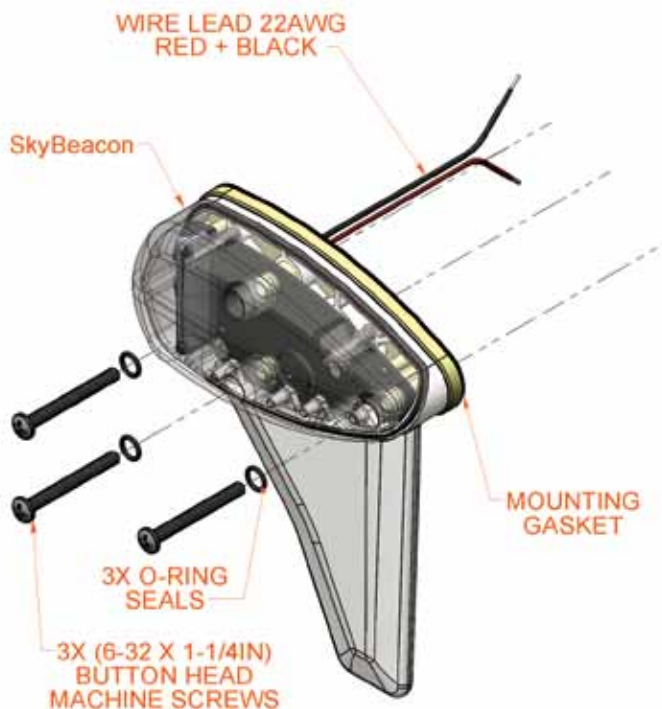
BST#A17Q0165: un appareil de construction amateur LeVitation 4 (équipé de flotteurs) en exploitation privée, effectuait un vol local selon les règles de vol à vue depuis le Grand Lac-Du-Cerf, QC avec 1 pilote et 1 passager à bord. L'appareil a dérivé lorsqu'il a quitté le quai et l'empennage est entré en collision avec un poteau. Le pilote est retourné au quai et l'inspection a révélé que l'appareil avait subi des dommages importants au stabilisateur horizontal. Il n'y a eu aucun blessé.

BST#A17Q0170: un ultraléger motorisé pendulaire Air Creation XP Racer en exploitation privée, effectuait un vol local depuis Val Alain, Québec selon les règles de vol à vue avec un pilote à bord. Le pilote survolait un champ de canneberge à l'est de Saint-Louis-de-Blandford à très basse altitude, lorsqu'il a percuté le sol et a culbuté. Le pilote n'a pas été blessé, mais l'appareil a subi des dommages importants.

BST#A17Q1073: L'ultraléger de base modèle Challenger Quad City immatriculé effectuait une envolée à partir de l'aéroport Du Rocher-Percé (Pabok), Québec (CTG3). Alors que l'appareil survole la ville de Chandler (Québec), le moteur (Rotax 503) s'est arrêté brusquement. Le pilote a été en mesure de le repartir. Il s'est dirigé vers CTG3 et en finale, le moteur s'est à nouveau arrêté. Le pilote n'a pas été en mesure d'atteindre la piste et il a dû poser l'appareil dans un champ. Le train d'atterrissage principal de gauche s'est affaissé, ainsi que le train avant. Le moteur venait d'être remis à neuf par le propriétaire. La raison de la panne moteur est inconnue pour le moment. Le pilote n'a pas été blessé.

ADS-B FOR CANADIANS

YOU'LL NEED IT FOR FULL U.S. ACCESS



The American ADS-B mandate of January 1, 2020 is almost upon us. For those COPA members who routinely fly to the US and wish to penetrate Class C airspace, an ADS-B-Out upgrade is amust. There is no requirement for ADS-B in Canada. If your flight in the U.S. is below 10,000 feet MSL and not penetrating or flying above Class C airspace and you do not fly within 30 nm around a Class B airport, then ADS-B hardware is not required.

With the expanse of the Canadian land mass, a small number of airports, the decommissioning of the VOR infrastructure and Nav Canada's 51 percent investment into Aireon (www.aireon.com) a satellite based company, a possible satellite and ground station mandate maybe in our future. Nav Canada is conducting an ADS-B aeronautical assessment beginning in late October. The goal of the assessment is to document and determine

requirements. Nav Canada's mandate pertains to the effective utilization of Canadian airspace and ATC resources. It is not mandated to provide traffic or weather information to aircraft. Transport Canada's PBN State Plan calls for "plan for the mandatory use of ADS-B in designated airspace, between 2018 and 2022". The plan continues between 2023 and 2027.

Aireon uses Iridium's low earth orbit (LEO) network of 66 satellites. With a satellite constellation orbiting at 780 km, Iridium provides communications coverage of the entire earth's surface. Supporting 1090ES, Aireon is focused on high fliers. To satisfy a possible satellite and ground based mandate, the aircraft's ADS-B transmitter must support antenna diversity.

uAvionics announced at Oshkosh 2017 a revolutionary ADS-B Out transmitter. SkyBeacon (<https://www.uavionix.com/products/skybeacon/>) is

focused on an out the hanger cost of \$2,000 (USD plus tax). Focusing on the Piper and Cessna markets, SkyBeacon replaces the left navigation light. The installation process is simple and requires a small amount time, re-using the two existing navigation light wires, three screws and a moderate amount of paperwork. Broadcasting on the UAT/978 MHz frequency the transmitter is compliant up to FL180 within the U. S. SkyBeacon for uncertified aircraft is expected to ship this fall with the certified version available Q1 of 2018.

uAvionics is a small company which prides itself on the rapid development of aviation technologies and is focusing their energies on certification and options. The product development roadmap includes a matching right and rear navigation lights as well as a strobe option. Attached to the wing tip, the technology has visibility to both the ground and the sky, positioning it to support a possible Canadian mandate.

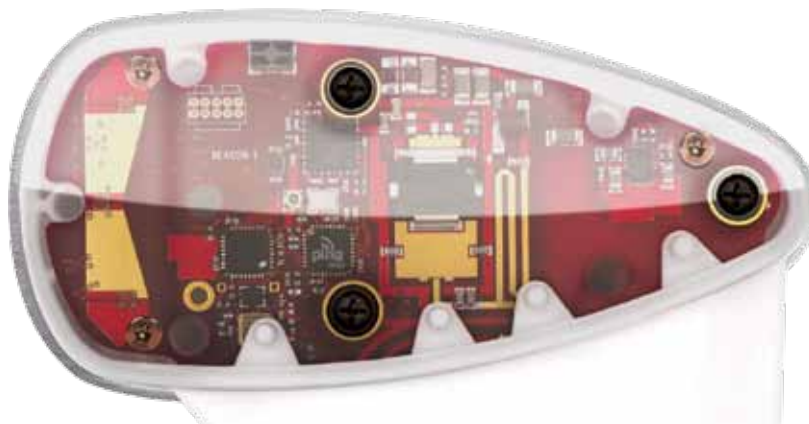
L3 (www.L-3Lynx.com) has a line of ADS-B equipped transponders which provide antenna diversity. The Lynx NGT hardware is a platform which provides software upgradeable features. L3 has 9 different models, all with varying features and prices. The NGT-9000D and 9000D+ accommodate antenna diversity. Replacing the aircraft's existing transponder, the hardware is able to re-use existing cabling.

The NGT-9000D models includes a SkyWatch option delivering TCAS-1 active traffic. The D model's top antenna provides both active traffic and L band space segment. The 9000 series is able to push ADS-B data to existing MFD and PFD hardware. Its touch screen is able to display data from other sources, including a WX500 lightning detector. For those pilot owners considering a panel upgrade, this single device provides a lot

of options. With no Canadian ADS-B mandate in the near future, the TCAS-1 active traffic is a high value option improving safety.

Garmin's ADS-B roadmap has two main product families, GTX330x and GTX345. The two product families provide standard ADS-B technology, but differ based upon the options which they support. Garmin's GTX330D ADS-B family supports antenna diversity while the GTX345 does not. The GTX345 provides Wi-Fi and Bluetooth and the GTX330D does not. Once the Canadian mandate is ratified, Garmin may change the product line.

Installation of ADS-B technology is straightforward. A WAAS GPS source is a requirement. Many ADS-B providers include a WAAS GPS chip in their hardware as an option. Testing is a critical component of the installation. Some avionics shops, such as Kitchener Aero, have invested in test



equipment and training to ensure that a pilot entering U.S. airspace for the first time, is fully compliant.

With no clear direction from Transport Canada but a looming U.S. compliance date, many general aviation Canadian pilot owners are taking a wait and see approach. When to install an ADS-B solution is about balancing compliance risk, price and

installation resources. For those who do not fly into US ADS-B airspace, it's not required.

More technology will surface as 2020 approaches. However, avionics professionals' time will become the critical factor. Bill Arsenal of Kitchener Aero, says Canadian owner-operators should equip sooner rather than later to ensure they're ready. 🛩️



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- Une protection à des prix abordables.
- Une connaissance des lois et règlements locaux pour garantir la bonne couverture d'assurance.

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SHOWING THE WAY

NAVIGATOR KEY TO A SUCCESSFUL SEARCH



One of the most mentally demanding positions in any CASARA unit is the navigator (Nav). A CASARA Nav has a number of vital roles to play in the successful conduct of a search.

On the ground the Nav is very busy, even before the crew leaves for the aircraft. They have the mission-critical task of calculating the aircraft's BINGO time (this is the flying time available before the aircraft must land to re-fuel). The aircraft commander, or AC, tells the Nav how much fuel they have to work with based on crew weights and the aircraft's centre of gravity. The Nav then gets to work, independently calculating the BINGO fuel time, which

includes reserves; CASARA requires that we land with at least 48 minutes of fuel reserve during the day and 60 minutes at night. The result is then compared to the AC's own calculation. The number they both agree on is what the entire flight is predicated on.

The Nav and the AC together plot the task assigned to them by the Joint Rescue Coordination Centre (JRCC). We typically use ForeFlight, although some units still prefer paper.

The AC and the Nav together conduct a walk-around of the aircraft, providing a last chance to ensure all the covers, chocks, locks and blocks have been removed. A safety briefing is conducted at the aircraft and the spotters climb aboard. It's now engine start

time. The Nav assists the AC with the pre-flight checklists and then becomes the official timekeeper of the flight. They mark down all the critical phases of the flight including engine start and stop times, time on and off the search, etc. They also keep a log of all communications between other SAR assets, such as other aircraft or the JRCC.

Finally, the Nav is responsible for reporting to a search coordinator every 30 or 60 minutes, depending on instructions. We call this an OPS Normal call. We also use a SPOT satellite tracking device so our search coordinators always know where we are within a five-minute window. A CASARA crew is never alone; there are many people watching out for the crew.



We fly relatively low on most searches and are constantly looking for obstacles, for airspace whose controllers we may need to contact before entering, and generally anything else that could impact the safety of the flight. This all happens fairly quickly.

What is always on our minds is the fact that the person(s) we are trying to find is potentially dying, and it is our job to find them. We treat all searches as if lives were at stake. The same applies if we are tasked to locate and shut off an ELT; even if there is no missing aircraft notification, we never take a chance.

We always assume that someone is in distress until we know otherwise. There is always a heightened sense of urgency but, since we train regularly, it is never at

▲ Technology, observation and knowledge all combine for the role of navigator on a search and rescue mission.

the cost to safety. As you can see, the role of the Nav is indispensable to the safety and success of a SAR flight. 🛩️

SAFETY TIP

Involve your passengers in the flight. Show them how to use the radio and other equipment you have onboard and do a thorough pre-flight briefing with them. They will feel more comfortable and engaged. In the event of an off-airport landing, if things go awry, they may be the ones saving you.

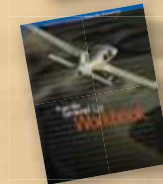
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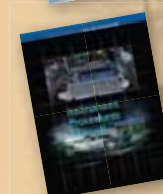
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MAYHEM OR AWARENESS

ACCIDENT, ENFORCEMENT REPORTS VALUABLE



I was happy to see from the letters section of the November issue of COPA Flight that many members feel as I do about the inclusion of accident and enforcement reports in the magazine. Most members seem to support those features.

As the primary means of communication between COPA and its members, COPA Flight aims at informing the members and raising their awareness based on facts, and to foster a pleasant and safe environment in our aviation community. Numerous pilots, including me, are exposed to enforcement action any time we fly. This is certainly not through stupidity or blatant disregard. The Canadian Aviation Regulations (CARs) are so elaborate and so complex that none of us is immune to making honest mistakes. Fortunately, these honest mistakes are of a minor nature.

On the other hand, some pilots eventually evolve into a mindset that

they are immune to being caught and penalized for their behaviour. I strongly believe it is important to share with all our members and pilot friends any information Transport Canada Civil Aviation (TCCA) is willing to share with us. It makes us aware of at least some important aspects of enforcement actions so we can think twice before disregarding an essential regulation. In aviation, as elsewhere, regulations come into being as a means of preventing the reoccurrence of undesirable events.

Over the course of my long aviation career, I have always had a persistently strong interest in reading any flight safety publication I could get my hands on. This is easy in military aviation, as the squadron environment offers a wide selection of these publications from varied international sources. These publications typically offer detailed descriptions of incidents and accidents without identify-

◀ Learning from the mistakes of others is easier than learning from our own.

ing the individuals. Nobody, to my knowledge, has ever openly considered this as mayhem publishing or scare tactics. Everybody considered this material to be highly educational, and we always felt that anything to help us avoid repeating somebody else's mistake or misfortune was worthwhile reading. I remember the days when every pilot in this country would receive his or her regular flight safety related publication from TCCA. This has sadly disappeared. I am absolutely convinced that these publications had a positive impact on flight safety in general aviation.

The Incidents and Accidents section in COPA Flight is definitely too limited to present a detailed review of any event. A pilot can use this short paragraph as a guide to search online for an event of interest and perhaps find a more detailed report. Reading this final report will provide significant insight into what can go wrong, how pilot decision-making might have led to the event and what could have been done to avoid repeating the error. As for the Enforcement Actions section, if we consider that accidents are sometimes the consequences of a disregard for regulations, one can understand the value of the information shared. These two sections are most definitely not mayhem and scare tactics; they are highly informative and educational and are indeed very valuable in offering our members an opportunity to grow our collective awareness of some important aspects of flying. This type of information also provides direct support to the General Aviation Safety Campaign (GASC) recently launched jointly by TCCA and COPA. ✈️

SENSATIONNALISME OU SENSIBILISATION?

LES RAPPORTS DE VIOLATIONS ET D'ACCIDENTS ONT-ILS UNE VALEUR ?

J'étais particulièrement heureux de voir dans le numéro de novembre du COPA Flight le nombre de lettres touchant ce sujet, surtout le fait que la majorité de ces lettres supportaient l'inclusion de ces deux sujets.

J'ai été heureux de voir, dans la section des lettres du numéro de novembre de COPA Flight, que de nombreux membres ont le sentiment d'inclure des Rapports sur les Accidents et les Mesures d'Application de la Loi dans le magazine. La plupart des membres semblent soutenir ces aspects et je suis d'accord.

En tant que principal outil de communication entre COPA et nos membres, COPA Flight vise à informer les dits membres et à les sensibiliser à toutes choses aéronautiques. COPA Flight n'a pas recours au sensationnalisme ni aux menaces pour encourager un environnement plaisant et sécuritaire dans notre communauté aéronautique. Nombreux sont les pilotes, moi inclus, qui sont exposés à des repréailles associées à leurs activités de vol. Cet état de faits ne reflète certainement pas de la stupidité ni une ignorance volontaire de la réglementation. Le règlement (RAC) est tellement élaboré et complexe que personne n'est immunisé contre des erreurs honnêtes. Heureusement, ces erreurs honnêtes sont de nature mineure. Par contre, certains pilotes en arrivent à penser qu'ils ne sont pas exposés à la détection et à la pénalité qui en découle. Je crois fermement en l'importance de partager toute information qui nous vient de TCCA. Cette approche nous sensibilise au moins à certains aspects importants des Mesures d'Application de la Loi, nous amenant ainsi à réfléchir un peu avant d'ignorer des éléments de la loi. En aviation comme ailleurs, la règlemen-



tation prend naissance dans le but de prévenir la répétition d'événements indésirables.

Tout au long de ma carrière en aviation, j'ai maintenu un intérêt avide pour la lecture de publications traitant de la sécurité des vols. Dans l'aviation militaire, ceci est très facile car l'environnement d'un escadron offre une grande variété de telles publications, de différentes sources internationales. On y trouve des descriptions détaillées de toutes sortes d'incidents et accidents. Je n'ai jamais eu connaissance que quiconque considérait ce matériel comme des exemples de carnage ou de menace. Nous considérons tous ce matériel comme étant de grande valeur éducative et avons toujours perçu ceci comme un moyen de nous aider à ne pas répéter les erreurs ou les malheurs des autres. Par le passé, tous les pilotes au Canada recevaient leurs publications de TCCA sur la sécurité des vols. Ceci a malheureusement disparu avec les efficacités budgétaires. Je suis absolument convaincu que ces publications contribuaient un impact positif sur la sécurité des vols dans l'Aviation Générale.

La section de COPA Flight sur les Incidents et Accidents est certainement trop restreinte pour présenter une vue détaillée des événements. Mais le pilote intéressé peut tout simplement retrouver les détails par le biais de l'internet. La lecture du rapport final peut fournir une perspective approfondie des imprévus, comment le processus de décision par le pilote a pu entraîner l'événement, comment on peut éviter de répéter ceci. Du côté Mesures d'Application de la Loi, considérant que de nombreux accidents résultent d'une ignorance délibérée ou non de la réglementation, la valeur éducative de cette section est sans contredit. Ces deux sections ne mènent définitivement pas au carnage ou aux menaces; elles sont très informatives et éducatives et offrent une opportunité sérieuse d'améliorer notre sensibilité collective à certains aspects importants de nos activités aériennes. En fait, ce matériel procure un support direct à la Campagne de Sécurité de l'Aviation Générale lancée conjointement par TCCA et COPA tout récemment.

JC Audet
Dir Operations COPA

EXPENSIVE ULTRALIGHT

IT'S EASY FOR COSTS TO MOUNT



Building an aircraft is always a labour of love and most of the time the project takes longer and costs more than originally anticipated. What you see in the photo is Al Baljak and his new V-Max single seat ultralight. The picture was taken after his first flight (as well as his solo flight), sporting a fresh ultralight student pilot permit.

Baljak did the smart thing and had someone else test fly his new project, before he got behind the stick and flew it himself. His first landing wasn't great but the next one was textbook. From an instructor's perspective it is a bit difficult seeing a student take his solo flight in an aircraft he has never flown before. After a return and a chat he was excited to go right back up again.

This project started back in 2002 when Baljak purchased a set of plans for the V-Max from another pilot. He trusted his own workmanship and there were enough experienced builders around for him to feel comfortable to build it as an ultralight and avoid all the expense, time, hassle, and cost of building the single seater as an experimental aircraft. The only drawback is extra hoops the pilot has to go through to fly it into the U.S (he needs an ultralight instructors rating).

Typically the V-Max can be built from a kit using a pre-flown engine for about \$8 to \$10,000 and about 500 hours building time. With it even being less costly building from plans. Plans building, rather than purchasing a kit, will add time to the project because of having to source and prepare the parts that are already

▲ Al Baljak with his recently-completed V-Max.

included with a kit.

In Baljak's case he spent about \$42,000 in materials, with a Rotax 582 engine and about 2,500 hours of building time. He really did a fantastic job and used the aircraft as therapy. During the 15 years of building he moved twice and got divorced once.

When we do the math, 2,500 hours at only \$20 per hour equals \$50,000. Add that to the hard costs of \$42,000 and we come up with a \$92,000 airplane.

On the up side this V-Max looks and flies fantastic. That's not so bad when you hear of the guys that have more than \$50,000 tied up in a radio controlled model that they can't even sit in to taxi. 🛩️

OIL TEMP CONTROL, PART DEUX

VALVE ON OIL COOLER LINE A PRECISE METHOD



In last month's article we introduced the subject of oil temperature control of your aircraft engine by controlling the airflow through the oil cooler. By inserting a simple butterfly valve into the air cooler, we can maintain a desired oil temperature of 190-200°F, insuring the release of any moisture in the crankcase. Now we introduce another method of controlling the oil temperature by using a bypass valve in the oil flow to the oil cooler.

In the photo, the oil inlet is on the left, the outlet on the right and the bypass on the top. The lever is connected to a control cable running to the cockpit. By adjusting this valve, we can divert the oil flow to the cooler, to bypass the cooler or to mix any flow ratio to either the cooler or the bypass.

The unit shown in the photo is installed in an RV-10. This aircraft is

stored inside a heated hangar maintained at an indoor ambient temperature of 18°C (about 65°F). The owner allows the oil temperature to reach at least 100°F before running up the engine in pre-flight. With this valve open to bypass the oil cooler, this waiting time is reduced by several minutes.

There are many such ball valves available on the market. One supplier is Assured Automation, which manufactures a variety of three-way diverter ball valves that allow you to mix the flow of oil to either the cooler or the bypass line. In flight, this system's response is almost immediate. Controlling a specified oil temperature of 200° is quick and constant compared to the previous system of controlling the airflow to the oil cooler, which has a much slower response. Although this system is more expensive than a

▲ A valve before the oil cooler enables precise temperature control.

butterfly in the airstream, it has the advantage of a quicker response. It will also add a small amount of weight to your aircraft.

Referring to 'Engine Cooling Tips' (EAA Sport Aviation August, 1993), Tony Bingelis discusses the optimum oil temperature range for an aircraft engine, saying that it should be above 180° at the lower end (let's use 190°) and 225° at the upper end.

If you have an aircraft engine with an oil cooler, either one of these systems will allow you to control the oil temperature. It will add to the time between engine overhauls as well as reduce the cost of replacing parts that have corrosion due to moisture in your crankcase. This is important. ✈️

INSURANCE FOR DIRECTORS

VOLUNTEERS CAN BE HELD LIABLE



◀ Volunteer directors can be vulnerable to law suits.

officers (D&O) liability insurance policy is one of the best and most cost effective ways to make sure the organization and its directors are protected for this type of event.

A D&O claim could include discrimination, harassment, mismanage-

ment of assets, misallocation of funds, libel or slander and failure to maintain insurance. Claims can originate from employees, customers, members, donors, creditors, government, competitors and suppliers. Even if you've done nothing wrong, the legal costs alone involved in defending a lawsuit can be onerous. A D&O policy covers the cost of providing your defense, regardless if you are liable or not.

Let's look at some examples (these are all fictional, but could theoretically happen):

A member of the organization was allegedly disruptive and argumentative at several meetings. The board decided to refuse his renewal of membership. Because the organization was also the local flying club, this individual was no longer permitted to fly the club's aircraft. As such he had to commute further to a flying school where he could rent an aircraft for twice the price. He in turn sued the directors for discrimination and loss of revenue because of the longer commute and additional expense of his aircraft rental.

The board is responsible for collecting and managing the members' fees. They invest them with a financial planner who ends up losing all the money. The board is sued by the members for not doing the proper amount of due diligence of the financial planner.

The board is responsible for ensuring that the airport is included as an additional Insured on the COPA liability policy for an upcoming event at the airport that they are hosting. However, the board member responsible for doing so fails to advise the insurer. An incident happens at the event, and the airport is sued but is unable to access any coverage. They sue the board for failing to add them to the insurance policy.

Keep in mind that the D&O liability policy is not designed to respond to claims of bodily injury or property damage. For example, if your organization owns an aircraft, one of your most significant exposures as a board member is being liable for bodily injury or property damage caused by the operation of that aircraft. A D&O policy will not respond to this type of claim. In fact, it typically excludes claims of bodily injury and property damage. But rest assured, as long as you are buying adequate limits, the organization, the directors, officers and any employees will all be protected under the liability section of the aircraft insurance policy.

Just as a prudent pilot checks weather and fuel quantity before takeoff, so should board members be aware of what risks they might face and how they can best be managed and mitigated. We live in a growing litigious society, and by the very nature of a not-for-profit entity, volunteer board members should educate themselves on the potential exposures they may face and what protection is in place in event of a claim.

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

In the context of a not-for-profit board for aviation related activities, are you, as a director on that board, exposed to liability and if so, are you properly protected?

Often a not-for-profit association, like a COPA Flight, is responsible for making significant decisions on a very small monetary budget. This in itself can leave you open to significant liability exposure.

As a director, whenever you make a decision or take action on behalf of the organization, you are expected to act reasonably, prudently and in good faith to the best interest of the organization and its members. You are expected to place the interests of the organization first and not use your position as a director to further private interests. You are also expected to act within the scope of the governing policies of the organization and within the scope of other laws, rules and regulations that may apply to the organization.

If you or another member of the board are negligent in any of these areas and as a result cause financial damage to a third party, you could be held personally liable for the damages. Being a volunteer does not reduce this liability, and more than likely the not-for-profit organization you are representing will not have adequate funds to protect you. A directors &

EN TANT QUE DIRIGEANT, ÊTES-VOUS PROTÉGÉ?

Dans le contexte d'un conseil d'administration d'une organisation sans but lucratif pour des activités liées à l'aviation, êtes-vous, à titre d'administrateur de ce conseil, exposé à une responsabilité et, si oui, êtes-vous correctement protégé?

Souvent, une association à but non lucratif, tel que COPA, est responsable de prendre des décisions importantes sur un très petit budget. Cela en soi peut vous exposer à certains risques liés à la responsabilité.

En tant qu'administrateur, chaque fois que vous prenez une décision ou agissez au nom de l'organisation, vous devez agir raisonnablement, prudemment, de bonne foi dans le meilleur intérêt de l'organisation et de ses membres; vous devez placer les intérêts de l'organisation en premier et ne pas utiliser votre position en tant que directeur pour promouvoir vos intérêts privés; et vous devez agir dans le cadre réglementaire régissant l'organisation et dans le cadre d'autres lois, règles et règlements qui peuvent s'appliquer à l'organisation.

Si vous ou un autre membre du conseil d'administration êtes négligent dans l'un de ces domaines et que, par conséquent, vous causez des dommages financiers à un tiers, vous pourriez être tenu personnellement responsable des dommages. Être bénévole ne réduit pas cette responsabilité et, fort probablement, l'organisme à but non lucratif que vous représentez n'aura pas les fonds nécessaires pour vous protéger. Une police d'assurance responsabilité des administrateurs et dirigeants (D & O) est l'une des meilleures et les plus rentables façons de s'assurer que l'organisation et ses administrateurs sont protégés pour ce type d'événement.

Une réclamation D & O pourrait inclure la discrimination, le harcèlement, la mauvaise gestion des actifs, la mauvaise allocation des fonds, la diffamation ou la calomnie et le défaut de maintenir une assurance. Les réclamations peuvent provenir des employés, des clients, des membres, des donateurs, des créanciers, du gouvernement, des concurrents et des fournisseurs. Même si vous n'avez rien fait de mal, les coûts légaux impliqués dans la défense d'un procès peuvent être onéreux. Une police D & O couvre le coût de la défense, peu importe si vous êtes ou non responsable.

Voici quelques exemples (ceux-ci sont fictifs, mais pourraient très bien se produire)

Un membre de l'organisation aurait été perturbateur et argumentatif lors de plusieurs réunions. Le conseil a décidé de refuser son renouvellement d'adhésion. Parce que l'organisation était aussi l'aéroclub local, cette personne n'était plus autorisée à piloter l'avion du club. En tant que tel, il devait se rendre à une école de pilotage où il pouvait louer un avion deux fois plus cher. À son tour, il a poursuivi les administrateurs pour discrimination et perte de revenus en raison des longs trajets et des dépenses supplémentaires liées à la location de ses appareils.

Le conseil est responsable de la collecte et de la gestion des frais d'adhésion. Ils investissent avec un planificateur financier qui finit par perdre tout l'argent. Le conseil est poursuivi par les membres pour ne pas avoir fait les vérifications nécessaires & raisonnables du planificateur financier.

Le conseil est responsable de s'assurer que l'aéroport est inclus comme assuré supplémentaire dans le contrat d'assurance de responsabilité

de la COPA pour un événement à venir à l'aéroport qu'ils organisent. Cependant, le membre du conseil responsable omet d'aviser l'assureur. Un incident survient lors de l'événement et l'aéroport est poursuivi mais n'a aucune couverture pour cet incident. Ils poursuivent le Conseil pour ne pas les avoir ajoutés à la police d'assurance.

Gardez à l'esprit que le contrat d'assurance responsabilité civile D & O n'est pas conçue pour répondre à des réclamations de dommages corporels ou matériels.

Par exemple, si votre organisation possède un aéronef, l'une de vos expositions les plus importantes en tant que membre du conseil d'administration est votre responsabilité vis-à-vis les blessures corporelles ou des dommages matériels causés par l'utilisation de cet aéronef. Une police D & O ne répondra pas à ce type de réclamation. En fait, il exclut généralement les réclamations pour blessures corporelles et dommages matériels causés à des tiers. Mais rassurez-vous, tant que vous achetez des limites adéquates, l'organisation, les administrateurs, les dirigeants et les employés seront tous protégés en vertu de la section sur la responsabilité de la police d'assurance des aéronefs.

Tout comme un pilote prudent vérifie les conditions météorologiques et la quantité de carburant avant le décollage, les membres du conseil d'administration doivent-ils être conscients des risques auxquels ils pourraient être confrontés et de la meilleure façon de les gérer et de les atténuer? Nous vivons dans une société de plus en plus litigieuse et, de par la nature même d'une entité sans but lucratif, les membres bénévoles du conseil devraient se renseigner sur les risques potentiels auxquels ils peuvent être confrontés et sur la protection qui existe en cas de sinistre. 🛩️

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

CALGARY AB: The Aerobatic Club of Alberta would like to invite you to our monthly meeting which occurs at 1930 the second Tuesday of each month. Get together and socialize with others who; have a casual interest or curiosity in aerobatics and aerobatic aircraft, occasionally conduct an aerobatic maneuver or are currently pursuing aerobatic competition. We meet to discuss various club events, aerobatic training, aircraft's and participate in various social activities. Location of the monthly meeting does change so please visit our web site www.aerobaticscanada.org for details and more information about the club, events, contest results/photos and contact information.

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

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

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

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

EDMONTON, AB: COPA Flight 176 regular monthly meeting. 1st Thursday of the month at 1930 held at the Alberta Aviation Museum - 11410 Kingsway Avenue NW in the lecture area. For more information, please see our website or contact Janis at treasurer@copaedmonton.ca.

ESTEVAN, SK (CYEN): Regular COPA Flight 3/ Flying Club Meeting, held 2nd Tuesday of even numbered months, February, April, June, etc. at 1930 in main terminal building. For more information, please contact Neal Linthicum at 306-421-7629 or 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. Our weekly Breakfasts are served between 0800 and 1000. For more information check out our website at www.havelockflyingclub.ca

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

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

HIGH RIVER AIRPORT, AB (CEN4): First Thursday of every month at the 187 Squadron Royal Canadian Air Cadet Hangar the EAA Chapter 1410 has their monthly meeting 1830 - 2100. Whether you have a casual interest in aviation, you are an active pilot, or you are an avid homebuilder of aircraft, we offer the chance to meet others who combine fun with learning. We meet to learn from informative speakers, participate in various social activities, and are active in the flying community. Come by and visit! Please contact Paul evenings at 403-271-5330 or eaahighriver@shaw.ca. Visit our website at www.eaahighriver.org for more details.

KELOWNA, BC (CYLW): COPA Flight 36, Kelowna Flying Club, Apron III Event General Meeting, 1st Tuesday of each month. Pre-meeting BBQ starts at 1800; meeting starts at 1900. Join us for news and updates, guest speakers and fellowship! For more information, please contact John Itterman at Info@kelownaflyingclub.com or go to our website at <http://kelownaflyingclub.com>.

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

LETHBRIDGE, AB: The Lethbridge Sport Flyers, COPA Flight 24 would like to invite you to our weekly Saturday morning breakfast, 0730 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 Thiesen at 403-327-8808 or send us an email at Lethbridge-Sport-Flyers@telus.net.

ON THE HORIZON

LINDSAY, ON: Kawartha Lakes Flying Club COPA Flight 101 has a regular monthly meeting on the 1st Wednesday of each month at 1900 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 Famous Butter Tarts." The club supports an active float-based membership. For more information, please contact Bob Burns at bobklfc@gmail.com, or visit the Kawartha Lakes Flying Club at klfc.ca.



MORDEN, MB (CJA3): COPA Flight 145 Fly-Day Fridays. Every Friday starting first Friday in June to the last Friday in August. The Morden Flying Club host a BBQ rain or shine. Fly in or drive in we welcome everyone to come and join us for a burger, chicken, hot dog or steak with a dose of hangar talk. We look forward to seeing you. Morden Flying Club meetings are the first Monday of every month at 1900 hrs at the terminal building as well. For more information, please contact Ron Loewen at 204-312-0640 or bd5ron@gmail.com and visit www.modernflyingclub.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 Hanger 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 0930, 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. Coordinates are lat 49.1683°, long -124.0357°. For more information, please contact Don at 250-758-3540 or president@nanaimoflyingclub.org. Visit our website www.nanaimoflyingclub.org.

OKOTOKS, AB (CFX2, Foothills Flying Club, COPA Flight 81 regular meeting at 1930, last Monday of the month, Okotoks Elks Hall. 58 Elizabeth St. Okotoks AB. For more information, please contact Robert at capocruz@gmail.com or 587-226-9753

PENTICTON, BC (CYF): Penticton Flying Club / COPA Flight 50 holds its monthly meeting on the second Tuesday of the month at 1900 hrs 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 1000 hrs for an informal coffee chat at the club house. Fly-ins are always welcome! For more information about both events, please contact Ron Johnson, ronjohnson@telus.net 250-493-0441.

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 1100 and 1500. Regular Meetings are held on every (first) 1 Wednesday of the month starting at 1930 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 Sat-

urday 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 0800 a.m. April-December. Located at the Prince Edward Flying Club, coordinates 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 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 1930. Always an interesting program or speaker. For additional information call Bert at 403-350-5511 or visit reddeerflyingclub.org.

SHOAL LAKE, MB (CKL5): Shoal Lake Flying Club/COPA Flight 162 holds general meetings on the second Tuesday of every second month (Feb, April, ...) at 1930 at the Airport Terminal Building, visitors welcome. The December meeting is a potluck supper followed by the short Annual Meeting and a social event. Check the meeting schedule

ON THE HORIZON

by clicking on the News and Events tab at www.sfflyingclub.com. Email sfflyingclub@gmail.com for more information.

SUNDRE, AB: Sundre Flying Club meetings second Thursday of the month at 1930. Hamburgers and hot dogs and snacks any-

time at terminal-self serve. For more information, please contact Myron Bignold at 403-638-7370 or winnmy@telusplanet.net.

SEDGEWICK, AB (CEK6): Iron Creek Flying Club, COPA Flight 157 regular monthly meeting, second Thursday of each month

at 1930 at the Flagstaff Regional Airport terminal building. Drive or fly in. Cardlock fuel available 24 hours and courtesy vehicle. Everyone welcome. For more information, please contact Shelley at shelley@cciwireless.ca.

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

VERNON, BC (CYVK): COPA Flight 65 hosts a regular monthly meeting every 4th Tuesday of the month at 1900 until September 18th inclusive. There is a BBQ before the meeting Apr, May, and June, 1730 hrs. Potluck BBQ but no Meeting in July and Aug, 1730 hrs. The AGM is held the 18th September 2018, at 1900 hrs. There is also a monthly Pancake Breakfast every fourth (4th) Sunday until March 25th 2018, 0900-1100.

VICTORIA, BC (CYYJ): COPA Flight 6 usually meets the first Tuesday of each month from 1900 until 2100. You do not need to be a member of the VFC or of COPA in order to participate. For more information, please contact copaflight6@gmail.com.

WESTLOCK, AB (CES4): CopA Flight 139 (Westlock Flying Club) regularly meets on the third Thursday of every month at 1900, in the terminal building at Westlock Airport. For more information, contact Dan at dan@syz.com or 780-961-2213. We look forward to seeing you!

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

DECEMBER 2017

DECEMBER 9, TORONTO ON:

Canadian Chapter, Ninety-Nines annual Christmas Party. robin@firstcanadian99s.com or 705.309.3007

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KEEPING SKIES SAFE

NAVCANADA TECHNICIANS TREATED TO BARBECUE

STORY AND PHOTOS BY PAT HANNA

Most of us who fly in Southern Ontario have had to talk to air traffic controllers at some time or other. The controllers, though rarely seen, perform their functions on a continual basis by keeping the flow of air traffic orderly and safe in all types of weather. When we key the mic button to transmit, we also take for granted that the system will work and work well.

In a show of appreciation, COPA Flight 26 — The Breslau Flyers, led by Flight Captain Gordon Millar, worked together with Ethan Pulleyblank, Nav Canada's Toronto manager of technical operations, to facilitate a picnic at the Waterloo airport (YKF) for their staff and families. COPA Flight 26's pilots offered to fly family members around the picturesque Waterloo region in their personal aircraft as a way of thanking the NAV Canada technical teams.

The techs work around the clock to keep ATC's machinery functioning at peak performance. They are the Nav Canada 'Engineering Program Delivery' and 'Technical Field Operations' teams. Their combined staffs of roughly 100 are mainly located at the Toronto ACC, and at smaller maintenance centres in London, Hamilton, Timmins, North Bay and Sault Ste. Marie.

These teams consist of electronic technologists who install, commission and maintain all electronic equipment NAV Canada uses. That's everything from the ACC, tower, FIC, FSS equipment, radios, ILS, beacons etc., all the way down to maintaining the battery back-ups. They also maintain, under contract, all the security screening equipment at the airports.



The first annual picnic was held in July 2016, when close to 100 passengers enjoyed a flight in a variety of private aircraft, including a helicopter. As their way of returning the favour to the COPA Flight 26 pilots, Pulleyblank and his team invited the Breslau Flyer volunteers to the Toronto ACC facility for an extensive and thorough tour of

▲ Nav Canada technicians were treated to flights by the Breslau Flyers.

the very heart of the Toronto Flight Information Region (FIR) air traffic control system.

The second annual picnic was held on July 15, 2017 and included a BBQ. Although weather initially delayed

the flying, by the end of the day 98 passengers, including many children, enjoyed a ride in an airplane. Claude LaRue provided 39 flight experiences in a Robinson R44 helicopter and was still smiling at the end of a long day! Other pilots included Robert Gray (single Comanche), Terry Fisher (Cessna 182), Luis De Menezes (Cessna 172), Werner Lindschinger (Cessna 150) and Yurey Wu (DA-40). Bill Culp also ran simulator experiences at the nearby Air Cadets' Youth Development Centre. Flight Captain Gord Millar could not attend this year's event as he was in Australia meeting his new grandson.

It was a fun day for all the pilots as they had an opportunity to share their enthusiasm and enjoyment of flying with the family members of the Nav Canada staff. They were also



able to demonstrate to the tech team members just how the ATC system works from a general aviation pilot's perspective. The Nav Canada tower personnel gave no preferential treatment to the Nav Canada flights, but extended their professionalism to everyone, providing for the safe flow of traffic on a very busy day.

▲ Pilots donated flight time for the Nav Canada flights.

The next time you key your mic button, please remember the Nav Canada technical staff who continue to demonstrate their amazing talents by designing and maintaining the best air traffic control system in the world. 🇨🇦



YOUTH MOVEMENT

ATTRACTING NEW PILOTS A MAJOR CONCERN

BY JOE HESSBERGER, B.C. AND YUKON DIRECTOR

It is just past the middle of October as I write this. The fall storms have arrived; the first of many more to come. The official TV weather guessers are already bandying about the words “heavy rain, snow and descending jet stream”. Meanwhile the wind has pushed the front through Langley and we are now seeing blue sky with strong westerlies. It’s been great, though, for the last month or so. The high point for me was attending BCIT’s Waypoint Aviation Connections event, where I met with young Andy Chen, one of the BCIT students enrolled in the airport management program. He had requested a one-on-one meeting with me as part of a mentorship program I volunteer with. It always gives me a lift when I see young people striving hard to become aviation professionals. The participation of the B.C. Aviation Council (BCAC), and industry leaders such as HeliJet founder and CEO Danny Sitnam, gives me confidence that the future of general aviation in Canada is in good hands.

I am rather pleased that COPA members in B.C. have chosen two of our many deserving local institutions for the COPA Members’ Choice Awards: the Final Approach Restaurant, located at Qualicum Beach airport (AT4) and Langley Aero Structures, an aircraft maintenance and overhaul shop at Langley airport (YNJ). Both businesses are a credit to their respective industries and home airports.

I would also like to mention Roberta and Mark of the Boundary Bay Flying Club (ZBB). They are the force that holds together the members of that club, arranging virtually all club events. Without their efforts, C4K would not



run as smoothly as it does, and events at nearby Delta Air Park (AK3) would suffer too. The club recently had a fly-out and barbecue at Pemberton airport (YPS) that was well attended.

There are more kudos to go around. Joe and Claudine head up a culinary team, second to none, at the Aero Club of B.C., located at Pitt Meadows airport (YPK). Joe has almost single-handedly built a commercial-grade kitchen for which many restaurants would give their eye teeth. It is due to Joe’s and Claudine’s efforts and their group of volunteers that the ACBC is able to offer excellent meals and social get-togethers to its members and their guests, often in exchange for a mere donation to the club. What a team!

At the Langley Aero Club we are facing challenges because we no longer have a home. Airport development forced us to move out of our rented ‘DC-3’ trailer to enable the airport to make the necessary changes to the eastside airport infrastructure. Thanks to the Air Cadets, we are temporarily holding our meetings at their facility.

I attended the fall conference in Ottawa of the COPA board of directors and the meet & greet evening with industry leaders and government

▲ The Final Approach Restaurant at Qualicum Beach won a Members’ Choice Award.

representatives such as Nav Canada and Transport Canada. What lively discussions we had! The most prominent and interesting topic was the declining pilot population as we searched for answers to questions such as: “What is the next step for kids after they have flown with C4K? What follow-up program can we offer? Is it reasonable to call the 14 to 18 year olds ‘Kids’, or should there be another program for them?” These are just a few of the questions we need to find answers to. Suffice to say that the board of directors, the various committees and the president and his staff are all busy finding ways to keep COPA relevant to Canada’s continually changing demographic. Another interesting issue: with most of aviation document holders in Canada being general aviation pilots, why is it that only about half of us are COPA members? We are the largest aviation interest group in Canada. Let us all get together under one banner, the COPA banner, to advance, promote and preserve the Canadian freedom to fly.

I wish all of you a very Merry Christmas and a Happy New Year. 🎄

NEW PILOT GETS NEW SCHOLARSHIP CAMROSE FLIGHT AWARDS FIRST TRAINING BURSARY



On a recent beautiful fall evening, members of the Camrose Flying Club/COPA Flight 137 congregated at the Camrose airport to present Cody Bell with the first installment of his \$2,000 flying training scholarship.

Portions of the total amount are released upon reaching certain milestones in his flight training. The scholarship was created to provide assistance to worthy young individuals toward the cost of flight training and to promote interest in general aviation locally. It also honours the memory of Jim Prost and his love of flying. Jim was an avid aviator and an enthusiastic member of the flying club. He travelled far and wide in his little Cessna 120, visiting destinations as far away as Oshkosh, Yellowknife and Uranium City. He passed away prematurely and his smiling face and helpful hands have been very much missed by his friends around the airport ever since.

The scholarship is funded by an en-



dowment with the Battle River Community Foundation and was launched with earnings from the annual fly-in breakfast, the hosting of local visits of the RCAF Snowbirds and other fundraising endeavors. Earnings from the endowment were supplemented with memorial donations honouring Jim, and other contributions received from time to time from generous donors.

Cody Bell's desire to become an airline pilot was established at a very young age and was reinforced by many trips to the Camrose airport as a little boy, where he and his dad just sat and watched aircraft taking off and landing. He started on the path

▲ Connie Prost, widow of Jim Prost, presents Cody Bell with the first installment of his \$2,000 flying Training scholarship. Also shown are Cody's instructor Kirk Ryan, Glenn Lyseng, Secretary-Treasurer, and Barry Graham, President, of the Camrose Flying Club/COPA Flight 137.

to be a pilot last November, when he began ground school. Flight training followed. He soloed in a Cessna 172 on July 31 with 11.8 hours in his log-book. Cody, the son of Greg and Lorraine Bell of Camrose, hopes to obtain his PPL before the end of the year or by spring at the latest and, following high school plans to attend Mount Royal University and obtain his CPL and multi-engine endorsement. He says that he is 100% dedicated to do whatever it takes to achieve his goal to fly for a major airline, adding that he has a dream to fly and will stop at nothing to get there. After that, the sky is the limit! ✈️

SPECTACLE ET SALON

AÉRIEN DES CANTONS DE L'EST 2017

TEXTE ET PHOTOS DE JEAN-PIERRE BONIN



Bromont est de retour dans le circuit des spectacles aériens, en ajoutant le Salon Aéro Emploi pour promouvoir le recrutement et l'industrie diversifiée de l'aéronautique québécoise, plus précisément celle des Cantons-de-l'Est. Au total, 33 600 visiteurs ont été accueillis sur trois jours. L'événement devrait revenir l'année prochaine pour rétablir l'alternance avec le Spectacle aérien international de Bagotville.

BROMONT BACK EASTERN TOWNSHIPS AIR SHOW AND FAIR 2017

Bromont is once again on the airshow circuit. An additional feature this year was the Aero-Careers Fair, promoting careers in Quebec's diversified aviation industry, with emphasis on careers in the Eastern Townships. A total of 33,600 visitors attended over a three-day period. Both the airshow and careers fair should be back next year and henceforth every other year, alternating with the Bagotville International Air Show.



CLUB COPA 200 (AMOS)

UN ÉVÈNEMENT « JEUNES EN VOL » INOUBLIABLE

TEXTE: SIMON CHOUINARD, PRÉSIDENT DU CLUB AÉRONAUTIQUE AMOS (CLUB COPA 200)

PHOTOS: CLUB AÉRONAUTIQUE AMOS



Les 3 et 4 juin derniers, des jeunes de l'Abitibi ont pu vivre une fin de semaine haute en couleurs grâce aux cadets de l'air, en partenariat avec le Club Aéronautique Amos (Club COPA 200). Se déroulant à l'aéroport d'Amos (YEY), le samedi fut consacré exclusivement aux cadets de l'air des trois escadrons de l'Abitibi alors que des activités destinées à tous les jeunes de la région furent planifiées le dimanche dans le cadre des programmes « Jeunes en vol » de COPA et d'Aviateurs. Québec.

Le samedi 3 juin, une trentaine de cadets de l'air ont eu la chance de voler à bord d'un Dash 8 d'Air Creebec, piloté par le président du Club COPA 200, Simon Chouinard, afin de se rendre au Rendez-vous aérien des Cadets de l'Air d'Abitibi qui se tenait à l'aéroport d'Amos. Cette activité a été organisée par le lieutenant Christian Leblanc, de l'Escadron 884. Une fois arrivés à Amos, ces jeunes se sont joints aux 70 autres cadets qui s'étaient rendus sur place en autobus pour débiter la journée d'ateliers qui les attendaient.

Au menu, six ateliers d'une heure chacun qui avaient pour but de permettre aux cadets d'expérimenter de manière pratique et concrète les notions et les connaissances acquises durant leur année d'activités à l'escadron. Ils ont ainsi participé à des ateliers sur les drones commerciaux, le contrôle aérien, le Dash 8 d'Air Creebec, la construction d'aéronef et les voilures rotatives (un gyrocoptère ainsi qu'un hélicoptère). Finalement, ils ont effectué un vol en avion où ils ont pu constater de manière pratique l'enseignement reçu durant l'hiver à l'escadron (« run up » moteur, les trois axes et les mouvements primaires, les effets secondaires des contrôles, etc.).

Durant la pause du dîner, les cadets ont pu manger en compagnie des

nombreux bénévoles dans une salle à dîner spécialement aménagée dans le hangar d'Avionnerie Amos. À la fin de la journée, une soixantaine de cadets sont retournés chez eux alors qu'une trentaine d'autres, parmi les plus âgés, sont demeurés sur place pour agir comme bénévole le lendemain lors de l'activité de « Baptême de l'air » de la Ville d'Amos. Ces cadets ont eu droit à une soirée cinéma, avec le film Top Gun au programme, sur écran géant dans le hangar d'Avionnerie Amos et ils ont passé la nuit à l'intérieur du terminal de l'aéroport.

Le lendemain, 4 juin, profitant d'une météo absolument parfaite, toute une équipe de bénévoles s'est mise en place pour offrir à des jeunes de 5 à 17 ans un tour d'avion gratuit lors de l'activité « Baptême de l'air » de la Ville d'Amos.

Comptant sur six avions et un hélicoptère, l'organisation a permis à plus de 253 jeunes de profiter de l'événement grâce au programme « Jeunes en vol » de COPA et d'Aviateurs.Québec. En plus d'offrir un tour d'avion aux enfants, des activités complémentaires au sol avaient été organisées pour bonifier l'expérience des enfants et des adultes et de faire connaître davantage l'aviation.

En plus des pompiers d'Amos présents avec leur camion « grande échelle » (au grand plaisir des plus jeunes), le public a pu visiter un kiosque de survie en forêt organisé par les cadets de l'air, un simulateur de vol avec casque de réalité virtuelle, un kiosque sur la construction d'aéronefs ainsi que le Dash 8 d'Air Creebec. Enfin, pour amuser les plus jeunes, des jeux gonflables étaient disponibles. Évidemment, comme c'est souvent le cas dans ce genre d'activité, un traditionnel barbecue était offert pour remplir l'estomac de tous ces participants.

La tenue d'un tel événement dans une région dite « éloignée » est un bel exemple de la force et du dynamisme de la communauté aéronautique au Canada. Il s'agit également d'un bel exemple de collaboration mutuellement profitable entre un club aéro-

nautique et des escadrons de cadets de l'air. Le Club aéronautique d'Amos (Club COPA 200 et affilié à Aviateurs. Québec) est particulièrement heureux d'avoir pu compter sur un important groupe de bénévoles dévoués, incluant une trentaine de cadets de l'air, pour faire de l'activité de « Baptême de l'air 2017 » un franc succès.

FIRST FLIGHT 2017 CADETS AND COPA COLLABORATE

Over the weekend of June 3-4, youth from the Abitibi region of Quebec enjoyed a colourful weekend thanks to air cadets in partnership with the Club Aéronautique Amos (COPA Flight 200). Saturday was dedicated exclusively to Abitibi's three air cadet squadrons, while Sunday saw programs for young people in general put on by COPA and Aviateurs. Québec's.

Thirty air cadets even travelled to the event venue at Amos airport (YEY) aboard an Air Creebec Dash 8 piloted by none other than COPA Flight 200 president Simon Chouinard, and organized by Lt. Christian Leblanc of Air Cadet 884 Squadron. Upon arrival, these young people joined the other 70 cadets who had been on the bus to start a day of workshops that awaited them.

The day's agenda included six one-hour workshops that aimed to give cadets practical experience in the concepts and knowledge gained during their previous year in the squadron. They participated in workshops on commercial drones, air traffic control, the Air Creebec Dash 8, aircraft construction and rotary wing (both a gyrocopter and helicopter). Finally, they flew in an airplane where they were able to observe in a practical way the lessons they received during the winter at the squadron (e.g. engine run-up, the three axes of yaw, pitch and roll and the side effects of the controls).

The air cadets and volunteers lunched together in a specially arranged

dining room in the Avionnerie Amos hangar. At the end of the day, about 60 cadets returned home while about 30 of the older ones remained on site to act as volunteers the following day during the activity of "Baptism of the air" of the City of Amos. These cadets were treated to a night at the movies, featuring the film Top Gun shown on a giant screen in the Avionnerie Amos hangar, before bunking down for the night inside the airport terminal.

Sunday saw a day of absolutely perfect weather as a large team of volunteers prepared to offer young people from five to 17 years old a free plane ride as part of the City of Amos' First Flight program.

With six airplanes and a helicopter, the event allowed more than 253 young people enjoy a flight thanks to COPA's and Aviateurs.Québec's Youth in Flight program. In addition to offering children a plane ride, complementary ground activities were organized to enhance the experience of children and adults and to raise awareness of aviation.

In addition to the Amos firefighters present with their big ladder truck (much to the delight of the youngsters), the public was able to visit a bush survival booth organized by the air cadets, a VR flight simulator with headset, a booth on aircraft construction and the Air Creebec Dash 8. Not forgetting the youngest attendees, entertainment in the form of inflatable games was provided. Obviously, as is often the case in this kind of activity, a traditional barbecue was offered to satisfy the appetite of all participants.

Holding such an event in a relatively remote region is a good example of the strength and dynamism of the Canadian aviation community. It is also a good example of mutually beneficial collaboration between an aviation club and air cadet squadrons. The Amos Aeronautical Club is particularly pleased to have been able to count on a large group of dedicated volunteers, including some 30 cadets, to make First Flight 2017 a great success. 🇨🇦



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CLUB COPA 160 (ST-JEAN-SUR-RICHELIEU)

UNE ASSEMBLÉE GÉNÉRALE ANNUELLE
POSITIVE ET ORIENTÉE VERS L'AVENIR

TEXTE ET PHOTO : JONATHAN BEAUCHESNE,
DIRECTEUR COPA POUR LE QUÉBEC



Le 2 novembre dernier, l'Association des pilotes et propriétaires de hangars de l'aéroport de St-Jean-sur-Richelieu (APPHYJN – Club COPA 160) a tenu son assemblée générale annuelle. Pour l'occasion, des dizaines de membres ont assisté à la présentation du compte rendu des affaires et démarches entreprises par l'APPHYJN durant la dernière année.

L'année 2017 n'a pas été de tout repos, mais dans le sens positif du terme. De nombreuses activités ont eu lieu tout au cours de l'année, des liens avec des fonctionnaires de la municipalité ont été renforcés et pas moins de 13 hangars ont été construits. Et la demande est telle qu'il n'est pas impossible que d'autres bâtiments voient le jour prochainement.

Une idée fut lancée à l'intention de tous les membres COPA qui se rendront à l'Assemblée générale annuelle de COPA en juin 2018 : que CYJN serve d'escale pour les pilotes en provenance de l'ouest du Canada en route vers St-Jean, NB. Pour le moment, le plan est embryonnaire, mais soyez assurés que, peu importe les circonstances, vous serez toujours très bien reçu à cet

▲ Assemblée générale annuelle à St-Jean-sur-Richelieu.

aéroport, qui dispose de trois pistes, d'une tour de contrôle, d'approches aux instruments et de carburant à un prix abordable (et géré par le Club COPA 160).

ÉLECTIONS MUNICIPALES

La seule ombre au tableau est survenue quelque temps après l'assemblée, soit le 5 novembre, jour d'élections municipales. Selon le programme électoral du nouveau maire élu, Alain Laplante, l'intention est d'imposer des restrictions d'utilisation de l'aéroport associées au bruit des appareils pour satisfaire une poignée de résidents. L'APPHYJN ainsi que COPA surveilleront attentivement les projets des élus de la municipalité afin de défendre et protéger le droit de voler des aviateurs locaux et visiteurs.

Si ce n'est pas déjà fait, n'oubliez pas de contribuer au « Freedom to Fly Fund », qui constitue notre butin de guerre collectif pour pouvoir défendre vos intérêts de pilotes de l'aviation générale. ✈

CHARLOTTETOWN REBUILD CONTINUES

FIRST RUNWAY DONE, PROJECT COMPLETE IN 2018



Work is expected to be completed next year on a complex and comprehensive three-year reconstruction of Charlottetown Airport that will also increase its capacity and safety.

The two-year project to rebuild and lengthen (to 7,000 feet) Runway 10-28 was completed in late summer of this year and that will clear the way for reconstruction of what was the main runway at Charlottetown, Runway 03-21.

The project was designed so that at least one 7,000-foot runway was available throughout construction.

The reconstruction will bring the airport up to the most current standards

▲ Charlottetown runway rebuilding and lengthening project well under way.

and accommodate the anticipated growth in all traffic.

The first phase of the project was finished two months ahead of schedule and Nav Canada didn't have the instrument approaches ready so the runway opened in August to VFR operations only.

The reconstruction also includes the taxiways and it's hoped the project will be fully complete by the end of 2018. ✈️



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HOPE AIR



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EPIC SOUTH AMERICA FLIGHT HELPS HOPE AIR
STORY BY RUSS NILES | OPENING PHOTO BY KYLE CRAWFORD



For Dave McElroy, flying is a two-way street and in 50 years as an active and accomplished recreational pilot he figures giving is as good as or better than getting.

The retired forest industry executive raised money for cancer on a global circumnavigation in 2014 in a single C-omanche to raise money for Toronto Sick Kids Hospital and Scotland's Charity Air Ambulance. While that might have been enough for a lot of people, after McElroy settled in Kelowna in 2015, the itch came again and the idea for Give Hope Wings was hatched.

Flying around the world is a tough act to follow but his next fundraising adventure is, in a lot of ways, more challenging and perilous.

He and fellow IFR-rated pilots Russ Airey and Harold Fast are embarking on a 20,000-mile trip around South America

in January and February in two homebuilt aircraft, an RV-6 and an RV-9A. They're calling the effort Give Hope Wings. They've already raised \$350,000 of the \$500,000 goal for Hope Air, an Ontario-based organization that arranges thousands of flights to specialized medical appointments for people who live in rural areas and can't afford to pay for flights themselves.

"It's such a great organization and they help so many people, but they only have nine people on staff and they really get a lot of value for the funding they receive," said McElroy, who is the leader of the effort but always stresses the team effort that is going into planning and executing this complex adventure.

The trip will last 60 days, include 50 stops and touch down in 20 countries, so there are a lot of immigration issues to deal with. In most cases, obtaining the proper paperwork is a straightforward email exchange; Brazil requires them to send >



SPECTACULAR SCENERY, CHALLENGING FLYING

THE GIVE HOPE WINGS TOUR WILL START IN KELOWNA, B.C. ON JAN. 2.

Dave McElroy and a volunteer pilot will fly McElroy's RV-6 from Kelowna to San Diego, California and Russ Airey and Harold Fast will fly from Windsor, Ontario to meet McElroy in California.

The two aircraft will then head south down the Baja Peninsula through Panama to land on the South American continent in northwest Colombia. From there they'll head down the west coast of South America to Patagonia and Cape Horn.

They'll then head up the east coast and eastern interior of the continent to Rio Di Janeiro and follow the coast of Brazil, Surinam and Guyana to head into the Caribbean to island hop back to Fort Pierce, Florida. Then it's a diagonal trip across the U.S. to arrive back in Kelowna in early March.

"It really is the trip of a lifetime," said McElroy. "The opportunity to see some of the most spectacular scenery on Earth from the bubble canopy of an RV is truly unique."



their passports to their embassy where visas are processed.

South America is pretty foreign to most North Americans and offers some of the most spectacular landscapes on Earth. For the most part, the continent's countries are peaceful and relatively prosperous, but some don't have a lot of general aviation and plotting a route that ensures a steady supply of avgas for the Lycoming engines in the RVs is no easy task.

"The RVs have relatively short legs, 400-500 miles, so one of the big challenges is knowing that when we land the fuel will actually be there," he said.

There are, of course, myriad details involved in the planning and execution of the trip and they've split the tasks among themselves.

"We've all worked together so well. We didn't even know each other a year ago," said McElroy.

Once the basic idea of the trip was mapped out, the fundraising details were tackled and the group, which at that time involved a pilot and passenger (ride-along pilots will get stick time) in each plane, took a traditional approach to achieving the ambitious goal.

They approached various corporate sponsors, arm-twisted friends and

▲ Russ Airey, Harold Fast and Dave McElroy will raise \$500,000 for Hope Air flying around South America.

generally beat the bushes for anyone who would help them make a meaningful contribution to Hope Air. Early inspiration came from salon franchise chain First Choice Haircutters which signed on as the marquee sponsor (a close friend of McElroy's is the Okanagan franchisee); personal connections among the other pilots led to other business contributors.

But it was the unfortunate health setback of the man who was set to fly with McElroy that led to the most lucrative aspect of the fund-raising campaign. The other fellow suddenly couldn't commit to the long journey and left the three remaining pilots in a quandary.

They wondered if other people might be interested in paying for the opportunity to take a trip of a lifetime. After all, it's the planning and logistical challenges that likely prevent most pilots from embarking on this kind of adventure, and some might happily write a cheque to have it all done for them.

The trio divided the trip into eight legs and sold the opportunity to fly with the team for up to \$30,000 per leg

with proceeds going to Hope Air. The gambit became a spectacular success.

All seven legs in South America sold out quickly but Harold Fast, one of the three core pilots, has offered to give up his seat for any legs in Airey's plane to anyone who wants to pay for the privilege. The empty legs are from Kelowna to San Diego for \$15,000 or through the Caribbean for \$20,000.

McElroy said the six legs sold so far went to five pilots and two non-pilots (one of the legs is sold twice and Fast will sit that one out). All share a taste for adventure with the desire to give back.

"It really has been remarkable," he said.

For further info — and to inquire about joining this innovative flight for Hope Air, contact Dave McElroy at 778 215 4114. www.givehopewings.ca

ABOUT HOPE AIR

Because of Canada's far-flung population, specialized medical care facilities are necessarily concentrated in big population centres.

But disease and injury are indiscriminating about geography and when someone from a rural or remote area needs those services, it can involve a long, uncomfortable drive with the expense of hotels and restaurant meals that many can't afford.

In 1986 a group of volunteers began organizing free flights on empty seats on airliners for those who needed to get to a specialist or major hospital.

Since then, more than 100,000 flights have been arranged. Most are on commercial carriers but volunteer general aviation pilots are frequently called upon to use their personal planes to fly people from communities not well served by scheduled carriers.

"Hope Air believes that no one should have to worry about distance or cost when facing serious illness," the organization says. "By providing free flights to the appointments that give our clients answers and put them on the road to better health, Hope Air helps to relieve the stress of getting to health-care so that our clients can focus on what is truly important — their health.



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FLYING AND FINANCING

S.A.F.E. OFFERS TARGETED TRAINING LOANS



For those who want to fly but can't afford the training costs and can't find conventional financing, there is at least one private lender ready to help. Student Aviation Financial Enterprises (S.A.F.E.) is one such company and was founded in 2013 in Calgary with the express purpose of providing financial aid to those aspiring pilots wishing to obtain a pilot licence or endorsements in Canada. The two principals of the company are both pilots and are thrilled to be able to provide to others the financial ability to earn their wings.

S.A.F.E. has recognized that there are few, if any, financial loan options available in Canada for flight training. Government supported loans may be available for some but not all. This is the niche S.A.F.E. fill. The company will provide a line of credit to qualified applicants of up to \$10,000 in order for them to earn or complete their PPL, CPL, IFR, Night or Instructor's ratings or build flight time.

Student need to fly as much as possible and learn as fast as able and financial interruptions can actually make the training cost more because remedial lessons might be needed. With a reliable source of funding, students achieve their goals sooner and more cost efficiently.

The line of credit program is simple and targeted. S.A.F.E. will provides an

▲ Flight training is expensive but financing is available.

account at a flight training institution of the student's choice with an available balance of up to \$10,000. The applicant will draw from this account as he or she progresses through the training program and interest will only be charged on the amount that is drawn. If, at any time, the applicant decides not to pursue his/her training, only that cash amount actually used will be subject to interest charges and repayment to S.A.F.E. These loan programs are designed to be most cost efficient for those who fly often so as to earn their license in the quickest timeframe.

In most instances, S.A.F.E. will evaluate an applicant and provide a loan within 48 hours. The loans are available to prospective pilots from coast to coast in Canada and S.A.F.E. is the only company that provides this financial service. The application form for the line of credit program is on their web site.

The company's website, studentaviationfinancial.ca, provides more details on the line of credit program, how the line of credit is issued and repaid and the F.A.Q. section will answer most applicant's questions. For additional information, you can contact S.A.F.E. directly by email at filicanlend@primus.ca or give them a call at 1-403-397-6107. 📞

SOAR PROGRAM GROWS

AIR GEORGIAN WORKING WITH FLIGHT SCHOOLS



Air Georgian's SOAR program (Sharing Opportunities for Advancement and Reward) is gaining national traction and now has relationships with six flight schools across the country.

Air Georgian, which operates regional carriers feeding Air Canada hubs in Calgary and Toronto, began the program several years ago in response to the serious pilot shortage that is especially acute for regional carriers. The program works directly with flight schools as a conduit for instructors to get jobs with the airline and to promote aviation as a career among high school students.

The program offers a targeted timeline to take prospective pilots from ab initio to the right seat of a Beech 1900D. Students go through the curriculum at associated schools and become flight instructors to build time. They can also get work at Air Georgian in a "low-time mentorship position including training assistant, publications technician and technical writer on a 12-month contract. When they get the experience needed to move on, they have a guaranteed shot at an Air Georgian job.

There are now seven flight schools affiliated with the program and include Waterloo Wellington Flight Centre, Brampton Flight Centre, Ottawa Aviation Services, Ready, Set, Fly, Coastal Pacific Aviation, Montair and Alkan Air. ✈️

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Waterloo Wellington Flight Centre professional programs are approved as vocational programs under the Private Career Colleges Act, 2005 (PC# 105919).

WATERLOO, ICAO JOIN FORCES

ENTRY-LEVEL AVIATION COURSE OFFERED

Waterloo University is joining forces with the International Civil Aviation Organization (ICAO) to offer the educational equivalent of the discovery flight.

Fundamentals of the Air Transport System (FATS) will be an online course that allows those with no background in aviation to learn about how it works and perhaps see opportunities for themselves in the industry.

The course does not require direct interaction between student and instructor so anyone, anywhere can take the classes on their own schedules.

The course consists of nine modules and it requires active participation by

the student. Lectures, demonstrations and graphic representations cover the course material and while the course is free, the final exam and course certificate will cost \$100.

The goal is to engage a new generation of candidates for the expanding air transportation industry, which is facing labour shortages across the board.

“With such need for the next generation of aviation professionals, this industry offers a variety of exciting career opportunities. However, young people may be intimidated by the cost of training or just not know about the many diverse careers that exist in the

industry,” said Waterloo Prof. Suzanne Kearns, who designed the course.

The ICAO joined because of the worldwide application of the course material and its accessibility.

“This new partnership represents an important first step toward addressing the shortage of highly-skilled personnel facing the aviation industry,” said Fang Liu, secretary-general of ICAO. “Providing greater access to affordable quality training is key to attracting, educating and retaining the next generation of aviation professionals.”

The course is expected to be ready for students by the end of the year.



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photo courtesy of Bombardier

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BFC is an approved school for the destination: Porter program and the SOAR program at Air Georgian, providing career pathways for graduates and flight instructors.

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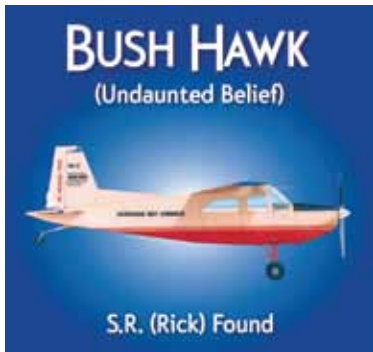
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BUSH HAWK (UNDAUNTED BELIEF)

An important chapter of Canada's aviation history is told for the first time in a new book by S.R. (Rick) Found titled *Bush Hawk (Undaunted Belief)*. The Found family's name is famous among bush pilots, worldwide, for having built a tough little freighter aircraft designed for hard service in Canada's wilderness. The author's father, Sherman, along with his uncle Nathan (Bud) Found with financial backing from department store magnate John David Eaton took on the herculean task of gaining FAA certification for their dream aircraft. Despite both financial and engineering set-backs they hung in and produced an airplane that outperformed anything being then imported from the United States. So why, with an industry begging for the plane, were only 27 aircraft produced? Financial consultants and timid bankers did the trick and crashed the Found FBA-2C before it could gain altitude. For 15 years the rights to manufacture lay in Eaton's vault, but (Undaunted) Bud Found did the Phoenix from the ashes thing and the Bush Hawk flew once more. Don't wave the maple leaf just yet as what is known as angel money became the devil's own and the Found family lost their Bush Hawk to investors once more—this time across the seas from where it is about to reappear in international skies.

By S.R. (Rick) Found
 Publisher: Canadian Aviator Publishing Ltd. Imprint of Coast Dog Press
 List price \$29.00 CAD



VERTICAL HORIZONS

Author Doug Grant was a long-term employee of Okanagan Helicopters and has put together an amazing fluidly written and comprehensive history of this pioneer company. OK, as they soon became known, achieved world renown from humble beginnings in British Columbia's interior by developing a mountain flying technique that is still a fundamental of helicopter flight training. Teaching the US army was just one of the achievements of founder, Carl Agar, who became known as Mr. Helicopter as he took the company into world prominence. Grant has not missed one other outstanding feature of Okanagan Helicopters—hundreds of former employees still speak of the pleasure they experienced in working for this pioneer Canadian company.

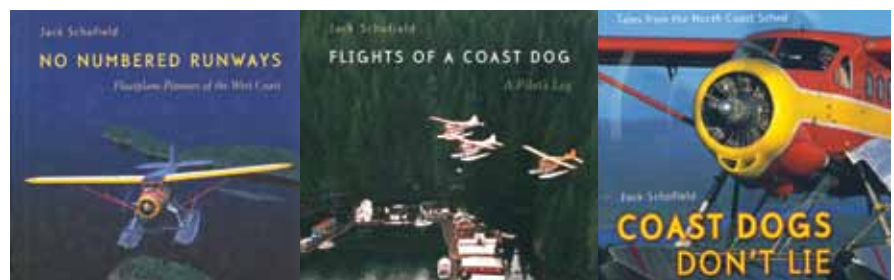
Author: Doug Grant
 Publisher Harbour Publishing Ltd.
 Price: \$39.95



HANGAR FLYING

Hangar Flying—Tales from the Flight Deck will be hot off the press by the end of November—a great 162 page full colour gift for an aviator friend who might just be yourself! Six professionals tell stories from their log books and some outstanding aviation artists illustrate with acrylic paintings and pen and ink sketches and now, for the first time, a twenty-first century painting by a digital Raphael and that's not finger painting. Priced at \$31.00 CAD we can mail it to you for \$7.00 anywhere in Canada. Perfect under the covers reading during winter's blast.

Author: Jack Schofield
 Price: \$39.00



THE COAST DOG SERIES

These are Schofield's three books that were destroyed in a warehouse fire and brought back to life by an enthusiastic aviation community who ordered sufficient numbers of sets to finance the reprinting. Wow! That's something of a mind-boggling story. *Flights of a Coast Dog* — a BC book award and west coast bestseller along with its sequel, *Coast Dogs Don't Lie* and some significant BC aviation histories in a revised edition of *No Numbered Runways* makes up the trio of great flying yarns with a BC Coastal flavour.

Author: Jack Schofield | Publisher: Coast Dog Press
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FEATURED LISTINGS FOR DECEMBER, 2017



1980 CESSNA TURBO TU206G, 3566 TT, 56 SNEW Engine, Wip 3730 Amphibs/Wheel Gear, Robertson STOL, Flint Tips! King Digital ""w/ STEC65 AP! Loaded! \$ 280,000 USD Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.15093)



NICE 1980 CESSNA TR182 3100TT, 0 SMOH, 5 SPOH, Garmin GNS480/ GNS200 STEC55 460ELT Fresh Annual, Always hangered, Call 303-619-4670, email rhmurr@msn.com (3035.15031)



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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, GD69A, Insight strikefinder, Insight graphic engine monitor, Monroy ATD-300 traffic watch, XM weather, HSI, ADF, engine heaters, passenger DVD player, over 200 knot cruise, NDH, always hangered, 2017 annual, \$125,000 CDN, 416.254.3581 (2798.14710)



1977 BONANZA A36, 2799TT, 701SNEW, GNS530 GPS, D'Shannon Tip Tanks (104 USG Total)! Club Seating/Desk! All Logs! Hanged! \$ 160,000 USD Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.15094)



1984 PIPER TURBO ARROW IV – Call for Pricing! 4,396.60 Hrs TT; 56 Hrs SFRM; 15 Hrs SPOH; Pristine Turbo Arrow, Avionics Upgrade, Ready to Fly - Garmin 530 WAAS, KAP-150 AutoPilot, Intercooler, Merlyn Wastegate, JPI 900 Engine Monitor, Knots2U Speed Mods, No Damage History. Aviation Unlimited 905-477-0107 ext 225 (2247.15091)



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



1975 PIPER ARROW II - \$109,999 CAD 3,574 Hrs TT; 216 Hrs SMOH; 273.5 Hrs SPOH; Beautiful Piper Arrow II with an extremely low-time engine! Garmin GNS430W, S-TEC 55x A/P, HSI and much more!! Aviation Unlimited 905-477-0107 ext 225 (2247.15092)



1990 RAF 2000 GYROPLANE, Subaru EA82. Warp Drive Ivoprop, 1.4 HRS TTAf. \$11,000 CAD Kyle Cameron kgc.nomadair@gmail.com or (867)334-3365 (3057.15259)

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2012 C172S, 956 TTAE, G1000/GFC700 AP, Like New!	\$ 285,000 USD	1979 C310R, 8595TT, 1445SM, Fklw/NewBoots (2012)!	\$119,900 USD
2006 Turbo 182T, 1468 TTAE, G1000, TAS600 Traffic, SV1!	\$ 215,000 USD	1979 C414A, 6462TT, 250/750SM, VG's, Winglets!	\$399,900 USD
2005 Cessna 182T Half Share at CYKZ! G1000!	\$132,900 USD	1978 Seneca II, 2464 TT, 743/743 SMOH, GTN750 GPS!	\$ 170,000 USD
2005 Cirrus SR20, 2359 TT, 367 SFRM.	\$163,900 USD	1977 Bonanza A36, 2799 TT, 701 SNew!0520BB, G530GPS, D'ShannonTipTanks!	\$160,000 USD
1998 C182S, 1206 TTAE, TKS, Dual 430's and Aviodyne PFD/MFD! Heated Hangar!	\$ 219,900 USD	1977 Piper Super Cub, 1585 TTSN, Edo 2000 Floats, Wheels and Skis!	\$115,000 USD
2002 Piper Super Cub Replica, 187 TTAE, Amphibs/Wh Gear!	\$89,900 USD	1976 Mooney Exec, 5892TT, 2433SM, GX55 GPS, 140 KTS (9.5GPH),FlownOften!	\$60,000 CAD
2001 Diamond Eclipse, 4827TT, 1278 SM, Garmin GNS530! Commercial!	\$99,000 USD	1976 Piper Lance, 2774 TT, 1745 SM, King w/HSI/ALTIII AP!	\$89,900 USD
1998 C182S, 1206 TTAE, King Digital/KAP140 AP!	\$ 177,000 USD	1976 Tiger, 1471TTAE, Original, Elec Gear&Flaps, All Logs, Hanged!	\$42,000 USD
1994 Bonanza A36, 1405 TT, Garmin GTN750/650 GPS, Immaculate!	\$299,900 USD	1975 Mooney Exec, 5892 TT, 2433 SM, Flown Regularly! GX55 GPS! EDM700!	\$60,000 CAD
1982 Mooney Rocket 305, 3170TTSN, CONT TSI0520	\$150,000 USD	1975 Traveler, 2072 TT, 1419 SM, BeautifulPaint/TanLeather	\$ 40,900 USD
1981 C421C, 4680 TT, 716/868 SM, G600 PFD/MFD! FIKI! Please See Website!	\$560,000 USD	1974 414 6905TT, 1185SM, Full De-Ice	\$125,000 USD
1981 Cessna 414A, 6462 TT, 250/750 SM, Garmin GNS530W, VG's, Winglets!	\$399,000 USD	1972 Navajo 600, Normally Aspirated, 5044TT, 1377SM	\$125,000 CAD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin530/430!	\$439,900 USD	1971 Navajo310, 7511TT, 7965SM, FullDelce, VG's!	\$159,000 USD
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate!	\$295,000 USD	1967 Mooney Exec, 3800 TT, 700 SM! Narco Avionics!	\$52,000 USD
1981 Mooney 231/252 Conversion, 3875 TT, 85 SMOH!	\$89,000 USD	1959 Pacer, 2967TT, 1019 SM, Hanged! Low Time!	\$45,000 CAD
1981 Duke B60, 4507TT, 1092 L&R, G530W, KFC-250 IFCs, Winglets!	\$238,500 USD	1953 Cessna 180 Floatplane, 5574TT, 820SM, Horton STOLL	\$70,000 CAD
1980 Cessna T206G Amph, 3566 TT, 56 SM, Wip 3900S!	\$280,000 USD	1942 Harvard MKIIIB! 5224 TT, 991 SM, RCAF Scheme!	\$159,000 USD

FEATURED LISTINGS FOR DECEMBER, 2017



1954 CESSNA 170B TT 2867. 332 hrs. on new 220 Franklin engine & Hartzell prop. C-GAFB Ser.# 26419 C/W rebuilt EDO 2000 floats with new hatches & Federal 2500 skis. Aux. 18-gal Javelin fuel tank. 54 gal. total. very clean no corrosion. Horton stall, VG's, gap seals, many more extras. Spent 104,000 on plane & extras, asking 87,000. Dale@780-831-5363 Debolt, Alta. (3065.15322)



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 (2779.15273)



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 (2901.14673)



1973 CESSNA 337 G CFDPQ Airframe 5442.3TT, Engine front: SMOH 1043/rear: SMOH 876.9, Prop: front SOH 513.8/rear SOH 513.8, Avionics: KX 155 Nav/Com w/ GS, KX 175 B Nav Com w/ VOR, KMA 20 Audio Panel, KR 87 ADF, Garmin GTX 327 transponder, DME Narco 190, GPS Apollo II MORROW, Intercom SPA 400, 6 seat. Interior and exterior both 7/10. New battery, commercial maintenance, Rosen visor. Located in Trois-Rivières, Québec. Asking \$75,000 CDN. Email: rlegare@avjet.ca or Phone: 819-695-0502 (3059.15276)



2004 CIRRUS SR22, Ser.# 1145, TTSN 1071, Ice Protection, Platinum Series, Skywatch, Emax, Cmax, Twas, GNS 430 Waas, Weather, DFC90 Auto Pilot, 406 ELT, Oxygen, 4 Bose, Sheepskin Seat Covers, New Parachute & Prop, NDH, Always Hangered, all maintenance by Cirrus Service Centre, \$227,900 USD. No HST, bcurrelly@norag.ca, 905-376-3178 (3058.15267)



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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 (2564.15249)



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. Hangered in CEN4. Contact Jeff at billydough@hotmail.com or 403-619 -3438 (3038.15265)



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 xpdr Alt Encoder, strobe, hand GPS. All cyl.78/80 \$28.5k, Vernon BC, 705-606-1591 (3030.15159)



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FEATURED LISTINGS FOR DECEMBER, 2017



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. (2403.14714)



2001 CHINOOK PLUS2, 65hp Rotax582, TTE 152hrs with prof 150hr insp. New crank. 26gal fuel means 6+ hrs flying time. Real fun on snow skis, with heated, great-view cockpit. Tundra covers for heat/cool control \$24,000 (offers?) (204)886-8283 dawdrill@mts.net (2993.15270)

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