

COPA Flight

The Journal of the
Canadian Owners and
Pilot's Association

MAY 2018

Election Results

New Directors Take Office in June
(P.10)

More than
120
Classified Ads
(P.49)



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FEATURE

45 BUCKET LIST TRIP

Like many pilots, Mic Thiessen dreamed of a long cross country that included a stop at AirVenture in Oshkosh. The Lethbridge aviator made those dreams come true with a bucket-list trip in his Kitfox to the Maritimes and back through the U.S.

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*GUATEMALA TRIP, CIRRUS
PRESENTATION*

COVER ART: H el ene Lavigne took this dramatic photo of Andre Durochers super beaver at the Maniwaki fly-in in 2017.



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IAOPA MEETING

A GATHERING OF GA FROM AROUND THE WORLD

Last month I had the pleasure of attending a week long the biennial International Aircraft Owners and Pilots Association (IAOPA) 29th World Assembly in Queenstown, New Zealand.

It was a meeting of all the AOPAs of the world, including us ("AOPA-Canada"), the second largest one, during which we had several seminars and were able to exchange on various subjects like the medical standards, ICAO's position and view on GA, safety issues and others. I also had the honour of moderating a panel on "Technology and how it advanced our flying" with world experts in the field. In an upcoming magazine I will write a more detailed report but let me just mention that most AOPAs face the exact same challenges we do: aging pilot population, very low representation of women in the field, convoluted regulations and more congested airspace. Go to www.iaopa2018.com for an overview. I am also proud to say that the assembly accepted COPA's invitation to hold the next IAOPA World Assembly (30th) in 2020 in Montreal, where participants will be able to visit ICAO and with some of our members.

NEW BOARD OF DIRECTORS

Read later in the magazine how 6 new board members are joining the organization. A record number at once and also a record number of voter turn-out, signalling a big change and a willingness for change in the organization. They will all be in Saint John NB at our upcoming convention and AGM where you can meet all of them or see them as we will be streaming the AGM live via internet. David and David from BC, Clark, Doug and Kevin from ON, Matthieu from QC, welcome aboard. Jonathan from QC, welcome back.

JOHN BOGIE

We are saddened at the news that COPA co-founder John Bogie has passed away. John and Margaret Carson co-founded COPA in 1952 to be the voice for general aviation in Canada. John was also instrumental in setting up the Canadian Business Aviation Association. In recognition of his contributions to Canadian aviation, John was inducted into the Canadian Aviation Hall of Fame earlier this year and we are glad he was with us to attend a personal ceremony in Ottawa. You will find a longer obituary further in the magazine. 🕊️

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RÉUNION DE L'IAOPA

UN RASSEMBLEMENT D'AVIATION GÉNÉRALE (AG) DU MONDE ENTIER

Le mois dernier, j'ai eu le plaisir de participer à la 29^{ème} Assemblée mondiale de l'Association internationale des armateurs et pilotes d'aéronefs (IAOPA) qui s'est tenue à Queenstown, en Nouvelle-Zélande.

C'était une réunion de tous les AOPA du monde, y compris nous («AOPA-Canada»), la deuxième plus grande, au cours de laquelle nous avons eu plusieurs séminaires et avons pu échanger sur différents sujets comme les normes médicales, la position et la vue de l'OACI sur l'AG, les problèmes de sécurité et autres. J'ai également eu l'honneur d'animer un panel sur «La technologie et comment elle a fait progresser notre aviation» avec des experts mondiaux dans le domaine. Dans un prochain magazine, je vais écrire un rapport plus détaillé, mais permettez-moi de mentionner que la plupart des AOPA font face aux mêmes défis que nous: population pilote vieillissante, très faible représentation des femmes sur le terrain, réglementation complexe et des espaces aériens plus encombrés. Rendez-vous sur www.iaopa2018.com pour un aperçu. Je suis également fier de dire que l'assemblée a accepté l'invitation de COPA de tenir la prochaine assemblée mondiale de l'IAOPA (30^{ème}) en 2020 à Montréal, où les participants pourront visiter l'OACI et échanger avec certains de nos membres.

NOUVEAU CONSEIL D'ADMINISTRATION

Lisez plus loin dans le magazine comment 6 nouveaux membres du conseil se joignent à COPA. Un nombre record à la fois et aussi un nombre record d'électeurs, signalant un grand changement et une volonté de changement dans l'organisation. Ils seront tous à Saint John NB lors de notre prochain congrès et AGA où vous pourrez les rencontrer ou sinon, les voir car nous diffuserons l'AGA en direct via Internet. David et David de Colombie-Britannique, Clark, Doug et Kevin de l'Ontario, Matthieu du Québec, bienvenue à bord. Jonathan du Québec, bon retour.

JOHN BOGIE

Nous sommes attristés par l'annonce de la mort du co-fondateur de COPA, John Bogie. John et Margaret Carson ont cofondé la COPA en 1952 pour être la voix de l'aviation générale au Canada. John a également contribué à la création de l'Association canadienne de l'aviation d'affaires. En reconnaissance de sa contribution à l'aviation canadienne, John a été intronisé au Temple de la renommée de l'aviation canadienne plus tôt cette année et nous sommes heureux qu'il ait été des nôtres pour une cérémonie personnelle à Ottawa. Vous trouverez plus de détails ailleurs dans notre magazine. ✈️



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✉ GENDER ISSUE

I read with interest the letter “Gender Equality vs. Reverse Discrimination” (Mailbox, April) written by Jamie Lafortune — a self-proclaimed representative of many COPA members and all self-respecting women. As a self-respecting woman who has contributed to this industry since 1990, I certainly appreciate Lafortune’s acknowledgment that women are as capable as men of performing all functions in our industry, including piloting an aircraft. However, I refute his statement that discriminatory hiring practices are not one of the root causes for today’s striking gender imbalance in our industry. While his daughter and son are indeed not responsible for the past, the fact remains that Canadian women were actively denied entry into this industry for decades after Eileen Vollick became Canada’s first female pilot on March 13, 1928. In fact, it took another 30 years before Molly Reilly became Canada’s first female corporate pilot. Openly discriminatory hiring practices at Canadian airlines only stopped in the mid-1970s.

Sadly, after blatant discrimination ended, our industry made virtually no efforts to address the ensuing collective understanding amongst women that aviation was a men-only field. Today, in Canada, boys are still three times as likely as girls to be invited to discover aviation. While COPA has never published the gender breakdown for COPA For Kids, I believe that its percentages are consistent with North American averages. Glancing at the upcoming calendar of events, I count multiple COPA For Kids activities planned for Father’s Day weekend but not a single one for Mother’s Day. Should that instill a sense of resentment among female COPA members and women in general?

I get the sense that Lafortune’s resentment takes roots in the fact that his son was denied a free introduc-

tory flight at the Girls Fly Too event in Abbotsford, B.C. — one of 21 ‘girl events’ taking place across Canada during Women Of Aviation Worldwide Week 2018. Perhaps Lafortune and the COPA members he represents are unaware that since 2010, the Week celebrates the anniversary of the world’s first pilot licence issued to a woman (which was on March 8, 1910) by introducing record numbers of girls to aviation. We can discuss whether gender-restricted outreach initiatives are fair. However, saying that such effort held as part of Women Of Aviation Worldwide Week equates to “reverse discrimination or affirmative action” and are “insulting to all participating women” is as ill-founded as stating that we should celebrate single men on Mother’s Day.

On behalf of all self-respecting female COPA members who dare to remember and celebrate their legacy by giving girls of all ages a fair chance to fall in love with aviation during the Week, I take offence that any COPA member would belittle their choice and that of supportive male COPA members. Why do so few COPA members, male and female, exercise their freedom to fly by empowering girls of all ages during the week of March 8? If they did, we would introduce at least 17,000 girls to aviation every year and significantly grow the overall Canadian pilot population.

Mireille Goyer
 Founder & President
 Institute for Women Of Aviation
 Worldwide (iWOAW) /
 Institut des Femmes de l’air du Monde

✉ NO SEGREGATION

I want to congratulate Jamie Lafortune for putting into words my sentiments in his letter Gender Equality vs. Reverse Discrimination. He objectively puts into perspective the gender imbalance in aviation and rightfully calls out the very real risks of segregating

genders in the strategic endeavours to address the industry-wide shortages of pilots, engineers and air traffic controllers the aviation industry is facing. We need initiatives that promote involvement in aviation for both genders if we are to seriously contribute to the challenges facing the aviation industry. Gender-biased initiatives will not address the problem.

Lee Arsenault

✉ FEMALE PARTICIPANT

As a proud female COPA member, I have participated in COPA and APBQ kids’ activities.

Before I heard of Women Of Aviation Worldwide Week, I did not even know that Raymonde de Laroche was the first woman to obtain a pilot’s licence. I think WOAW Week is an amazing initiative and it inspired me to get involved. It has been an honour for me to organize ‘Girls Discover Aviation In Lachute’ during the Week for five years. I was deeply touched and moved by the generosity of male and female pilots who volunteer, share their passion and encourage women to get on board by ‘flying it forward’ and taking them for a flight. Most of the pilots involved in Lachute are COPA members. A few, including me, are proud recipients of multiple worldwide Fly It Forward awards.

The hundred or so volunteers needed for such an event always see this activity as just a way to introduce girls and women to aviation. As a result, we have new students in the field, new pilots and future COPA members. Is that not what we all say we want? Our goal is to simply offer the girls a chance to discover and find out if it is for them while having a great time. From that point onward, they must take their own steps to get into the field. Be assured that their success is based only on their merit. In the name of all the volun-

teers who have made the event at Lachute possible over the years, I can say that offering a free flight is more than just sharing: it's giving 2.0, it's flying it forward. It is not reverse discrimination.

Marguerite Varin

✉ DEMOGRAPHICALLY SPEAKING

I received my March issue of COPA Flight and once again am annoyed and disappointed with the direction your magazine is taking. Both my wife and I love to see articles promoting women in aviation, but to imply that the genders in North America are unequal is absurd and you've obviously been listening to Justin Trudeau too much. There are many reasons why not as many women are interested in becoming pilots (money is a big one) and to imply that aviation is some kind of exclusive boys' club is downright false. Just because higher numbers of men are employed in aviation this does not imply a gender bias.

We would have liked to see listed a few other reasons why there are less women in aviation other than just jumping to the social justice warrior's mindless accusation of male privilege (which sadly does still exist in many corners of the globe).

Your ridiculous article 'Igniting the Interest' indicates just how out of touch your organization has become, and that you think playing the identity politics card, along with updating your logo, will make COPA more appealing to the younger generation. Here's a news flash: I'm a 35-year-old flight instructor and my wife is a 32-year-old air traffic controller. I would assume we are both key demographics that COPA would be looking towards growing, but neither of us are impressed. I am seriously considering cancelling my recent renewal.

Allan Lakas

✉ INSTRUMENT RADIOACTIVITY – NO NEED FOR ALARM

Regarding my letter about radioactive flight instruments (Mailbox, February), I read Roger Hadfield's response in the March issue with interest. He makes a point. The intention of my letter was not to alarm, but to inform. I too have very many hours in aircraft of the affected vintage. It seems to me that the Canadian Nuclear Safety Commission is mostly concerned with proper storage and disposal. One does not have to be removed at an overly great distance from the instruments before the radiation levels are reduced to normal background levels, dependent upon the number of instruments concerned.

Since those unaware that they have an affected instrument may not be aware of the protocols, I wrote the letter to point out the links to the appropriate handling procedures. There was a program whereby the commission would arrange for transport and disposal under these stringent protocols. I do not know whether it remains in force but, since keeping these instruments safely handled and ultimately out of landfills is a valid concern, I believe that it likely does.

Fletcher R. Wade

✉ HAS ALL THE MAGIC GONE?

Regarding the article 'Aviation Labour Shortage is Real' (Aviation Careers, February), what would attract the modern youth in large enough numbers to a flying career? Or, to put it another way, what is missing in a typical modern youth's perception of a flying career? Is it possibly that the sheer magic of learning to control a heavier than air flying machine, in defiance of all that comes naturally, has gone?

I learned to fly when the exploits of early aviators were still within living memory. We had visions of aircraft made literally with bamboo, wire and cloth, powered by engines producing a mere trifle of horsepower and

flown by brave men and women clad in everyday clothing, many of whom hadn't yet learned how to get out of a spin. The open cockpits were cluttered with a maze of analogue gauges, knobs, switches and levers, a whiff of castor oil and true bucket seats for the comfort of the pilot — provided that he sat on his parachute (which didn't materialize until the Germans introduced them in the First World War). It was pure magic, or romance, as some would put it.

I first learned to fly in open-cockpit wooden gliders launched into the air at the end of 3000 feet of steel cable, which got you to 1000 feet AGL if you were lucky, and alone. Inside, we would slide across the wooden seat when banking. The RAF paid for 35 launches, in which time one had to earn one's A & B Certificates. Each flight, from 'take up slack' to landing, lasted about three minutes. One, in effect, learned to fly and got licenced in about 105 minutes. The RAF subsequently paid for a maximum of 35 hours of powered flying, which included all stages of dual and solo training and the flight test. Again, it was open cockpit, but we were now suitably attired in standard RAF flying kit, which included, incidentally, three layers of gloves (silk, wool and leather). We flew NORDO, and we navigated with the aid of Ordnance Survey charts. The magic was still there.

And today? It's not uncommon to hear of students being treated to almost 40 hours dual before being sent off solo. And the flying experience? Push these buttons or touch these screens or slide your finger across your iPad and the behemoth of aluminium, encasing 300 people, their luggage, kitchens, bathrooms, in-flight movies and powered by thousands of horsepower, surges down the runway and soars effortlessly into the sky. Or, you can simply pretend it all as you sit in front of your computer monitor displaying a \$50 game. There's not much magic in that.

David Green

MR. JOHN M. 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 unwavering supporter

of COPA, seeing it grow from modest beginnings to some 16,000 members. John served in most of COPA's executive capacities and continued as an honorary director and life member. He still attended as many COPA events as he can, even 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 continued to support Canadian aviation long after his retirement in 1992. John passed away on April 6 2018, we and the aviation community of Canada will dearly miss him. 🕊️



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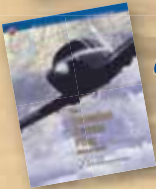
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NEWSLINE

VOTING RESULTS

2018 BOARD OF DIRECTOR ELECTIONS



Voting for the 2018 Board of Directors elections concluded on Monday, April 2, 2018. We are pleased to announce the results to our membership and we congratulate each candidate for putting their name forward for consideration. Without the willingness of our members to take an active role in volunteering for our organization, COPA would not be able to continue our important work for general aviation in Canada. We hope that those candidates not successful this year will continue to remain actively involved in the organization through the many opportunities available.

We would also like to thank the members for turning out in record numbers to vote in this year's elections. Overall turnout was 31.14% eligible voters, the highest ever in our organization's 66 year history. Regionally, turnout was 31.14% in BC and Yukon, 38.35% in Southern Ontario, and 16.87% in Quebec.

The ballots, both online and paper, were counted and the results certified at the COPA office by a team of member-scrutineers on Wednesday, April 4. We would like to thank them for their contribution to the process: Kevin Psutka, Earle dePass, and Claude Roy.

The winning candidates will begin their four-year terms upon ratification of the results by the members at the Association's Annual General Meeting in June.

Congratulations to the winning candidates:




BRITISH COLUMBIA AND YUKON (2 POSITIONS):

DAVID BLACK: 207, 25.4613%
DAVID McELROY: 166, 20.4182%
ARTHUR LORING: 123, 15.1292%
PETER LYTHALL: 121, 14.8831%
KENNETH WELTE: 85, 10.4551%
MARC R.B. WHITTEMORE: 70, 8.61%
PAT COCHRANE: 41, 5.0431%

SOUTHERN ONTARIO (3 POSITIONS):

CLARK MORAWETZ: 329, 18.1567%
DOUGLAS RONAN: 317, 17.4945%
KEVIN R. ELWOOD: 301, 16.6115%
CONRAD HATCHER: 238, 13.1347%
ALEXANDER MARTINS: 149, 8.2229%
PAUL S. ARMSTRONG: 141, 7.7815%
OLIVER JAVANPOUR: 107, 5.9051%
PHILLIP LIGHTSTONE: 94, 5.1876%
RANDY PECKHAM: 86, 4.7461%
JOSEPH ABLEY: 50, 2.7594%

QUEBEC (2 POSITIONS)*:

JONATHAN BEAUCHESNE: 162, 33.67%
MATTHIEU DELORME: 148, 30.76%
PAUL-MARC MAJOR: 90, 18.71%
NB: Jean Messier withdrew his candidacy on March 16th. 

RÉSULTATS DES ÉLECTIONS DE COPA 2018

Le scrutin pour le conseil d'administration de 2018 s'est conclu le lundi 2 avril 2018. Nous sommes heureux de vous dévoiler les résultats et félicitons chaque candidat d'avoir mis son nom dans le chapeau. Sans la volonté de nos membres à prendre part à un rôle si important pour notre organisation, COPA ne serait pas en mesure de poursuivre son travail pour l'aviation générale au Canada. Nous espérons que les candidats qui n'ont pas réussi cette année profiteront des diverses possibilités offertes pour demeurer actifs au sein de l'organisation.

Nous aimerions également remercier les membres pour un taux de participation record en cette année. En effet, le taux de participation global était de 31.14% d'électeurs éligibles, soit le nombre le plus élevé jamais enregistré au cours de nos 66 ans d'histoire. À l'échelle régionale, la participation était de 31.14% en C.-B. et au Yukon, de 38.35% dans le sud de l'Ontario et de 16.87% au Québec.

Le conseil d'administration de la COPA recommande les résultats des élections aux membres de la COPA pour ratification lors de l'assemblée générale annuelle de la COPA à Saint John, au Nouveau-Brunswick, le 23 juin 2018.

Ces votes ont été certifiés par les membres de la COPA Kevin Psutka, Earl de Pass et Claude Roy le 4 avril. Les résultats des élections ont été transmis à tous les candidats et partagés avec le conseil d'administration le même jour.

Merci à tous les membres de la COPA qui ont voté et à tous les candidats qui ont décidé de se présenter pour un poste au Conseil d'administration de la COPA.



Quebec director and current board chair Jean Messier withdrew from the election in March.


COLOMBIE-BRITANNIQUE ET YUKON (2 POSITIONS):

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PAUL-MARC MAJOR: 90, 18.71%
NB: Jean Messier a retiré sa candidature le 16 mars. 



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2017 FLIGHT CREW REGENCY REQUIREMENTS

SELF-PACED STUDY PROGRAM



Refer to paragraph 421.05(2)(d) of the Canadian Aviation Regulations (CARs).

Completion of this questionnaire satisfies the 24-month recurrent training program requirements of CAR 401.05(2)(a). It is to be retained by the pilot.

All pilots are to answer questions 1 to 33. In addition, aeroplane and ultra-light aeroplane pilots are to answer questions 34 and 35; helicopter pilots are to answer questions 36 and 37; glider pilots are to answer questions 38 and 39; gyroplane pilots are to answer questions 40 and 41; and balloon pilots are to answer questions 42 and 43.

References are listed at the end of each question. Many answers may be found in the Transport Canada Aeronautical Information Manual (TC AIM). Other answers can be found in the AIP Canada (ICAO). Amendments to these publications may result in changes to answers and/or references. The TC AIM is available online at: <https://www.tc.gc.ca/eng/civilaviation/publications/tp14371-menu-3092.htm>.

The AIP Canada (ICAO) is available online at: <http://www.navcanada.ca/EN/products-and-services/Pages/AIP.aspx>.

- In a communications check, a 3 on the readability scale and a 2 on the strength scale mean _____ and _____.
(TC AIM-COM 1.11)
- The first transmission of a distress call and message by an aircraft should be on the air-ground frequency _____.
(TC AIM-COM 1.12.1)
- Before using a phone to contact air traffic services (ATS) in the event of an in-flight communications failure, you should _____ and squawk code _____.
(TC AIM-COM 1.15)
- Can visual flight rules (VFR) global navigation satellite system (GNSS) receivers be used to replace current charts? _____.
(TC AIM-COM 5.11)
- Transponder airspace consists of all Class _____ airspace and any Class _____ airspace specified as transponder airspace in the Designated Airspace Handbook.
(TC AIM-COM 8.2 and RAC 2.8)

- BKN SC 100
20
LCL 2-5SM -SHSN
CIGS 5 - 10 AGL
LCL -FZDZ -SG
Decode the above graphic area forecast (GFA) clouds and weather chart. _____.
(TC AIM-MET 4.11)
- UACN10 CYKA 161752
VR
UA /OV CYDC 320012 /TM 1751 /
FL080 /TP C182 /SK 040BKN080 /
RM SCT TCU EMBD
In the above pilot weather report (PIREP), what altitude was the reporting aircraft located at?
_____.
(TC AIM-MET 2.1)
- In an automated aerodrome routine meteorological report (METAR AUTO), what is the meaning of five forward slashes (/////) placed in the wind field?
_____.
(TC AIM-MET 8.5.4)
- SPECI CYSB 251826Z 18013KT
140V210 20SM -RA SCT047
BKN090 16/03 A2989
RMK SC4AC3 SLP133 DENSITY ALT
1500FT=
- In the above special report (SPECI), what is the meaning of 140V210?
_____.
(TC AIM-MET 8.3)
- TAF CYVR 021741Z 0218/0324
27005KT P6SM FEW040 BKN220
FM030000 27005KT P6SM BKN040
OVC120
FM030400 06006KT P6SM -RA

BKN025 OVC050
 FM030800 06006KT 3SM -RA BR
 BKN008 OVC015 TEMPO 0308/0316
 6SM -RA
 BR SCT008 OVC020
 FM031600 08008KT P6SM SCT015
 OVC030 TEMPO 0316/0321 BKN015
 OVC030
 FM032100 08007KT P6SM BKN030
 RMK NXT FCST BY 022100Z=

10. In the above aerodrome forecast (TAF), what is the lowest ceiling forecast for CYVR?

_____.

(TC AIM-MET 7.4)

11. In the above TAF, during which time periods could you expect mist?

_____.

(TC AIM-MET 7.4)

12. In the above TAF, what visibility could you expect from 0800Z to 1600Z on the 3rd?

_____.

(TC AIM-MET 7.4)

13. In uncontrolled airspace below 1 000 ft AGL, the minimum day VFR flight visibility is _____ and the minimum distance from cloud is _____.

(TC AIM-RAC 2.7.3 [Table 2.2] and CAR 602.115)

14. Before entering Class C airspace, VFR flights require _____, and before entering Class D airspace, VFR flights must _____.

(TC AIM-RAC 2.8.3 and 2.8.4)

15. Pilot briefing services are available at the following telephone number _____.

Bilingual pilot briefing services are available at the following telephone number _____.

(TC AIM-RAC 3.2)

16. Except where the flight is conducted within _____ NM of the departure aerodrome, no pilot-in-command shall operate an aircraft in VFR flight unless _____ has been filed.

(TC AIM-RAC 3.6.1)

17. The closure of a flight plan or flight itinerary prior to landing is considered filing an arrival report and, as such, it will result in _____.

(TC AIM-RAC 3.12.2)

18. At uncontrolled aerodromes without a published mandatory frequency (MF) or aerodrome traffic frequency (ATF), the common frequency for the broadcast of aircraft position and the intention of pilots flying in the vicinity of that aerodrome is _____ MHz.

(TC AIM-RAC 4.5.1)

19. Pilots operating VFR en route in uncontrolled airspace or VFR on an airway should continuously monitor _____ MHz when not communicating on an MF or ATF.

(TC AIM-RAC 4.5.6 and RAC 5.1)

20. Where possible, pilots are required to report at least _____ min prior to entering an MF or ATF area.

(TC AIM-RAC 4.5.7)

21. In addition to reporting aircraft position, what action should a pilot take when arriving at an uncontrolled aerodrome with an MF or ATF? _____.

(TC AIM-RAC 4.5.7)

22. Pilots operating VFR en route are encouraged to make position reports on the appropriate _____ frequency to a flight information centre (FIC) where they are recorded and immediately available in the event of _____.

(TC AIM-RAC 5.1)

23. Wire strikes account for a significant number of low-flying accidents. A number of these accidents occur over _____ terrain, in _____ weather and at _____ altitudes.

(TC AIM-RAC 5.4)

24. If you have landed short of your destination for reasons other than an emergency and you are unable to advise ATC of your situation, a search will be initiated _____ after the estimated time of arrival (ETA) filed on your flight plan or, in the case of a flight itinerary, _____.

(TC AIM-SAR 3.5)

25. If your flight is interrupted due to bad weather and you cannot contact an ATS unit, you should attempt to contact another aircraft on one of the following frequencies in order to have that aircraft relay the information to ATS:

- (a) _____;
- (b) _____;
- (c) _____;
- (d) _____; or
- (e) _____.

(TC AIM-SAR 3.5)

170230 CZWG WINNIPEG FIR
 BLASTING ACT 2 NM RADIUS
 CENTRE 524917N 835426W (APRX
 54 NM W ATTAWAPISKAT AD) SFC
 TO 1500 FT AGL. DLY 1700-2100
 1711011700 TIL APRX 1711122100

26. In the above NOTAM, when is the blasting expected to end?

_____.

(TC AIM-MAP 3.6.1.2)

27. What is the significance of the term "APRX" in the above NOTAM?

_____.

(TC AIM-MAP 3.6.2)

28. While flying an aircraft, a pilot must not have any condition that impairs _____, reaction time or _____.

(TC AIM-AIR 3.1)

29. Give an example where the organs of balance in the inner ear could give rise to dangerously false information in the air when the horizon is not visible?
_____.
(TC AIM-AIR 3.7)

30. AIP Canada (ICAO) GEN 1.5.1 describes survival in sparsely settled areas of Canada. According to Table 1.5.1—Survival Equipment, Rule: Make Fire, what are the four pieces of recommended equipment?

(AIP Canada (ICAO) GEN 1.5.1)

31. To preserve the natural environment of national, provincial, and municipal parks, reserves, and refuges, and to minimize the disturbance to the natural habitat, overflights of these areas should not be conducted below _____.
(AIP Canada (ICAO) ENR 5.6.7)

32. Find a copy of the Canada Flight Supplement (CFS) and go to the Planning section (section C). In “VFR Chart Updating Data,” read the information on Conservation, Hazards to Aircraft Operations, and Air Traffic Advisory Frequencies in your region of Canada. (CFS) Record one of the topic names here:
_____.

33. Go to the NAV CANADA Web site and familiarize yourself with the AIP Canada (ICAO) supplements and the aeronautical information circulars (AICs). <http://www.navcanada.ca/EN/products-and-services/Pages/AIP-current.aspx>

Record the most recent AIC number here:_____.

AEROPLANE (INCLUDING ULTRA-LIGHT AEROPLANE) QUESTIONS

34. How many litres is 100 lb of AVGAS at 15° C? _____. Your aircraft burns 6 U.S. gal. per hour, how long can you fly on 100 lb? _____.
(TC AIM-RAC 3.5.8; CFS General section, Fuel and oil weights)

35. Hydroplaning is a function of water depth, _____, and _____.
(TC AIM-AIR 1.6.5)

HELICOPTER QUESTIONS

36. Visit the Transportation Safety Board of Canada (TSB) Web site at <http://www.tsb.gc.ca/eng/rapports-reports/aviation/> and search for TSB aviation investigation report A11Q0168. Under Findings as to causes and contributing factors, the reports says the following:

“The pilot had few _____ during the night flight.”

“The pilot probably lost control of the aircraft shortly after take-off due to _____.”

37. Visit the Transportation Safety Board of Canada (TSB) Web site at <http://www.tsb.gc.ca/eng/rapports-reports/aviation/> and search for TSB aviation investigation report A13W0070. The report mentions the following statement under Unanticipated yaw or loss of tail rotor effectiveness: “Loss of tail rotor effectiveness (LTE) is not related to an equipment or maintenance malfunction, and may occur in _____ helicopters at airspeeds less than ___ knots.”

GLIDER QUESTIONS

38. When flying along a ridge, which direction should you turn to reverse course?

(Use glider references)

39. Pilots of gliders that are equipped with a transponder should adjust the transpon-

der to reply on Mode A, Code _____ at all times, unless _____ by ATC.
(TC AIM-COM 8.4)

GYROPLANE QUESTIONS

40. What kind of manoeuvre or path dangerously lowers the air flow passing through the rotor and causes the rotor revolutions per minute (RPM) to decrease quickly?

(Use gyroplane references)

41. What can happen during a roll at excessive speed or with gusty winds? _____.
(Use gyroplane references)

BALLOON QUESTIONS

42. Should power line contact become inevitable, what is the best action for a balloonist to take? _____.
(Use balloon references)

43. To launch a 120-ft balloon within a built-up area, the diameter of the launch site must be no less than _____.
(CAR 602.13(3))

Date Completed _____
Pilot _____

ANSWERS TO THE 2017 SELF-PACED STUDY PROGRAM

1. readable with difficulty; poor
2. in use at the time
3. follow normal communications failure procedures; 7600
4. No.
5. A, B, and C; D or E
6. Broken stratocumulus based at 2 000 ft above sea level (ASL) with tops at 10 000 ft ASL. Local visibility varying from 2-5 SM in light snow showers. Ceilings 500 ft to 1 000 ft above ground level (AGL). Local light freezing drizzle and light snow grains. »

7. 8 000 ft.
8. The wind information is missing.
9. Wind varied from 140° to 210° true.
10. 800 ft.
11. Between 0800Z and 1600Z on the 3rd.
12. 3-6 SM.
13. 2 mi. for non-helicopter and 1 mi. for helicopter; clear of cloud
14. a clearance from air traffic control (ATC); establish two-way communication with the appropriate ATC agency
15. 1-866-WXBRIEF (1-866-992-7433); 1-866-GOMÉTÉO (1-866-466-3836)
16. 25; a VFR flight plan or a VFR flight itinerary
17. the termination of all alerting services with respect to search and rescue (SAR) notification
18. 123.2
19. 126.7
20. 5
21. Maintain a listening watch, report joining the circuit, report on downwind if applicable, report established on final, and report clear of the surface on which the aircraft has landed.
22. flight information service en route (FISE); SAR action
23. level; good; very low
24. one hour; the SAR time specified, 24 hr after the duration of the flight, or the ETA specified
25. 126.7 MHz; local VFR common frequency; local area control centre (ACC) instrument flight rules (IFR) frequency listed in the Canada Flight Supplement (CFS); 121.5 MHz; high frequency (HF) 5680 kHz, if so equipped
26. At 2100Z on November 12th.
27. It signifies that a replacing or cancelling NOTAM must be issued.
28. alertness; decision-making ability
29. Once a turn has been entered and is being maintained at a steady rate, the sensation of turning will disappear.
30. Waterproof matches, candle, fuel tablets, and a saw.
31. 2 000 ft AGL
32. Per the CFS.
33. Per the NAV CANADA Web site.
34. 62.9 L; 2.77 hr or 2:46
35. tire pressure; speed
36. outside visual references; spatial disorientation
37. all single-rotor; 30
38. Away from the ridge.
39. 1202; otherwise directed
40. A manoeuvre or a path that has a very low load factor.
41. Blade flapping.
42. Deflation.
43. 150 ft r

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PROGRAMME D'AUTOFORMATION DE 2017

DESTINÉ À LA MISE À JOUR DES CONNAISSANCES
DES ÉQUIPAGES DE CONDUITE

Consulter l'alinéa 421.05(2)d) du Règlement de l'aviation canadien (RAC).

Une fois rempli, le présent questionnaire permet à l'intéressé de satisfaire aux exigences de la formation périodique qui doit être suivie tous les 24 mois, conformément à l'alinéa 401.05(2)a) du RAC. Il doit être conservé par le pilote.

Tous les pilotes doivent répondre aux questions 1 à 33. De plus, les pilotes d'avion et d'avion ultra-léger doivent répondre aux questions 34 et 35; les pilotes d'hélicoptère doivent répondre aux questions 36 et 37; les pilotes de planeur doivent répondre aux questions 38 et 39; les pilotes d'autogire doivent répondre aux questions 40 et 41; et les pilotes de ballon doivent répondre aux questions 42 et 43.

Les références sont indiquées à la fin de chaque question. Bon nombre de réponses se trouvent dans le Manuel d'information aéronautique de Transports Canada (AIM de TC). D'autres réponses se trouvent dans l'AIP Canada (OACI). La modification de ces publications peut entraîner des changements aux réponses ou aux références. L'AIM de TC est accessible en ligne à l'adresse suivante : <https://www.tc.gc.ca/fra/aviationcivile/publications/tp14371-menu-3092.htm>. L'AIP Canada (OACI) est accessible en ligne à l'adresse suivante : <http://www.navcanada.ca/FR/products-and-services/Pages/AIP.aspx>.

1. Dans une vérification radio, un 3 sur l'échelle de lisibilité et un 2 sur l'échelle de force se traduisent par _____ et _____.
(disposition 1.11 du chapitre COM de l'AIM de TC)

2. La première transmission de l'appel et du message de détresse effectuée par un aéronef devrait se faire sur la fréquence air-sol _____.

(disposition 1.12.1 du chapitre COM de l'AIM de TC)

3. Avant d'utiliser un téléphone pour entrer en communication avec l'unité de service de la circulation aérienne (ATS) en cas de panne de communications, vous devez _____ et régler le transpondeur sur le code _____.
(disposition 1.15 du chapitre COM de l'AIM de TC)

4. Les récepteurs du système mondial de navigation par satellite (GNSS) pour un vol selon les règles de vol à vue (VFR) peuvent-ils être utilisés pour remplacer les cartes à jour? _____.
(disposition 5.11 du chapitre COM de l'AIM de TC)

5. L'espace aérien à utilisation de transpondeur, défini dans le Manuel des espaces aériens désignés, est constitué de l'espace aérien de classes _____ et de classe _____.
(dispositions 8.2 du chapitre COM et 2.8 du chapitre RAC de l'AIM de TC)

BKN SC 100
20
LCL 2-5SM - SHSN
CIGS 5 - 10 AGL
LCL -FZDZ -SG

6. Décodez la carte nuages et temps de la prévision de zone graphique (GFA) ci-dessus _____.

(disposition 4.11 du chapitre MET de l'AIM de TC)

UACN10 CYKA 161752

VR

UA /OV CYDC 320012 /TM 1751

FL080 /TP C182 /SK 040BKN080 /

RM SCT TCU EMBD

7. Dans le compte rendu météorologique de pilote (PIREP) ci-dessus, à quelle altitude était l'aéronef effectuant le compte rendu? _____.
(disposition 2.1 du chapitre MET de l'AIM de TC)

8. Dans un message automatisé d'observation météorologique régulière d'aérodrome (METAR AUTO), que signifient les cinq barres obliques (//////) placées dans la zone de vent? _____.
(disposition 8.5.4 du chapitre MET de l'AIM de TC)

SPECI CYSB 251826Z 18013KT 140V210
20SM -RA SCT047 BKN090 16/03
A2989
RMK SC4AC3 SLP133 DENSITY ALT
1500FT=

9. Dans le message d'observation météorologique spéciale d'aérodrome (SPECI) ci-dessus, que signifie 140V210? _____.
(disposition 8.3 du chapitre MET de l'AIM de TC)

TAF CYVR 021741Z 0218/0324
27005KT P6SM FEW040 BKN220
FM030000 27005KT P6SM BKN040
OVC120
FM030400 06006KT P6SM -RA

BKN025 OVC050
 FM030800 06006KT 3SM -RA BR
 BKN008 OVC015 TEMPO 0308/0316
 6SM -RA
 BR SCT008 OVC020
 FM031600 08008KT P6SM SCT015
 OVC030 TEMPO 0316/0321 BKN015
 OVC030
 FM032100 08007KT P6SM BKN030
 RMK NXT FCST BY 022100Z=

10. Dans la prévision d'aérodrome (TAF) ci-dessus, quel est le plafond le plus bas prévu pour CYVR?
 _____.
(disposition 7.4 du chapitre MET de l'AIM de TC)

11. Dans la TAF ci-dessus, durant quelles périodes de temps pourriez-vous vous attendre à de la brume?
 _____.
(disposition 7.4 du chapitre MET de l'AIM de TC)

12. Dans la TAF ci-dessus, à quelle visibilité pourriez-vous vous attendre entre 0800Z et 1600Z le 3e?
 _____.
(disposition 7.4 du chapitre MET de l'AIM de TC)

13. Dans un espace aérien non contrôlé à moins de 1 000 pi AGL, la visibilité en vol VFR le jour est d'au moins _____ et la distance minimale des nuages est _____.
(disposition 2.7.3 du chapitre RAC de l'AIM de TC [tableau 2.2] et article 602.115 du RAC)

14. Avant d'entrer dans un espace aérien de classe C, les vols VFR doivent _____ et avant d'entrer dans un espace aérien de classe D, les vols VFR doivent _____.
(dispositions 2.8.3 et 2.8.4 du chapitre RAC de l'AIM de TC)

15. Un service d'exposé au pilote est offert au numéro de téléphone _____.

Un service bilingue d'exposé au pilote est offert au numéro de téléphone _____.
(disposition 3.2 du chapitre RAC de l'AIM de TC)

16. Sauf quand le vol est effectué à une distance de moins de _____ NM de l'aérodrome de départ, il est interdit au commandant de bord d'utiliser un aéronef en vol VFR à moins _____ n'ait été déposé.
(disposition 3.6.1 du chapitre RAC de l'AIM de TC)

17. La fermeture d'un plan de vol ou d'un itinéraire de vol avant l'atterrissage est considérée comme correspondant au dépôt d'un compte rendu d'arrivée et met par conséquent _____.
(disposition 3.12.2 du chapitre RAC de l'AIM de TC)

18. Aux aérodromes non contrôlés pour lesquels aucune fréquence obligatoire (MF) ni fréquence de trafic d'aérodrome (ATF) n'a été publiée, la fréquence commune pour communiquer les intentions d'un pilote et la position d'un aéronef qui évolue dans le voisinage de ces aérodromes est de _____ MHz.
(disposition 4.5.1 du chapitre RAC de l'AIM de TC)

19. Les pilotes qui effectuent un vol VFR en route dans l'espace aérien non contrôlé ou un vol VFR le long d'une voie aérienne doivent continuellement être à l'écoute de la fréquence _____ MHz lorsqu'ils ne transmettent pas sur une MF ou sur une ATF.
(dispositions 4.5.6 et 5.1 du chapitre RAC de l'AIM de TC)

20. Si les circonstances le permettent, les pilotes doivent signaler l'entrée dans la zone MF ou ATF au moins

_____ min avant d'entrer dans cette zone.
(disposition 4.5.7 du chapitre RAC de l'AIM de TC)

21. En plus de signaler la position de l'aéronef, que doit faire un pilote quand il arrive dans un aérodrome non contrôlé pour lequel une fréquence MF ou ATF a été désignée? _____.
(disposition 4.5.7 du chapitre RAC de l'AIM de TC)

22. Les pilotes effectuant un vol VFR sont encouragés à transmettre leurs comptes rendus de position sur la fréquence _____ appropriée au centre d'information de vol (FIC) où ces comptes rendus sont enregistrés et sont immédiatement disponibles dans l'éventualité d'une _____.
(disposition 5.1 du chapitre RAC de l'AIM de TC)

23. Les collisions avec câbles sont à l'origine d'un nombre important d'accidents de vol à basse altitude. Plusieurs d'entre elles surviennent au-dessus de terrains _____, dans des conditions météorologiques _____ et à _____ altitude.
(disposition 5.4 du chapitre RAC de l'AIM de TC)

24. Si vous atterrissez avant destination pour des raisons autres qu'une situation d'urgence, et que vous ne pouvez pas informer l'unité ATC de votre situation, des recherches seront amorcées _____ après l'heure d'arrivée prévue (ETA) consignée sur votre plan de vol ou _____ dans le cas d'un itinéraire de vol.
(disposition 3.5 du chapitre SAR de l'AIM de TC)

25. Si votre vol est interrompu à cause du mauvais temps et que vous

ne pouvez pas entrer en contact avec l'unité ATS, vous devez essayer d'établir la communication avec un autre aéronef sur une des fréquences suivantes afin que cet aéronef puisse retransmettre l'information pertinente à l'unité ATS :

- a) _____;
- b) _____;
- c) _____;
- d) _____;
- e) _____;

(disposition 3.5 du chapitre SAR de l'AIM de TC)

170230 CZWG WINNIPEG FIR
BLASTING ACT 2 NM RADIUS CENTRE 524917N 835426W (APRX 54 NM W
ATTAWAPISKAT AD) SFC TO 1500 FT
AGL. DLY 1700-2100
1711011700 TIL APRX 1711122100

26. Dans le NOTAM ci-dessus, quand les activités de dynamitage devraient-elles être terminées?

(disposition 3.6.1.2 du chapitre MAP de l'AIM de TC)

27. Quelle est la signification du terme « APRX » dans le NOTAM ci-dessus?

(disposition 3.6.2 du chapitre MAP de l'AIM de TC)

28. Un pilote aux commandes d'un aéronef doit être exempt de toute condition pouvant nuire à sa _____, à ses réflexes ou à sa _____.

(disposition 3.1 du chapitre AIR de l'AIM de TC)

29. Donnez un exemple où les organes de l'équilibre de l'oreille interne fournissent des renseignements dans les airs qui peuvent nous induire dangereusement en erreur quand l'horizon n'est pas visible?

(disposition 3.7 du chapitre AIR de l'AIM de TC)

30. La disposition 1.5.1 de la partie GEN de l'AIP Canada (OACI) décrit la survie dans les régions inhospitalières du Canada. Selon le tableau 1.5.1, Équipement de survie, Règle : Faire du feu, quelles sont les quatre pièces d'équipement recommandées?

(disposition 1.5.1 de la partie GEN de l'AIP Canada [OACI])

31. Afin de préserver l'environnement naturel des parcs, des réserves et des refuges et pour réduire au minimum les perturbations pouvant toucher les habitats naturels, les aéronefs ne devraient pas survoler ces endroits à une altitude inférieure à _____.

(disposition 5.6.7 de la partie ENR de l'AIP Canada [OACI])

32. Trouvez un exemplaire du Supplément de vol – Canada (CFS) et ouvrez-le à la partie C, Planification. Dans la section « Données de mise à jour des cartes VFR », lisez les renseignements en matière de préservation de la faune, de dangers à la navigation et de fréquences communes visant votre région du Canada. (CFS) Indiquez ici un des sujets :

33. Accédez au site Web de NAV CANADA et familiarisez-vous avec les suppléments de l'AIP Canada (OACI) et les circulaires d'information aéronautique (AIC). <http://www.navcanada.ca/FR/products-and-services/Pages/AIP-current.aspx> Inscrivez ici le numéro de l'AIC le plus récent : _____.

QUESTIONS SUR LES AVIONS (Y COMPRIS LES AVIONS ULTRA-LÉGERS)

34. Combien de litres occupent 100 lb d'essence d'aviation (AVGAS) à 15 C? _____
Votre aéronef consomme 6 gal US

de carburant à l'heure; pendant combien de temps pouvez-vous voler à partir de 100 lb de carburant à 15 C? _____
(disposition 3.5.8 du chapitre RAC de l'AIM de TC; CFS, Section générale, Poids des carburants et huiles)

35. L'aquaplanage dépend de l'accumulation d'eau, _____ et _____.

(disposition 1.6.5. du chapitre AIR de l'AIM de TC)

QUESTIONS SUR LES HÉLICOPTÈRES

36. Allez sur le site Web du Bureau de la sécurité des transports du Canada (BST) à <http://www.tsb.gc.ca/fra/rapports-reports/aviation/index.asp> et cherchez le rapport d'enquête aéronautique A11Q0168. Sous Faits établis quant aux causes et aux facteurs contributifs, ce rapport mentionne ce qui suit :

« Le pilote a entrepris un vol de nuit avec peu _____ »

« Le pilote a probablement perdu la maîtrise de l'appareil peu de temps après le décollage _____ »

37. Allez sur le site Web du Bureau de la sécurité des transports du Canada (BST) à <http://www.tsb.gc.ca/fra/rapports-reports/aviation/index.asp> et cherchez le rapport d'enquête aéronautique A13W0070. Ce rapport mentionne ce qui suit sous Mouvement de lacet imprévu ou perte d'efficacité du rotor de queue : « La perte d'efficacité du rotor de queue n'est pas attribuable à un bris d'équipement ni à une maintenance déficiente, et tout hélicoptère _____ volant à des vitesses inférieures à ___ nœuds est susceptible à ce phénomène. »

QUESTIONS SUR LES PLANEURS

38. Quand vous volez le long d'une crête, dans quelle direction devriez-vous virer pour faire demi-tour?
_____.

(Utilisez les références sur les planeurs)

39. Les pilotes de planeurs équipés d'un transpondeur devraient régler ce dernier pour qu'il transmette en mode A, le code _____ en tout temps, _____ de l'ATC. *(disposition 8.4 du chapitre COM de l'AIM de TC)*

QUESTIONS SUR LES AUTOGIRES

40. Quelle sorte de manœuvre ou de trajectoire réduit dangereusement le débit d'air qui passe dans le rotor et cause une diminution rapide du régime rotor (RRPM)?
_____.

(Utilisez les références sur les autogires)

41. Que peut-il arriver durant un roulis à une vitesse excessive ou avec des vents en rafale?
_____.

(Utilisez les références sur les autogires)

QUESTIONS SUR LES BALLONS

42. Si un contact avec une ligne électrique devient inévitable, quelle est la meilleure mesure que peut prendre le pilote? _____.

(Utilisez les références sur les ballons)

43. Pour lancer un ballon de 120 pi dans une zone bâtie, le diamètre du site de lancement doit mesurer au moins _____.

(paragraphe 602.13(3) du RAC)

Date d'achèvement _____

Pilote _____

RÉPONSES AU PROGRAMME D'AUTOFORMATION DE 2017

- difficilement lisible; faible
- utilisée au moment de l'appel
- suivre les procédures normales relatives à une panne de communications; 7600
- Non.
- A, B et C; D ou E
- Stratocumulus fragmentés dont la base est à 2 000 pi au-dessus du niveau de la mer (ASL) et le sommet à 10 000 pi ASL. Visibilité locale variant de 2 à 5 SM avec averses de neige de faible intensité. Plafonds de 500 pi à 1 000 pi au-dessus du sol (AGL). Faible bruine verglaçante et faible neige en grains locales.
- 8 000 pi.
- L'information concernant le vent n'est pas disponible.
- Le vent variait de 140° à 210° vrais.
- 800 pi
- Entre 0800Z et 1600Z le 3e.
- 3-6 SM.
- 2 mi pour un aéronef autre qu'un hélicoptère et 1 mi pour un hélicoptère; hors des nuages
- recevoir l'autorisation de l'unité de contrôle de la circulation aérienne (ATC); établir des communications bilatérales avec l'organisme ATC compétent.
- 1-866-WXBRIEF (1-866-992-7433); 1-866-GOMÉTÉO (1-866-466-3836)
- 25; qu'un plan de vol VFR ou un itinéraire de vol VFR
- fin au service d'alerte afférent au déclenchement des opérations de recherches et sauvetage (SAR).
- 123,2
- 126,7
- 5
- Maintenir une écoute permanente, signaler l'entrée dans le circuit, signaler l'entrée dans l'étape vent arrière, s'il y a lieu, signaler l'approche finale et signaler la sortie de la surface sur laquelle l'aéronef a atterri.
- de service d'information de vol en route (FISE); opération SAR
- plats; favorables; très basse
- une heure; l'heure SAR spécifiée; 24 h après la durée prévue du vol ou l'ETA spécifiée.
- 126,7 MHz; sur la fréquence locale utilisée pour les vols VFR; sur la fréquence locale du centre de contrôle régional (ACC) pour les vols selon les règles de vol aux instruments (IFR) indiquée dans le Supplément de vol — Canada (CFS); 121,5 MHz; sur haute fréquence (HF) 5 680 kHz, si l'équipement radio le permet.
- Le 12 novembre à 2100Z.
- Cela signifie qu'il faut émettre un NOTAM de remplacement ou d'annulation.
- vivacité d'esprit; capacité décisionnelle
- Une fois qu'un virage est stabilisé, la sensation d'être en virage disparaît.
- Des allumettes à l'épreuve de l'eau, des bougies, des tablettes de combustible et une scie.
- 2 000 pi AGL
- Selon le CFS.
- Selon le site Web de NAV CANADA.
- 62,9 L; 2,77 h ou 2:46
- de la pression des pneus; de la vitesse
- de références visuelles extérieures; en raison d'une désorientation spatiale
- monorotor; 30
- Direction opposée de la crête.
- 1202; à moins d'instructions contraires
- Une manœuvre ou une trajectoire qui a un très faible facteur de charge.
- Battement des pales.
- Dégonflement.
- 150 pi

INCIDENTS + ACCIDENTS

PRAIRIE AND NORTHERN REGION

TSB Report#A18W0039: a Cessna 210A aircraft was conducting a local flight from Fort McMurray, AB (CYMM) with 1 pilot on board. After approximately one hour of flying, and having completed several circuits for Runway 07 the aircraft lost engine power (Teledyne Continental IO-470-E) on an extended final approach. The pilot continued the approach, but did not have sufficient altitude to make the runway. The pilot contacted the tower, informed them of the engine power loss, and the intention to perform a forced landing. An emergency was not declared. The forced landing was executed on a snow covered portion of the airfield, within the confines of the airport in the direction of Runway 07. Shortly after touchdown, the aircraft nosed over and came to a rest upside down, approximately 1000 feet short of the threshold of Runway 07. The pilot sustained minor injuries. The aircraft was substantially damaged. ARFF was dispatched to the scene.

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after touchdown, the aircraft nosed over and came to a rest upside down, approximately 1000 feet short of the threshold of Runway 07. The pilot sustained minor injuries. The aircraft was substantially damaged. ARFF was dispatched to the scene.

TSB Report#A18W0044: a privately operated Piper PA-28-140 aircraft was operating on a local flight from Hinton/Entrance, AB (CEE4) with 1 pilot and 1 passenger on board. At the time of the occurrence, the CEE4 runway surface condition was a mix of ice and slush. The pilot conducted the takeoff roll and rotated. The aircraft lifted a few feet off the ground and then descended onto the runway surface losing directional control. The aircraft deviated to the left and contacted a snow windrow along the side of the runway with the left wing tip. The pilot and passenger were not injured, and the ELT did not activate. The left wing tip and propeller were damaged.

TSB Report#A18C0015: a privately operated ski-equipped Cessna 180B, was conducting a flight from a property east of Nipawin, SK (CYBU) to Oskikebuk Lake, SK with the pilot and 1 passenger on board. The right landing gear leg failed during the takeoff run. The right wing contacted the snow and the aircraft turned to the right. The occupants were uninjured. The aircraft sustained damage to the right landing gear leg, right wing, right elevator, engine cowl and propeller.

ONTARIO REGION

A Bancroft Flying Club Inc. Cessna 172M on a flight to Kirkfield/Balsam Lake, ON (CKD8) crashed during landing at CKD8. 1 soul on board (SOB), no injuries. Transportation Safety Board (TSB) notified.

A Jazz Aviation LP Bombardier

CRJ-200 (JZA8032), was parked at Gate 78 with the crew on board in preparation for a flight to Philadelphia, PA (KPHL). A Swissport medical vehicle hit JZA8032, causing significant damage to the two ailerons on the right wing as well as damage to a fibreglass panel under the aircraft. JZA8032 was towed to the maintenance hangar for repair. No one was injured.

The Trenton Joint Rescue Coordination

Centre (JRCC) informed of the crash of a Montreal Flying Club Cessna 150M (C-GPKM) on a flight from Montreal/St-Hubert, QC (CYHU) to Kingston, ON (CYGK) in the Cardinal, ON, area. JRCC was advised by the Ontario Provincial Police (OPP). One person on board was injured.

QUEBEC REGION

Trenton joint rescue coordination centre (JRCC) reported that a Le Groupe Norplex Inc. Robinson R44 (C-GMDP) from Sainte-Petronille, QC to Quebec, QC (CYQB) crashed on takeoff. One soul on board, no injuries. Extensive damage to the helicopter. No service from flight information centre (FIC) or air traffic control (ATC) was provided. No impact on operations. National Operations Centre (NOC) and Transportation Safety Board (TSB) were advised.

PACIFIC REGION

Kamloops Flight Information Centre (FIC) received a call from the Royal Canadian Mounted Police (RCMP) reporting an aircraft crash at a private strip in Duncan, BC. A privately registered Bushmaster XP 230 landing at Henderson Road/Duncan, BC experienced a hard landing, veered to left and crashed into a gate. The aircraft had one person on board and no injuries were reported.

RÉGION DES PRARIES ET DU NORD

MISE À JOUR : Rapport du BST no

A18W0039 : un Cessna 210A assurait un vol local au départ de Fort McMurray, AB (CYMM) avec un pilote à bord. Au bout d'environ une heure de vol, et après avoir décrit plusieurs circuits pour la piste 07, l'aéronef a perdu sa puissance motrice (Teledyne Continental IO-470-E) en approche finale prolongée. Le pilote a poursuivi l'approche, mais son altitude n'était pas suffisante pour lui permettre d'atteindre la piste. Il a donc contacté la tour, l'a informée de la perte de puissance motrice, et a déclaré son intention d'effectuer un atterrissage forcé. Aucune urgence n'a été déclarée. L'atterrissage forcé a été réalisé sur une portion recouverte de neige du terrain d'aviation, dans les limites de l'aéroport dans le sens de la piste 07. Peu après l'atterrissage, l'avion s'est mis en pylône et s'est immobilisé à l'envers, à environ 1 000 pieds du seuil de la piste 07. Le pilote a subi des blessures mineures. L'aéronef a été gravement endommagé. Les SLIA ont été dépêchés sur les lieux.

Rapport du BST no A18W0042 :

un Piper PA-28-140, d'immatriculation privée, effectuait un vol de familiarisation d'Indus/Winters Aire Park (CFY4), AB, à High River (CEN4), AB, avec 2 personnes à son bord. Au moment de l'incident, la piste gazonnée était gelée et recouverte ici et là de verglas et neige. GJOA a commencé sa course au décollage sur la piste 16 avec ses volets réglés sur le premier cran, et l'instructeur de vol faisait office de commandant de bord. Durant la course au décollage, il y a eu perte de la maîtrise directionnelle et l'aéronef s'est déporté sur la droite. GJOA a heurté un andain et le train avant s'est cisailé. L'instructeur de vol et l'élève-pilote portaient leur ceinture abdominale; l'aéronef n'était pas équipé de ceintures boudriers. L'instructeur et l'élève-pilote n'ont pas été blessés. L'ELT ne s'est pas déclenché.

Rapport du BST no A18W0044 :

un Piper PA-28-140, d'immatriculation privée, effectuait un vol local depuis Hinton/Entrance (CEE4), AB, avec à son bord 1 pilote et 1 passager. Au moment de l'incident, la surface de la piste de CEE4 était recouverte d'un mélange de verglas et de neige fondante. Le pilote a fait la course au décollage et amorcé le cabrage de l'aéronef. L'aéronef a réussi à décoller de quelques pieds, avant de plonger vers la surface de la piste tout en perdant la maîtrise directionnelle. L'aéronef s'est déporté sur la gauche et le bout de son aile gauche a heurté un andain sur le côté de la piste. Le pilote et le passager n'ont pas été blessés, et l'ELT ne s'est pas déclenché. Le bout de l'aile gauche et l'hélice ont été endommagés.

Rapport du BST no A18C0015 :

un Cessna 180B à skis, d'immatriculation privée, effectuait un vol depuis une propriété à l'est de Nipawin (CYBU), SK, à Oskikebuk Lake, SK, avec à son bord le pilote et 1 passager. La jambe du train d'atterrissage de droite s'est affaissée lors de la course au décollage. L'aile droite a touché la neige et l'aéronef a viré vers la droite. Les occupants n'ont pas été blessés. La jambe du train d'atterrissage de droite, l'aile droite, le profondeur droit, le capot moteur et l'hélice de l'aéronef ont été endommagés.

RÉGION DE L'ONTARIO

Un Cessna 172M (C-FRFO) exploité

par Bancroft Flying Club Inc. à destination de Kirkfield/Balsam Lake, ON (CKD8) s'est écrasé pendant l'atterrissage à CKD8. Il y avait un occupant à bord et il n'a pas été blessé. Le Bureau de la sécurité des transports (BST) a été avisé.

Le centre conjoint de coordination

de sauvetage (JRCC) de Trenton a informé de l'écrasement d'un Cessna 150M exploité par l'Aéroclub de Mon-

tréal (C-GPKM) effectuant un vol de Montréal/St-Hubert (CYHU), QC, vers Kingston (CYGK), ON, dans le secteur de Cardinal, ON. Le JRCC avait lui-même été avisé par la Police provinciale de l'Ontario (OPP). Une personne à bord blessée.

BST#A18Q0041: C-FDJA, un appareil

de type Bombardier CRJ-200 exploité par Jazz Aviation LP sous l'indicatif JZA8032, était stationné à la barrière 78 avec l'équipage à bord en préparation pour un vol à destination de Philadelphie Intl., PA (KPHL). Un véhicule sanitaire de Swissport a heurté le JZA8032 causant des dommages substantiels à deux ailerons de l'aile droite ainsi qu'à un panneau en fibre de verre sous l'appareil. Le JZA8032 a été remorqué au hangar de maintenance pour effectuer les réparations. Il n'y a eu aucun blessé.

RÉGION DU PACIFIQUE

Le Centre d'information de vol

(FIC) de Kamloops a reçu un appel de la Gendarmerie royale du Canada (GRC) signalant qu'un avion s'était écrasé sur une piste privée à Duncan, BC. Un Bushmaster XP 230 immatriculé à titre d'aéronef privé a fait un atterrissage brutal sur Henderson Road/Duncan, BC, puis a viré à gauche et s'est écrasé contre une barrière. Une seule personne était à bord de l'aéronef et aucune blessure n'a été signalée.

RÉGION DU QUÉBEC

MISE A JOUR: BST#A18Q0043:

C-GMDP, un hélicoptère de type Robinson R44 exploité privément, effectuait un vol selon les règles de vol à vue, de Sainte-Pétronille, QC à destination de l'aéroport Jean Lesage Intl de Québec, QC (CYQB) avec seul le pilote à bord, lorsqu'au décollage, le patin droit est resté pris dans la glace et l'aéronef a basculé sur le côté causant des dommages considérables. Le pilote a été blessé légèrement. 🚑

CESSNA 150 WRECKS CITATION, TWO DIE

ARE YOUR LIABILITY INSURANCE LIMITS HIGH ENOUGH?

Two men died after their Cessna 150 collided with a Cessna Citation on a runway in Indiana recently.

The FAA believed that the smaller aircraft struck the tail of the Citation while attempting to take off. The Citation had just landed at the non-towered airport, but not yet cleared the active runway.

Even after 20 years of insuring private and commercial aircraft in Canada and dealing with hundreds and possibly thousands of accidents, these tragedies are like a punch in the stomach and serve to remind us of the fragility of life. A relatively routine day in the life of a private pilot ends in catastrophe. Suddenly his insurance policy becomes very important, especially the liability coverage. Liability claims are infrequent, but when they do occur, they can be difficult and slow moving. For the party being sued, it is very stressful, scary, and usually drawn out over many years. Having an insurance company can help alleviate some of that strain.

Let's assume that the NTSB concludes that the accident in the above case was the fault of the Cessna 150 pilot. He is now liable for at least one fatality, the passenger, and possibly the replacement cost of a multi-million-dollar jet. How would their insurance respond? Immediately following the accident, an adjuster would be sent to the scene.

A good adjuster will be a person of empathy who is there to ensure you are properly indemnified by the insurance company that you contracted with. They are also there to protect the interests of the insurance company and make sure that the indemnification is warranted. They will initiate an in-depth investigation including speaking to all available parties, analyzing the evidence, reviewing the policy, collect-



ing relevant paperwork and photos, interviewing the authorities and preparing a report for the insurance company with suggested reserves for the hull and liability.

In the above example, the hull reserve will be the full limit the aircraft was insured for. The liability reserve, however, is more difficult to estimate. In this case, one can see how easily the limit can be exhausted. For example, the average liability limit of a Cessna 150 is \$1 million to \$2 million, and rarely greater than \$5 million.

In a relatively short time frame, the hull portion of the claim can be determined and settled with the policyholder or their estate. The property damage and/or personal injury claim can take much longer, often years. In most provinces in Canada, the statute of limitations deadline for filing a personal injury claim is two years (for property damage it can be less). And there are other deadlines and exceptions that will need to be adhered to by your lawyer.

As mentioned earlier, a multi-million-dollar lawsuit, with escalating legal bills, hanging over your head for several years can be stressful and even

life-altering. The insurance company will offer some relief by appointing legal counsel to represent you. In some instances, they will try to negotiate a settlement without going to court, especially in instances where the actual liability well exceeds the policy limits. In those cases, a full release from the third party is required in order to receive the settlement offer. If an out-of-court settlement seems unlikely, then it will be decided in a court.

All this to say that you should always buy the highest liability limit available to you that you can reasonably afford. Certainly the Cessna 150 example above is at the extreme end of the scale of severity. But then, insurance is for the unexpected.

If you would like further advice on liability limits or other details of the COPA VIP Insurance program offered through The Magnes Group Inc., please contact our toll-free number at 1-855-VIP-COPA (847-2672) or email us at vipcopa@magnesaviation.com. As always, we are at your service to answer your questions, assist you in obtaining the best premium and coverage possible, and help you stay protected year after year. 🛩️

CESSNA 150 A PERCUTÉ UN CITATION

LA NÉCESSITÉ D'UNE BONNE COUVERTURE DE POLICE D'ASSURANCE

Deux hommes sont morts après que leur Cessna 150 est entré en collision avec un Cessna Citation sur une piste dans l'Indiana récemment. La FAA a cru que le 150 a heurté la queue du Citation pendant son décollage. Le Citation venait d'atterrir à l'aéroport non-surveillé, mais pas encore dégagé la piste en service.

Même après 20 ans de travail dans l'assurance d'aéronefs privés et commerciaux au Canada et face à des centaines, voire des milliers d'accidents, ces tragédies sont comme un coup de poing dans l'estomac et servent à nous rappeler la fragilité de la vie. Une journée relativement routinière dans la vie d'un pilote privé se termine par une catastrophe. Soudain, sa police d'assurance devient très importante, en particulier la couverture de responsabilité. Les réclamations de responsabilité sont rares, mais quand elles se produisent, elles peuvent être difficiles et lentes. Pour la partie en cours de procès, c'est très stressant, effrayant, et généralement étiré sur de nombreuses années. Avoir une compagnie d'assurance peut aider à soulager une partie de cette tension.

Supposons que le NTSB conclut que l'accident dans le cas ci-dessus était la faute du pilote du Cessna 150. Il est maintenant responsable d'au moins un décès, le passager, et peut-être le coût de remplacement d'un avion à plusieurs millions de dollars. Comment leur assurance répondrait-elle ? Immédiatement après l'accident, un expert en sinistres serait envoyé sur les lieux.

Un bon expert sera une personne d'empathie qui est là pour s'assurer que vous êtes correctement indemnisé par la compagnie d'assurance avec laquelle vous avez contracté. Il ou elle est également là pour protéger les intérêts de la compagnie d'assurance

et s'assurer que l'indemnisation est justifiée. L'avocat entreprendra une enquête approfondie, notamment en parlant à toutes les parties disponibles, en analysant les preuves, en examinant la police d'assurance, en recueillant les documents et les photos pertinents, en interrogeant les autorités et en préparant un rapport pour la compagnie d'assurance.

Dans l'exemple ci-dessus, la réserve de coque sera la limite totale pour

*UN BON EXPERT
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CONTRACTÉ.*

laquelle l'avion était assuré. La réserve de responsabilité est toujours plus difficile à estimer. Dans ce cas, on peut voir avec quelle facilité la limite peut être épuisée. Par exemple, la limite de responsabilité moyenne d'un Cessna 150 est de 1 million à 2 millions de dollars et rarement supérieure à 5 millions de dollars.

Dans un laps de temps relativement court, la portion de la créance peut être déterminée et réglée avec le preneur d'assurance ou sa succession. Les dommages matériels et / ou les dommages corporels peuvent prendre

beaucoup plus de temps, souvent des années. Dans la plupart des provinces du Canada, le délai de prescription pour déposer une réclamation pour préjudice corporel est de deux ans (pour les dommages matériels, il peut être inférieur). Et il y a d'autres délais et exceptions qui devront être respectés par votre avocat.

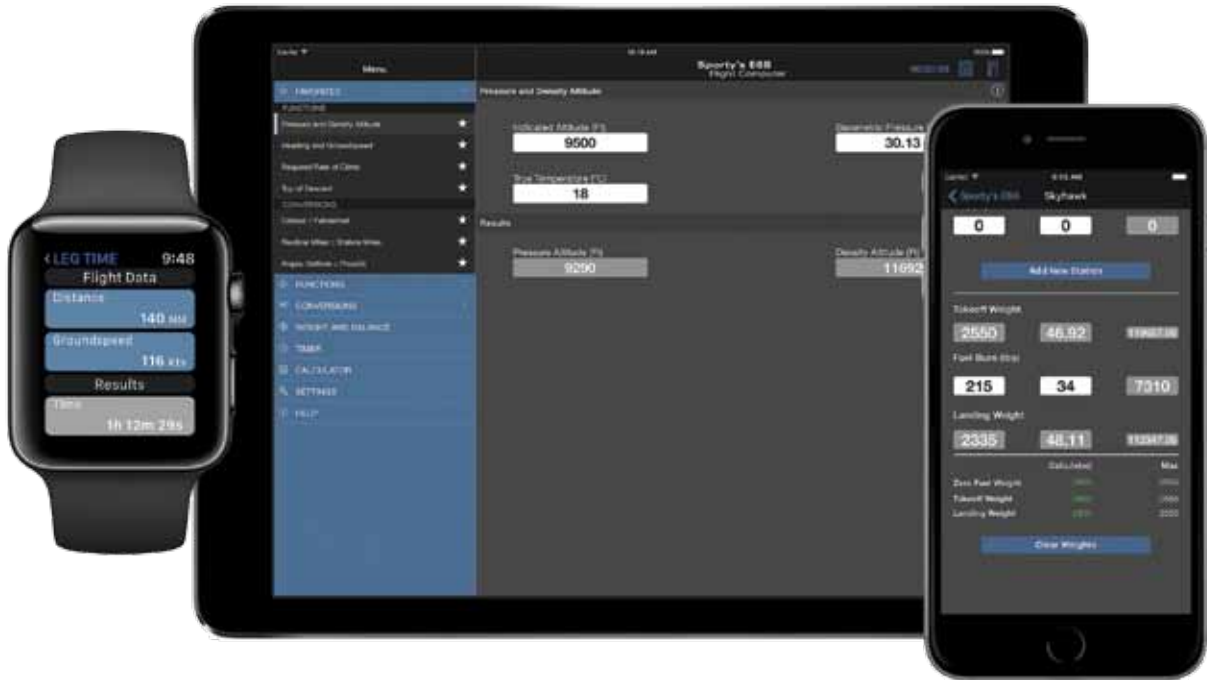
Comme mentionné précédemment, un procès de plusieurs millions de dollars, avec des factures juridiques croissantes, qui plane au-dessus de la tête depuis plusieurs années peut être stressant et même changer la vie. La compagnie d'assurance offrira un certain soulagement en nommant un avocat pour vous représenter. Dans certains cas, il ou elle essaiera de négocier un règlement sans recourir aux tribunaux, particulièrement dans les cas où le passif réel dépasse largement les limites de la police. Dans ces cas, une libération complète du tiers est requise pour recevoir l'offre de règlement. Si un règlement à l'amiable semble improbable, alors il sera décidé par un tribunal.

Tout cela pour dire que vous devriez toujours acheter le plus haut plafond de responsabilité disponible pour vous que vous pouvez raisonnablement vous permettre. Certes, l'exemple du Cessna 150 ci-dessus est à l'extrémité de l'échelle de gravité. Mais alors, l'assurance est pour l'inattendu.

Si vous souhaitez obtenir d'autres conseils sur les limites de responsabilité ou d'autres détails du programme d'assurance COPA VIP offert par le Groupe Magnes Inc., veuillez composer le numéro sans frais 1-855-VIP-COPA (847-2672) ou nous envoyer un courriel à vipcopa@magnesaviation.com. Comme toujours, nous sommes à votre service pour répondre à vos questions, vous aider à obtenir la meilleure prime et la meilleure couverture possible et vous aider à rester protégé année après année. 🛩️

MOVING AHEAD WITH TIME

APPLE'S WATCH A LEAP FORWARD IN WEARABLE TECH



Apple has turned time into an application. Apple's latest version, Watch Series 3, distills down to four models, 38 and 42 mm in size, with or without cellular connectivity. Models, all of which include a GPS with altimeter, are then varied based upon the band and type of case. With on-board Wi-Fi, Bluetooth and LTE cellular technology, the Watch will always be connected to the Internet. Apple has migrated away from the physical SIM standardizing to eSIM technology (a virtual SIM) in the LTE models and offers a variety of wristbands to accommodate the most fashion-conscious pilot. The Series 1 Watch retails at \$329, while the Series 3 retails between \$429 and \$1,819 (all prices in CAD). See Apple's website for details including the latest prices.

The Watch uses your iPhone as a hub to display content on the Watch, which is then controlled by Watch

apps. The Watch becomes an extension of the apps on your iPhone, allowing content such as photos, videos, phone calls, etc. to be displayed and controlled, including text messages and email. With wireless earbuds such as Apple's AirPods, music, videos and voice calls can be streamed to your Watch. Installation is simple but requires that your iPhone is running iOS 11.x or later. The iPhone Watch app is required to configure, update and control the Watch's behaviour. Connectivity between Watch and iPhone is via Bluetooth and/or Wi-Fi. The Watch app on the iPhone will display Watch-compatible apps, which can then be turned on or off.

There are numerous aviation apps which support the Watch, including Altimeter+, Air Navigation Pro, Bad Elf GPS Utility, FlightRadar24, FuelBurn, MyRadar, NRST, Sporty's E6B, AeroWeather and ForeFlight. I purchased AeroWeather Pro and Fore-

Flight many years ago, using them as weather and EFB tools. Some app developers, such as MyRadar, require an in-app purchase to use their Watch app. This is not the case with AeroWeather or ForeFlight. In the AeroWeather iPhone app, simply add airports into the Apple Watch Group. Only those airports will be displayed on the Watch, with the exception of nearby airports. Both decoded and raw METARs, TAFs and web cameras will be displayed on the Watch. It is critical to review the age of the METARs and TAFs as any data synchronization issues may display old data. According to AeroWeather technical support, this is a known problem with Watch OS 4.

Watch provides phone-calling as well as an SOS feature. With the phone application activated, utilizing either cellular or Wi-Fi, the Watch will provide two-way Dick Tracy-style voice communications. In preparing for a survival situation, your survival

gear should be on your person, and this is a perfect fit for the Watch. The SOS feature utilizes both the 911 and Public Safety Answering Point (PSAP) systems. In the case of an Emergency Locator Transmitter (ELT) activation, Joint Rescue Co-ordination Centres, located across Canada (sarcontacts.info/countries/canada), co-ordinate search and rescue (SAR) activities, typically dispatching a variety of SAR assets. In the case of a 911 SOS Watch call, the PSAP dispatches first responders such as police, fire and ambulance based on your location, and requires that your Watch/iPhone have cellular connectivity (help.apple.com/watch/#/ap-d4ea933124). When possible, make a 911 call using a cellular connection as location information is more accurate than when using Wi-Fi. In an aviation emergency, your ELT should be the

first device activated, with the Watch acting as a backup.

The Watch's battery lasts roughly two days between charges. It uses a magnetic charging system, so no cord is required. Unlike the previous versions, the Watch 3 is water-resistant to 50 metres, allowing the wearer to swim and shower with the watch. However, high-velocity water activities such as water-skiing should be avoided. The current version of watchOS is 4. App compatibility can be an issue when Apple updates the device's OS. ForeFlight's current version supports watchOS 3. However, if your Watch is running OS 4, ForeFlight will not communicate with the Watch. ForeFlight is currently rewriting their app to support watchOS 4, but as of press time, ForeFlight reports that they do not yet have a release date for their new Watch app.

Over time, more aviation-orientated apps will become available, providing critical data at the flick of a wrist.

As with an iPhone, Watch will be used day in and day out. With a variety of non-aviation apps, the usability of Watch is greatly expanded. As an example, personal health is something that every pilot should be tuned in to. Watch provides a variety of health apps which monitor and record health parameters. Contributing to a healthy lifestyle, Watch becomes that non-judgmental motivator that helps you tweak your diet, exercise and stress regimes during the day. Apple's Watch is a technology extension to your Apple ecosystem. With LTE wireless connectivity, your iPhone can be left at home, or in your flight bag delivering instant access to applications and content with a flick of the wrist. 🍏

Commercial UAV operators go above and beyond. Your insurance should too.

Les opérateurs de UAV commerciaux vont au-delà des choses, votre assurance le devrait aussi.



Liability Insurance for COPA Members!

COPA now offers a comprehensive program specifically designed to protect owners and operators of commercial drones.

Benefits of the program include:

- Get quotes and policies in just minutes with a fully automated online process.
- Protection at competitive rates.
- Knowledge of local laws and regulations to ensure the right coverage.

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

Assurance Responsabilité pour les membres de la COPA!

La COPA offre maintenant un programme d'assurance tous risques élaboré spécifiquement pour protéger les propriétaires et les opérateurs de drones commerciaux.

Les avantages du programme incluent entre autres:

- Des soumissions et polices en seulement quelques minutes grâce à notre système en ligne entièrement automatisé.
- Protection à des tarifs compétitifs.
- Une connaissance des lois et règlements locaux pour garantir une bonne couverture d'assurance.

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

AIG Insurance Company of Canada is the licensed underwriter of AIG Commercial and Consumer insurance products in Canada. Coverage may not be available in all provinces and territories and is subject to actual policy language. Non-insurance products and services may be provided by independent third parties.

La Compagnie d'assurance AIG du Canada est le souscripteur autorisé des produits d'assurance commerciale et d'assurance consommateur au Canada. La présente protection pourrait ne pas être disponible dans toutes les provinces et tous les territoires et est assujettie aux termes et aux conditions des polices en vigueur. Les produits et les services de nature autre que l'assurance pourraient être fournis par des tierces parties indépendantes.



Coverage proudly administered by The Magnes Group Inc. and underwritten by AIG Insurance Company of Canada. Couverture administrée fièrement par The Magnes Group Inc. et souscrite par AIG Insurance Company of Canada.



HEAR AND BE HEARD

VFR COMMUNICATIONS IN UNCONTROLLED AIRSPACE

For more than five decades, I have flown far and wide in the military, corporate and private environments. Over time, I have noted a number of deviations, extra verbiage and unnecessary duplication in VFR communications in uncontrolled airspace. Even though VFR radio work is considered acceptable, it is not kept standardized as well as the more formal and strict IFR regime. Having gradually evolved over some past decades, imperfections in this regard have become acceptable and are being perpetuated through the teachings of our flight schools. A few articles on this subject have recently been published in different aviation venues and one of mine appeared in Quebec in the magazine *Aviation*. Since it was a lengthy text, I offer COPA a few short articles for perusal of the membership.

TC's direction in this regard is as follows: Aeronautical communications should be brief, clear and standardized (COMM5.9). Also, special emphasis is to be placed on the standardization of aeronautical phraseology in order to promote understanding of messages and so reduce the length of radio transmissions. It is in this perspective that our CAR's, TC's AIM, their phraseology guide, videos and posters have been produced, and also the objective of this series of articles.

First, I would like to state the following premise: Pilots flying in and around uncontrolled airports and airspace must essentially assume the role of ATC controllers and broadcast the same information that would be required of them for flights in Tower and Terminal Control Zones and Areas using appropriate phraseology. And this should apply equally on the ground as in the air. The different points being addressed hereafter will



be covered sequentially as in a typical flight, three of which I will cover in this first article.

AWAS\LWAS often not taken advantage of. This automatic equipment has been installed at many airports to provide current weather reports to departing and approaching aircraft. Mentioning its reception on initial contact with the operator will avoid an unnecessary repetition of the information while reducing air time on the frequency. Also, this information can be very helpful during long cross country flights to get the local altimeter settings and actual weather along the way. Of course, ForeFlight and such offer more in this regard. So, just like before contacting Ground Control or the Tower where taking the ATIS is required beforehand, we should do the same when operating at an MF or ATF that offers the service. A typical transmission would be: 'XXX Unicom, Cessna 172 FABC, with the information, taxiing Alpha to hold short of RWY XX'.

Altimeter Setting not read back. The practice of repeating an altimeter setting when provided by an agency is universal and intended to ensure that the data is correctly understood and set on the instrument.

Departure Intentions omitted. In a control zone, these intentions are provided to Ground prior to taxiing and will be followed by the Tower issuing a specific heading and altitude to be complied with. Elsewhere, it is required to follow the procedure as it is stated for an MF which states that the pilot-in-command SHALL report his departure procedure intentions before moving onto the take-off surface. Note that broadcasting these intentions before take-off negates the need to do so on initial climb out and gives timely notice of the intended flight path to all aircraft operating in the area. And, in so doing, allows constant concentration during this critical phase of flight. Different examples follow: 'XXX radio\Unicom\Traffic, FABC take-off RWY XX touch-and-goes, or for the circuit, or for local 30 minute flight to the South 2000 feet, or departing Westbound VFR for CYXX 4500 feet'.

The following videos produced by SmartPilot.ca are recommended viewing:

<http://smartpilot.ca/flying/airmanship-videos/10-airmanship/airmanship-videos/689-uncontrolled-aerodrome-intro>

<http://smartpilot.ca/flying/airmanship-videos/10-airmanship/airmanship-videos/690-departing-an-atf-aerodrome> 🇨🇦

AMÉLIORONS NOS COMMUNICATIONS VFR HORS ZONES CONTRÔLÉES

Depuis plus de cinq décennies de pilotage, j'ai passablement roulé ma bosse dans l'aviation militaire, corporative et privée.

Depuis plusieurs années, j'ai graduellement pris conscience de nombreuses déviations, d'ajouts et de dédoublements inutiles dans nos communications VFR en région non-contrôlée.

Or, la qualité des communications des aéronefs VFR, bien qu'acceptable, est peu formellement normalisée, contrairement à celle du régime IFR. Prises pour acquises, les déviations qui se sont développées au cours des décennies, sont devenues pratiques courantes et perpétuées de génération en génération par nos écoles de pilotage. Quelques articles ont paru récemment dont un des miens publié dans la revue québécoise Aviation. Ce dernier article étant plutôt long, je propose une série d'articles pour le bénéfice des membres de la COPA.

La réglementation stipule que les communications aéronautiques doivent être brèves, claires et standardisées (COMM 5.9). Plus particulièrement, je cite : 'Une emphase particulière est placée sur les méthodes de radiotéléphonie normalisées qui ont pour objet de promouvoir la compréhension des messages et ainsi de réduire la longueur des communications'. C'est dans cette optique que le RAC, l'AIM de Transports Canada, ainsi que leurs guides phraséologiques, affiches et vidéos ont été élaborés, et en est le but de ces articles.

À prime abord, il convient d'énoncer la prémisse suivante: Tout pilote évoluant à l'intérieur et aux environs d'aérodromes et d'espace non contrôlés doit en quelque sorte assumer le rôle d'un contrôleur aérien et émettre des informations identiques à celles exigées au sol et en vol pour opération en zones et espaces contrôlés, et cela



en utilisant une phraséologie conforme. Les différents points couverts suivront l'ordre séquentiel d'une envolée dont les trois ci-après.

AWAS\LWAS sous-utilisés. Au sol avant de circuler et à l'arrivée, l'on doit écouter les informations lorsque ces équipements sont en opération, et cela, pour deux raisons: d'abord, pour connaître les conditions actuelles à l'avance, et aussi, pour éviter à l'opérateur radio local d'avoir à les transmettre, ce qui par le fait même réduira la durée de son temps en ondes. Aussi, durant un vol-voyage, elles sont source de météo locale et du calage altimétrique avoisinant - les nombreux logiciels publiques de navigation en fournissent encore plus. Donc, tout comme dans une zone contrôlée où l'ATIS doit avoir été écouté avant de contacter le Sol ou la Tour, nous devrions adopter cette pratique pour les zones MF et ATF. Un message typique serait: "Cessna FABC, circule sur Alpha à l'écart de la piste XX, avec les informations"

Relecture du calage altimétrique reçu. La pratique de répéter un calage altimétrique est universelle et a pour but de s'assurer que la donnée soit correctement comprise et calée sur l'altimètre de l'aéronef.

Intentions de départ généralement omises. Dans une zone contrôlée, Ces informations sont normalement demandées sur la fréquence sol avant de circuler. Par la suite, la tour donnera

une autorisation spécifique qui inclura la direction et l'altitude auxquelles se conformer. Ailleurs, il faut se conformer à la directive non-équivoque stipulée pour une zone MF comme suit: les intentions pour la procédure de départ DOIVENT être transmises avant de s'engager sur la surface de décollage. Ainsi donc, tout aéronef approchant ou opérant à l'intérieur de la zone locale sera avisé du parcours du trafic prévu. De plus et par le fait même, cela annule le besoin de les transmettre en montée initiale et permet une meilleure concentration sur les paramètres de cette étape critique d'une envolée. Voici des exemples de message pour les différentes situations : 'Unicom\Trafic de, C172 FABC, décollage piste XX, VFR Sorel, 3500 pieds, virage à droite ou pour le circuit et posés-décollés ou pour vol local vers l'est, 2000 pieds'

Voici deux vidéos pertinentes produites par Pilote.Averti.ca :
<http://piloteaverti.ca/fr-FR/airmanship-fr/videos-de-discipline-aeronautique/84-fr-airmanship/videos/726-introduction-aux-aerodromes-non-controles>
<http://piloteaverti.ca/fr-FR/airmanship-fr/videos-de-discipline-aeronautique/84-fr-airmanship/videos/728-atterrissage-a-un-aerodrome-a-frequence-de-traffic-d-aerodrome-atf>

ON THE HORIZON

EVENTS ON THE HORIZON

MAY 2018

MAY 5, VERNON, BC: Vernon Flying Club, COPA Flight 65, will hold its annual "Rust Remover" recurrent pilot training on Saturday 5th of May 2018. Registration 0800 hrs. Training sessions 0900 to 1500 hrs with lunch supplied. Visit their website <http://www.vernonflyingclub.org/> for more information.

MAY 5, ROCKY MOUNTAIN HOUSE, AB: COPA for Kids day in Rocky Mountain House (COPA Flight 166) for May 05/2018, rain date May 12/2018.

MAY 5, BLOOMFIELD, ON: All Welcome to Quinte Flight #53 Pilot Recurrent Safety Seminar. Held at Picton Airport. CNT7. (In the Mess Hall.) 1000 till 1200. Valid Transport Canada stickers provided for logbooks.

MAY 5, BRAMPTON CNC3 — 18:00 Chili Party — Our annual kick-off to the summer season, this is one of the Favourites. A full pot-luck banquet with salads and desserts. Cost is nominal, no charge to those bringing chili. Salads, desserts and rolls will be provided. Bring a full pot! RAA-TR Hangar, north end of Brampton airport. Pres. Pres. Fred Grootarz, 905 212-9333, fred@acronav.com; V.P. Alain Ouellet, 416-709-2020, aouellet@icecanada.com

MAY 6, RED DEER, AB: COPA Flight 92, Red Deer Flying Club is having its annual fly in/drive in pancake breakfast on Sunday, May 6, 2018, from 8:00 a.m. until 11:00 a.m. at the Sky Wings Hangar, Red Deer Regional Airport. Please visit www.reddeerflyingclub.org for more information, or email jimthoreson@shaw.ca.

MAY 6, PENTICTON, ON. Penticton Flying Club, COPA Flight #50, will be hosting a COPA For Kids event on May 6th from 0900 to 1200 at CYYF.

MAY 12, DRAYTON VALLEY, AB: (Rain Date May 13) Fly in Breakfast, Drayton Valley (Flight 186) at CER3 8am to 11am. Donations for meal. Fly or drive in. Contact Jason Colby 780-542-1485.

MAY 12, SOUTH RIVER, ON. CPE6 South River/Sundridge Airpark, Pancake and sausage fly-in. Fly, drive, bike or walk. Come out to meet the new airport owner. Pancakes served from 9:00am to Noon. This a rain or shine event.

MAY 12, BOUNDARY BAY, BC. COPA Flight 5 — Boundary Bay Flying Club is hosting a

COPA For Kids event at Boundary Bay Regional Airport CZBB Website: <http://copa5.wordpress.com/copa-for-kids>.

Contacts: Allan Anderson, allan777@telus.net, 604-531-9167. Bruce Prior, b.prior@ieee.org, Cell 604-418-151. Henry Ilg, hhlgl@direct.ca, Cell 604-306-5245

MAY 12, BONNYVILLE, AB: 10am to Noon, Flight 90 / the Bonnyville Flying Club will be holding its annual rust remover where we will review a multitude of changes in the past year for aviators as well as review some of the basics. This is a great opportunity to meet your recency requirements and meet some new friends too. The event is open to the general public. Kindly RSVP to Edgar Simard, CFI, Lakeland Flight Services, 780-573-0130. Hope to see you there.

MAY 12, KAMLOOPS, BC: Flight 82. PrepAir Rust Remover CYKA Kamloops presented by Nav Canada - May 12. Kamloops. Qualifies for bi-annual refresher. Cost: \$FREE — lunch included. www.prepair.ca.

MAY 13, SUNDRE, AB: Flight 146 The Sundre Flying Club is hosting a Fly in Drive in breakfast on Mothers Day May the 13th 2018 at the Sundre Airport CFN7 from 8AM till noon. Adults \$8.00...12 and under \$4.00. Everyone welcome. Come and see aircraft and classic cars. For more information call Bruce at 403-638-3215.

MAY 16, LETHBRIDGE, AB: Lethbridge Sport Flyers/COPA flight #24, will be holding a COPA for Kids fly day on Saturday 12th May 2018 (weather day will be Saturday 26th of May), at the Lethbridge County Airport.

MAY 19, WESTPORT, ON: (CRL2) - COPA Flight 56: Annual Fly-In / Drive-In Breakfast hosted by the Rideau Lakes Flying Club. Breakfast served from 8:00 a.m. until 11:00 a.m. for a donation to the Club. Runway 07/25, 3118 Com. 123.2 Co-ordinates (N) 43 39 93 (W) 76 23 92. Come join us for a great introduction to the summer near the fabulous town of Westport, Ontario. View the planes in the morning and enjoy the Westport in the afternoon. Fun for the whole family. For more information, please contact Mike Miles at 613-276-6276 (drmikemiles@gmail.com) or Bill Green at 613 273-5282 (greenwj@rideau.net). Please note: rain date — May 20 (same time)

MAY 19-20, STANLEY, NS: Stanley Sport Aviation Annual Fly-In breakfast. Saturday & Sunday, May 19th & 20th. 8 AM to 12 Noon Both days. Stanley Airport, NS, CCW4. N45 06 02 W63 55 14. Airport Ph: (902) 632-

2251. Recurrency Safety Seminar Saturday, May 19th 13:00 Hrs. NASCAR All Star Race on the big screen Saturday evening, 19th. For more info contact Debbie Murley, dmmurley@hotmail.com Ph: (709) 634-1931

MAY 26, ABBOTSFORD, BC: Flight 83. Wings «n» Wheels at Abbotsford Flying Club (CYXX). Saturday May 26th 08:00 to 15:00. All welcome. Airplane, Car and Motorcycle awards. Grass area parking around clubhouse. Early arrivals and camping available Friday. Free and friendly event, no registration. Free coffee 08:00. Brunch 9:30 to 12:00 \$8. Live music. Cash Draws, Awards 12:30. Ruth: 778.808.5887 Ed: 604.538.3814. info@AbbotsfordFlyingClub.ca www.AbbotsfordFlyingClub.ca

MAY 26, CHATHAM KENT MUNICIPAL AIRPORT (CYCK), ON. Breakfast and Safety seminar. Hosted by COPA Flight 203. Flying in Class D and C airspace. Fly in or drive in. Breakfast 8:30am to 10:00am. Safety Seminar starts at 10:00am. All for \$25, seminar only for \$10. Qualifies for Recency - Bring your log book and Pilot license number. 8528 Fourteenth Line Merlin.

MAY 26, TORONTO, ON: Flight 32 is hosting along with Porter FBO, a COPA for Kids event at YTZ, Billy Bishop Airport in Toronto between 1000-1400. For any questions, please contact Peter at 416 930 7360.

MAY 26 (27TH RAIN DATE), MIDLAND/HURONIA, ON: CYEE, UNICOM 122.85: Joint Fly-In and Canadian Vintage Motorcycle Club swap-meet and gathering. The Motorcycle club will be collecting an admission fee on the street side. Fly-In visitors are free. Food services will be available all day at the RAA food trailer. For more information, please contact the airport at 705-526-8086 or the airport website at www.huronaiairport.com

MAY 26, BORDEN, ON: Flight 84 Hangar Doors Open and fly in Pancake breakfast. 0900 to 1200. All welcome. events@bordenflyingclub.com

MAY 27, CAMROSE, AB: Camrose Flying Club / COPA Flight 137 annual Fly-in Breakfast from 0700h to 1200h.

MAY 27TH, BARRHEAD, AB (CEP3) 9th Annual Fly-In / Drive In Breakfast. 8:00 - 11:00 AM. \$8.00 per person, kids 8 and under free — all you can eat. 100 LL fuel available, excellent ramp & grass parking. 07/25 - 3000 x 100 hard surface, 123.2 com., 122.55 AWOS, Elev. 2120». Contact; Wade @ 780-674-0142 or wade.evans1@gmail.com

ON THE HORIZON

MAY 30-JUNE 3, CALGARY, AB:

The Canadian Aviation Historical Society holds its 55th Annual National Convention and AGM in Calgary. «Canadian Aviation Then and Now» is the theme. Outstanding speakers will explore historical and current aspects of civilian, military and industrial aviation at the Sheraton Cavalier Hotel. Tours are set for the Bomber Command Museum in Nanton, The Hangar Flight Museum and more. The convention is open to all: university students, aerospace industry professionals in aviation or heritage associations and aviation enthusiasts of every kind. Consult www.caahs.ca for registration and updates or contact Bert Furlong at furlongb@shaw.ca, phone 403-252-3246.

JUNE 2018

JUNE 2, PRINCE GEORGE B.C. Copa flight #79 Central B.C Flying Club is holding a fly in breakfast starting at 8 am at the clubhouse to about noonish. By donation. Longest flight and draw prize. Contact John Hebb at johnhebb@telus.net

JUNE 2, PITT MEADOWS, BC.

COPA Flight #16 & COPA Flight #194, Aero Club of BC and BCGA and the Pitt Meadows Regional Airport are hosting a fly-in as part of the community airport day. Highlights include, Fly-Mart, Fuel Sale, Aircraft and Cars on Static Display, Ariel Displays, Food Trucks and much more. For more information visit www.bcaviation.ca/ypk2018. At 1300 - 1800.

JUNE 2, KAMLOOPS, BC: COPA Flight 82 COPA 4 KIDS - We welcome COPA Member Pilots with aircraft & non-pilots to join in and give kids their introduction to aviation. 0900 First Session and 1300 for the second. Contact: kamloopsflyingclub@gmail.com or www.kamloopsflyingclub.com

JUNE 3, PITT MEADOWS, BC:

The British Columbia Coast Chapter of the Ninety-Nines (International Organization of Women Pilots) will hold its 37th Poker Run in June of 2018. 99s POKER RUN - SUNDAY, June 3 (rain date June 10), Pitt Meadows, BC (CYPK): Open to all pilots . . . everyone welcome. Choose from 8 airports: Abbotsford, Boundary Bay, Chilliwack, Delta Airpark, Langley, Squamish, Victoria, Pitt Meadows (terminus). Support aviation scholarships and have a great day flying for prizes! For more information visit www.bccoast99s.com or BC Coast 99s on Facebook, or email bccoast99s@gmail.com

JUNE 3, SMITH FALLS, ON:

Smiths Falls Flying Club Annual Fly-In Breakfast. Sunday June 3, 2018. The Club & COPA Flight 100 have been holding this event since 1964.. Breakfast is served from 7:30am to 11:30am rain or shine. So Fly-In or Drive-In and enjoy a day at the airport. Location is at the Smiths Falls Airport (CYSH). 102 Van Exan Drive, Montague, Ont. (11 kms east of the town of Smiths Falls off Roger Stevens Rd.) <http://www.smithsfallsflyingclub.com> Airport# 613-283-1148

JUNE 3, UNITY SK: AIRPORT DAY Flyin/Drive in Everyone welcome 10AM to 2PM Brunch for all Contact [306] 228 8031 rayash.frisbee@sasktel.net or Maynard Slater [306]228 2835.

JUNE 3, OKOTOKS, AB: Fly-In Breakfast from 800-1200 hrs. We are partnering with the Foothills Composite High School Falcons Flying Club (<https://goo.gl/WQ2tfc>) and all donations will be made to support the Falcons Flying Club, the simulator and the students showing interest in aviation.

JUNE 3, REGINA, AB: 10am-4pm - Regina Flying Club Open House. All things aviation

including static aircraft displays, city tour flights, booths for aviation interests.

JUNE 9, MELFORT, SK: COPA Flight # 182. COPA FOR KIDS. Date: Saturday June 9th, 2018. Alternate: Sunday June 10th, 2018. Where: Melfort Airport. Time: Flying starts at 9am. Preregistration available: Contact Trent Rae 306 921-7926cel or email: trent.rae@fyidoctors.com or register at 8:30 that morning.

JUN 9, RIMOUSKI, QC : Association Aéro-Sportive de Rimouski — Club COPA 202 (CYXK). 9 juin 2018. Rendez-vous aérien et portes ouvertes. Au programme : Dîner hot-dogs de 11h30 à 14h00, breuvages, cafés, collations. Visite des installations de SOPFIM et de l'aéroport, simulateur (Beech Baron 58). La plus cordiale des bienvenues ! Remis au lendemain en cas de pluie. / 9 June 2018. Fly-in and open doors : lunch with hot-dogs from 11 :30 to 14 :00, beverages, coffee, snacks. Tour of the installations of SOPFIM and of the airport. Simulator on-site (Beech Baron 58). A warm welcome ! Postponed to 10 June 2018 in case of bad weather.

JUN 9, DRAYTON VALLEY, AB: (Rain Date June 10) Copa for Kids, Drayton Valley (Flight 186). Contact Jerry Greiner 780-621-2555 for info.

JUN 9, EDMONTON, AB: COPA Flight 176 is holding a Fly-In Breakfast followed by our annual Rust Remover. Please register for the Rust Remover on our website. Registration fee \$30 prior to June 1. After June 2 and at the door \$40. TIME: Fly-In Breakfast: 8:00-10:00. Rust Remover: 10:30-15:00 (complies with Transport Canada Recurrency Requirements). LOCATION: Villeneuve Airport - CZVL. CONTACT: Janis - treasurer@copaedmonton.ca REGISTRATION: www.copaedmonton.ca



Join us for COPA's annual Canadian Oshkosh party!

Gather with fellow Canadians at the Partner Resource Centre for our annual get-together. Free food, cold beer, prize draws, and air-conditioning to cap off a day at AirVenture.

**TUES. JULY 24, 2018
5:30 - 7:30pm**

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



ON THE HORIZON



JUNE 9, MELFORT, SK: COPA Flight # 182 COPA FOR KIDS: Date: Saturday June 9th, 2018. Alternate: Sunday June 10th, 2018. Where: Melfort Airport. Time: Flying starts at 9am. Preregistration available: Contact Trent Rae 306 921-7926 cel or email: trent.rae@fyidoctors.com or register at 8:30 that morning.

JUNE 9, ON: 99s Poker Run Saturday June 9, 2018 Raindate June 10, 2018. Participating Airports; Burlington, Brampton, Collingwood, Oshawa, Peterborough, and Lindsay. Terminus; Buttonville. Start- 9:00. Finish-3:00. Contact Robin Hadfield 705-309-3007. www.firstcanadian99s.com 1 hand for \$10.00. 5 hands for \$30.00

JUNE 9, WIARTON, ON: Annual Air and Auto Extravaganza for Copa Flight 68. The event is for Aircraft Display and Auto and Motorcycle Display. Hanger Vendor Market and More. June 9, 2018 10:00 A.M to 4:00 P.M.

JUNE 10, CARMAN, MB: The Carman Flyers Group (CFG) is again hosting its annual Airport Day. Special attractions this year include displays of several types of aircraft-Tiger Moth, Harvard, Cornell, a glider and Ag Spraying aircraft. Displays of model aircraft, a working flight simulator, and kids activities round out the day. Admission is free with brunch being sold from 9:00 am -1:00 pm. Airport located 1.5 miles south of Carman beside Hwy #3. Info: John Carley @ (204) 745-0426; email:jcarley@mymts.net. Freq. 123.2.

JUNE 10, DISLEY, SK: EAA South Sask. Chapter 154 are holding our 26th annual fly-in drive-in breakfast at Disley, Sask. CDS2. We will be serving pancake's, bacon, eggs, strawberries and whipped cream as well as juice and coffee. It will run from 0800 to 1100. Bring your friends with you to see some interesting aircraft. Adults \$10.00 kids twelve and under \$5.00. For more info please contact Vic Zubot 306-731-2249 or Ron Wood at 306-751-1064.

JUNE 10, COBDEN, ON (CPF4): COPA Flight 124, Champlain Flying Club, host their annual Fly-in/Drive-in/Walk-in Breakfast and open

house from 0700 to 1100 hrs. Lots of great food and down home music. For more information please contact Bob Braden at braden.robert1@gmail.com or phone 613-432-2815

JUNE 10, INNISFAIL, AB: Flight 130 is hosting their Annual Fly-In Pancake Breakfast at the at Innisfail Airport (CEM4) Between 700-1100. www.cem4.ca

JUNE 10, BONNYVILLE, AB: Flight 90 / The Bonnyville Flying Club (CYBF) is hosting our annual fly in / drive in pancake breakfast with all the sausage, bacon, and eggs you can eat. Event starts at 7:00am and runs until 11:00am. We will be cooking rain, shine, snow, or sleet. For more information please contact Kurt Richard at 780-812-0332. We hope to see you there.

JUNE 10, MANIWAKI, QC: The GA community is invited to join in the fun at the Maniwaki airport (YMW) from 10:00 to 16:00. The general public is also invited. We will be serving delicious specialty sausages and side dishes from 12:00. Different activities will be taking place throughout the day. Campers are welcome (free), pilots' lounge available. For info: 819-449-6103, flyincymw@gmail.com or cymw.ca.

10 JUIN, MANIWAKI, QC: Nous invitons la petite aviation à se joindre à nous pour une journée de plaisir à l'aéroport de Maniwaki (YMW) de 10h00 à 16h00, où le grand public est également convié. Nous servirons de délicieuses saucisses de charcuterie et des accompagnements à partir de midi. Différentes activités prendront place au cours de la journée. Les campeurs sont les bienvenus (gratuit), avec accès à une salle pour les pilotes. Pour info: 819-449-6103, flyincymw@gmail.com ou cymw.ca.

JUNE 10-15, CAMP ANJIGAMI, ON: Fly from Otsego Lake's splash-in, directly to Camp Anjigami, then fly directly to Grand Marais' splash-in. Make it a week of flying, a splash-in "Trifecta"! Where: Camp Anjigami, Ontario, Canada (N047.50.36 W084.35.36) Cost: \$150.00 USD per person / per night (stay 1 - 4 nights) (plus HST tax) (This special rate applies to this event only) Price includes: Accommodations (2 adults per room), Meals (BYOB), Boats motors and gas (2 per boat), Advice and help with border crossing (Procedures can be found @ www.CampAnjigami.com, click seaplanes, border crossing). Does not include the cost of fishing licenses (www.Ontario.ca/outdoorscard). RSVP required, please call or email as soon as possible, accommodations are limited. williams@CampAnjigami.com or (239)588-0560.

JUNE 12-14, WATERLOO, ON: CBAA 2018 Convention & Exhibition. Be informed and empowered with information from respected subject matter expert, streamed sessions, and specially-priced certified professional development workshops. Do business with over 80 suppliers at our exhibit and static and build relationships at casual networking opportunities like the Hope Air golf tournament, Fun Night and more.... Only an hour's drive (or an 18 minute flight) from Toronto Pearson. goo.gl/6VPFA9

JUN 16, WALKERTON, ON FLIGHT 54. CYHS Hanover Saugeen COPA For Kids. 0830 registration, 0930 flying start and 0200 flying finish.

JUNE 16, KELOWNA, BC: Flight 36 COPA For Kids at the Kelowna FLying Club on June 16th!

JUNE 16, VIRDEN, MB: Virden Area Flying Club is hosting a Fly-in breakfast at CYVD. Breakfast served from 08:00 to 11:00 hrs. (CDT). Pancakes, eggs, ham, toast and fruit. Rwy 08-26. X wind 13-31 (grass). Fly in, drive in or walk in, everyone welcome. For info contact John @ 204 851-6230 or Noreen @ 204 748-5567.

JUNE 16, FORT ST JOHN, BC. Alaska Highway Flyers Flight #180 are planning a COPA for Kids Day (rain date June 17, 2018). Fort St. John BC airport CYXJ. Contact stevehorychun@gmail.com for more information.

JUNE 16, SMITH FALLS, ON: Pleased to announce Flight 100 (Smiths Falls Flying Club) COPA for Kids event will occur at 0900-1200 hrs at the Smiths Falls Aerodrome (CYSH).

JUNE 16-17, SHERBROOKE, QC (CYSC): Les Faucheurs de Marguerites, COPA Flight 37, is proud to invite all COPA members and the aviation community to its 24th annual fly-in, hold at the Sherbrooke airport. A lot of aircraft of all kinds, a fly market, static displays, work shops, exiting conferences and seminars, home built/restoration contest, commercial exhibit, aircraft manufacturers, aircraft clubs and more. Saturday night special dinner, movies and signers. Free camping on site. Contact Real Paquette 819 878-3998; send us an e-mail at lesfaucheurs@hotmail.com; or visit our website at www.lesfaucheurs.com.

JUN 16-17, SHERBROOKE, QC (CYSC): Les Faucheurs de Marguerites, COPA Envol 37, est fier d'inviter tous les membres de COPA et toute la communauté d'aviation récréative du Canada, à son 24ième rendez-vous aérien annuel tenu à l'aéroport de Sherbrooke. Au menu: beaucoup d'aéronefs de tous genres, marché aux puces, avions en démonstration

ON THE HORIZON

statique, ateliers de construction amateur, conférences et séminaires, concours de construction et restauration d'aéronefs, comptoir commerciaux, manufacturiers d'avions, clubs d'aviation, souper festif du samedi soir, projection de film, chanteurs, restaurant sur place. Tours d'avions et d'hélicoptères si la météo le permet. Camping gratuit sur place. Contactez Réal Paquette au 819 878-3998, ou écrivez-nous à lesfaucheurs@hotmail.com. Visitez www.lesfaucheurs.com.

JUNE 17, PICTON, ON: Picton, Ontario, CNT7. COPA Flight 53 will host our annual Father's Day Flyin, Sunday, June 17th at the Prince Edward Flying Club. Best breakfast anywhere! \$10 donation. Information call Jeff or Jackie Douglass at 613-471-1868

JUNE 17, CORNWALL, ON: Cornwall Flying Club / COPA Flight 59 - Father's Day Fly-In Breakfast. Time: 8:00 to Noon. Location: Cornwall Regional Airport (CYCC). 19403 Airport Road, Summerstown, Ontario. \$8 per person, \$5 for kids under 8. Participate in our Mont Tremblant Raffle. Only 400 tickets will be sold at \$5 for a chance to win this prize valued over \$600. Drive or fly in with the whole family!

JUNE 21-23, SAINT JOHN, NB (CYSJ): The Atlantic Flight Centre and COPA Flight 193 (Saint John) will be hosting the 2018 COPA Convention and Tradeshow. Stay tuned for more details.

JUNE 23, LINDSAY, ON: Kawartha Lakes Flying Club (COPA Flight 101 Lindsay) is again this year holding a COPA For Kids at the Kawartha Lakes Municipal Airport, CNF4. This year's date is Saturday June 23rd with a rain date of Sunday June 24th. Please contact Bob Burns, president Kawartha Lakes Flying Club, for further details at 705-324-8027

JUNE 23, MIDLAND, ON: COPA for Kids event for Flight 73 to be held at CYEE on Saturday, June 23rd. Our hours of participation will be 0800 to 1300. 705-529-2467

JUNE 24, SCOTSFIELD, NB (CCF9) COPA FLIGHTS 2 AND 86: All pilots and friends are invited to a special Fly-in to acknowledge and honor Ernie McLean who is a former Director of COPA and who has supported the flying community in the Maritimes for more than 40 years. Breakfast, brunch or lunch will be served from 8am to 2pm. Antique, Sports Car Clubs and Paragliders have also been invited to attend. Nearest fuel available at CYFC and emergency 91 Octane available on site. For more information please contact me by email at peter.forbes@nb.aibn.com



REGULARLY HELD EVENTS

AIRDRIE, AB: COPA Flight 134 regular monthly meeting. 1st Thursday of the month at 19:30 held at Airdrie Airport (CEF4) - 4.5 kms east on Yankee Valley Blvd off Highway 2. For more information, please see our website www.airdrieflyingclub.ca or email us via the web contact form.

BEAVERLODGE, AB: Flight 184's monthly meeting is held on the third Tuesday of the month at 1930 hrs in the Board Room on the second floor of the Grande Prairie Airport Terminal Building.

BONNYVILLE, AB: Flight 90's monthly meetings held the last Monday of each month at 1900. Held in the terminal building at CYBF.

BORDEN, ON: Flight 84's Monthly meetings are held on the third Thursday of the month at Edenvale Aerodrome (CNV8) at 1900h. www.bordenflyingclub.com.

BOUNDARY BAY, BC: Flight 5's monthly meetings are held every second Wed of the month, 19:30 at Delta Heritage Air Park (CAK3). No meetings in July and August.

BRANTFORD, ON: Flight 148's Monthly meetings are held on the third Wednesday of each month, at 1900 hrs, Brantford Flying Club.

BRAMPTON, ON: CNC3 18:00 Monday Night BBQs begin! Every Monday night from June 11th to Sept. 3rd. Join us for our Legendary Monday Night summer BBQ. Going strong into our 12th season. Burgers, sausage, and all fresh trimmings. Nominal cost. RAA-TR Hangar, north end of Brampton airport.

Pres. Fred Grootarz, 905 212-9333, fred@acronav.com ; V.P. Alain Ouellet, 416-709-2020, 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.

CALGARY AB: Flight 114. Meetings are held on the second Wednesday of the month starting at 1900 to 2100. Location is the Hangar Flight Museum (formerly the Aerospace Museum of Calgary) - 4629 McCall Way NE, Calgary, AB T2E 8A5

CARLETON PLACE, ON: Flight 121's Monthly meetings are held on the last Saturday of every month at 1000h at the Carleton Place Airport.

CHARLOTTETOWN, PEI (CYYG): COPA Flight 57/PEI Flying Assoc. Every Saturday at 0800 hrs join our members for breakfast at Razy's Roadhouse, 161 St. Peters Rd., Charlottetown. Also on the first Saturday of the summer months we have our Saturday Fly-in & Burgers from 1200 until 1400 hrs. No

ON THE HORIZON

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: COPA YCK will host their monthly meetings every Second Monday of each month at 1900h. Hosting Summer BBQs on Monday nights beginning June 11th at 5:30pm. Holidays will be cancelled.

CLARENCE-ROCKLAND, ON: Flight 132, Embrun. Meetings every first Thursday of each month at 20:00 at 3984 Indian Creek Road, city of Clarence-Rockland.

CORNWALL, ON: Flight 59's Meetings are the 2nd Saturday of each month at 9 am at Cornwall Regional Airport (CYCC).

DAWSON CREEK, BC: Flight 183, Mile Zero Dawson Creek holds their monthly meetings every last Thursday of the month. 250-782-6876.

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.

FREDERICTON, NB: Flight 2. Meeting times are 2nd Tuesday of each month at the Bloor Street Church in Fredericton at 7 pm.

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.

GUELPH, ON: COPA Flight 1's meetings will be held the first Tuesday of the month, 1930hrs at the Guelph Airpark Café.

HANOVER, ON: Flight 54 Monthly meetings on every 2nd Saturday of the month at the CYHS SMA Boardroom from 0930 to 1030. Everyone welcome!

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 eahighriver@shaw.ca. Visit our website at www.eahighriver.org for more details.

HINTON, AB: COPA Flight 126 is also the Hinton Flying Club. Meetings on the second Friday of the month at 2000 hrs at the Hinton/Entrance Airport Clubhouse/Terminal Building.

INNISFAIL, AB: Flight 130. Innisfail Flying club members meet every third Thursday for each month. (Except July and August) The meeting is held at the Innisfail Terminal Building at 19:30.

KAMLOOPS, BC: COPA FLIGHT 82 CYKA (KAMLOOPS) - Flying Club Monthly Meeting — First MONDAY of every month — 7:00pm Social 7:30pm Meeting. Business, Social & Aviation Topic Presentation (video or guest speaker). Join us to talk flying and support General Aviation in Kamloops! New members always welcome! Contact: kamloopsflyingclub@gmail.com or www.kamloopsflyingclub.com

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>.

KINGSTON, ON: COPA Flight 109. Monthly meetings held at 0930hrs - 1100 at Fred Brown Rd (Camden East Airfield, CCE6) on the 1st Sunday in each month.

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/>

LAC LA BICHE, AB: COPA Flight 165. Monthly meeting held every second Tuesday at CYLB terminal building. AGM on or before October 1 each year. <http://www.laclabicheflyingclub.ca>

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 Thiessen at 403-327-8808 or send us an email at Lethbridge-Sport-Flyers@telus.net.

LINDSAY, ON: Kawartha Lakes Flying Club COPA Flight 101 has a regular monthly meeting on the 1st Wednesday of each month at 1900 at LCVI High School, 260 Kent Street

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West, in Lindsay. Enter through the cafeteria's east door. We meet to discuss various club events with a focus on promoting aviation interest within the Kawartha Lakes. No meetings are held in July (BBQ) and December (Christmas Party). The Kawartha Lakes Municipal Airport, Lindsay consistently has the lowest fuel prices and the Airport View Restaurant, a "pilot's restaurant," serves up what are commonly referred to as, "The World Famous Butter Tarts." The 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.

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

MIRAMICHI, NB: Flight 39. Monthly meetings 1st Sunday of every month at 7:30 pm.
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. Co-ordinates are lat 49.1683°, long -124.0357°. For more information, please contact Don at 250-758-3540 or president@nanaimoflyingclub.org. Visit our website www.nanaimoflyingclub.org.

NORTH BAY, ON: Meetings are held on the 2nd Monday of each month (except during June, July & August) at 19:00. Meeting locations vary, Please call for info: 705-495-1561.

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 foothillsflyingclub@icloud.com or 587-226-9753, or visit our website at <http://www.foothillsflyingclub.com/>

OLDS/DIDSBURY, AB (CEA3): Monthly Meetings held every first Tuesday of the month at Olds-Didsbury Airport at 1930 hrs. 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.

L'ORIGNAL, ON: CPG5 East Hawkesbury airport every first Saturday of the month for breakfast from 0830 to 1100.

Oshawa, ON: Flight 70's meetings are held on the first Thursday of Every Month at 7:30 PM at 420 Wing Oshawa

PONOKA, ON: COPA Flight 187 monthly meeting is held on the first Monday of every month at 1900, at the airport terminal.

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.

PETERBOROUGH, ON: Flight 34's meetings are every 2nd Wednesday of the month, 7:00 pm, Peterborough Airport Terminal.
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, co-ordinates N 43 59 21 W77 08 21. For more information, please call Jeff & Jackie Douglass at 613-471-1868.

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 start-

ing at 1930 for Aero Club events please connect to our <http://aeroclubofbc.ca/> and join our Facebook Page.

PLYMPTON-WYOMING, ON: Sarnia Flight 7 holds their monthly meetings at 1900, every fourth Monday of the month at the Naval Association located at 403 Wing, 1430 Lougar Avenue, Sarnia.

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

PONTIAC, QC: COPA Flight 169 Pontiac Monthly breakfast meeting on the 1st Saturday of the month. Come and talk about aviation with passionate flyers! Spouses 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 conjoints/conjoints et les enfants sont bienvenus. Pour plus d'information contactez Maurice 819-360-0706 ou Andre 819-329-2830.

PRINCE GEORGE, BC: Flight 79. Monthly meeting held every 2nd Wednesday of month at 1930 at Clubhouse in the south end of apron at CYXS.

QUALICUM BEACH, BC: Flight 76, Meetings held at 7p.m., on the first Tuesday of odd-numbered months, QBFC clubhouse. Execu-

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tive meetings: 6:30 p.m., 3rd Thursday of the month, QBFC Clubhouse.

QUEBEC, QC : Escadrille 168, 3e Lundi de chaque mois 19:30 hr. À divers endroits chez divers membres. Flight 168, 3rd Monday of every month, 1930 / Call for information / Téléphoner pour information (418) 889-9023

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.

RUSSELL, MB: Monthly meeting for Flight 138 is every first Wednesday of the month at 8:00 pm at the Russell Flying Club clubhouse.

SASKATOON, SK: Flight 10 meets every second Tuesday of the month at 1900 at SK Aviation Museum classroom.

Sedgewick, AB (CEK6): Iron Creek Flying Club, COPA Flight 157 regular monthly meet-

ing, 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. Monthly Fly-In every third Saturday, 157. Fly-in for coffee, goodies and visiting 1000 - 1300.

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 a short Annual Meeting and a social event. Check the meeting schedule by clicking on the News and Events tab at www.slflyingclub.com. Email slflyingclub@gmail.com for more information.

SMITH FALLS, ON: Monthly Fly-In Breakfasts brought to you by 33 Full Stop Breakfast Bar. Served from 7:30am to 11:30am. Dates: April 29, May 27, June 17, July 29, August 26, September 30 and October 28. Lo-

cation: Smiths Falls Airport (CYSH). 102 Van Exan Drive, Montague, Ont. 11 kms east of the town of Smiths Falls off Roger Stevens Rd <http://www.smithsfallsflyingclub.com/> - Airport# 613-283-1148

SUNDRE, AB: Flight 146 Sundre Flying Club meetings second Thursday of the month at 1930. Hamburgers and hot dogs and snacks anytime at terminal-self serve. For more information, please contact Myron Bignold at 403-638-7370 or winmy@telusplanet.net.

ST-THOMAS, ON: Flight 75. Summer BBQs start on Wednesday June 13 and run weekly until September 5. They start at 5pm and finish up around 7pm. Hamburgers, salad, dessert, and sweet corn in season.

STAR CITY / TISDALE, SK: COPA Flight 93. Monthly meetings on the 3rd Monday of the month Sep-Jun at the Tisdale Airport Terminal Building.

VAL D'OR, QC: COPA Flight 192's monthly meetings are on every 2nd Tuesday of the Month. 1800 at Hangar Q-60, Val-D'Or, QC.

VERNON, BC (CYVK): COPA Flight 65 hosts a regular monthly meeting every 3rd Tuesday of the month at 1900. There is a BBQ before the meeting Apr, May, and June at 1730 hrs and a pot-luck BBQ but no Meeting in July and Aug also at 1730 hrs.

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 copafight6@gmail.com.

WELLAND, ON: Flight 149. Monthly meeting held every 3rd Tuesday of each month. Niagara Central Airport, Pelham. 7:00 pm

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!

WETASKIWIN, AB: Flight 51 meets every first Tuesday of the month.

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



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FLORIDA TO GUATEMALA

A BRIEF WINTER BREAK IN THE LAND OF THE MAYA

BY DENNIS FORTIER, COPA FLIGHT 59 CORNWALL

My wife Joyce and I departed on a five-day trip to Guatemala, leaving Fort Myers on February 18 in our Diamond DA40 after a month of logistics planning. Flight handlers are a must when travelling to Latin America. Even then, I was told to expect surprises. The first leg ended with a fuel stop in Cozumel, Mexico (MMCZ).

We departed Fort Myers (KFMY) at 1210Z for the four-hour flight. The planned route took us close to Key West before making a right turn to keep us close to the Cuban shoreline. Cuban airspace requires standard altimeter settings above 3,000 feet, identified by controllers as the “Q-N-E” setting. I found out the hard way. The first Cuban controller I spoke to said, “C-GJOJ, I show you 300 below assigned FL12. Please set QNE.” I replied, “You want what?” It took me awhile to figure out they wanted the altimeter set to 29.92. “What am I getting into?” I asked myself. Luckily, it did get better.

After leaving the safety of the Cuban shoreline, we ventured across the Gulf to Cozumel for fuel. After parking we were immediately surrounded by several heavily-armed Mexicans in army uniforms with dogs, accompanying customs, immigration, and food and drug officials. The soldiers did not want their picture taken, I discovered. However, they all wanted copies of my General Declaration forms. I had 12 copies and used them all. After they were finished with us on the ramp we had to visit (take a deep breath) Immigration, Customs, Flight Planning, the Commandant, Ramp Controller, again Immigration, Customs and Flight Planning. We needed documents stamped at each step along the way and show



them to Flight Planning, or they would not let us file our departure flight plan. After our outbound flight plan was successfully completed, we could then buy fuel. This fuel stop took two hours and cost us \$204 USD in fees alone.

Our next leg, three hours long, took us over Belize to Guatemala City (MGGT), elevation 4,950 feet. The MEA over the mountains was 12,000 feet. Typical for the tropics, some convection with TCUs was present. We turned on the pitot heat before following the arrival procedure and joining the ILS inbound.

We spent a few days touring the nearby town of Antigua, where local authorities buy old school buses from the U.S., put new front ends on them and install 500-hp engines before adding them to the public transit fleet. We later left for Tikal in the Guatemalan lowlands, a one-hour flight north. There we visited



▲ Good preparation is essential for flying to Central America.

the largest Mayan city of the empire, which lasted from 1600 BC to 950 AD, and was the setting for parts of two Star Wars movies. Finally, it was time to head back to the U.S. From Tikal we flew back to Cozumel for a fuel stop (oh boy) then to Key West (KEYW) to clear border controls. The last leg was a one-hour flight to Fort Myers, with the sun setting over the Gulf to our left. 🌅

VAUGHN OLMSTEAD

A LIVING AVIATION LEGEND

BY BRIAN RUSSELL



High-time bush pilot and aviation pioneer Vaughn Olmstead gave a two-hour presentation at the March 10 meeting of the Lancaster Aero Club/ COPA Flight 190. Olmstead showed slides he had taken from the time his commercial flying career began in 1954 until he moved to larger aircraft in the 1960s, allowing attendees a glimpse into the past and the early development of northern Canada.

Olmstead shared insight into the work of pilots flying in Canada's bush and Arctic islands before the days of GPS, even before Loran-C, Decca and other electronic navigation systems. A good directional gyro was a valued instrument back then and, in the High Arctic, an astrocompass was essential. This was a time when maps had some blank areas on them and the map-makers didn't have the accurate information that came later. Much of the flying depicted by Olmstead was his support of the first land survey done in Canada's Arctic islands, using ski-equipped DC-3s to fly in fuel and supplies for the surveyors. Olmstead explained some of the hardships of living in the North, providing a

glimpse into how bush pilots supported northern development and describing the bond that formed between northern pilots and local residents.

Olmstead started his commercial flying career after leaving the RCMP in Toronto. Heading north to Lake Lauzon with a little over 200 hours in his log book, his first assignment was piloting a ski-mounted de Havilland DH.83 Fox Moth. Over the next two years he flew the Seabee, Stinson Reliant and Norseman. Olmstead later went to work in Quebec for Mount Laurier Aviation, which joined with Boreal Airways to form Nordair. While there, Olmstead flew yet more aircraft types, including the de Havilland Beaver and Canso. Later assignments led Olmstead to the legendary DC-3, Curtis C-46, DC-4 and the Lockheed Super Constellation, among other types. Olmstead's career took him throughout Ontario and northern Quebec, from the St. Lawrence River to Ellsmere Island, and from Thule, Greenland in the High Arctic. Of all the different aircraft which Olmstead flew,

▲ Vaughn Olmstead entertained the Lancaster Aero Club with an old fashioned slide show of his long and varied career.

he especially liked the Boeing 737, a workhorse for Nordair. He spent many years flying the '37, as he called it. In March 1987, when Nordair was taken over by Canadian Pacific Airlines, Olmstead went on to fly the Boeing 767 with Canadian Airlines International until he retired in 1990.

Without a doubt, Olmstead is one of Canada's aviation pioneers, and is perhaps a living legend. All pilots owe people like Olmstead a debt of gratitude for their contribution to Canadian aviation. Olmstead deflects these tributes, however, pointing out that aircraft such as the Canso, DC-3 and C-46, all of which were in use in the 1930s, were the real pioneers in Canadian aviation. According to Olmstead, the many manufacturers of great bush planes are also owed a great deal for our bush-flying heritage.

Olmstead continues to fly his Piper PA-12 Super Cruiser near his Hawkesbury, Ont. home. 🛩️

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GIVE HOPE WINGS LANDS IN PUNTA GORDA FL.

BY CAROL COOKE



The Give Hope Wings fundraising flight around South America wrapped up in early March and raised \$507,000 for Hope Air, the charity that arranges flights for patients in rural areas in need of specialized medical care.

"That's enough to cover the cost of 2,000 flights," said Kelowna-based team leader Dave McElroy. The circumnavigation of South America took the team to the U.S. east coast on their return north, where they found a warm welcome in southern Florida from Canadian pilots who winter there. When McElroy's friends and fellow pilots Steve and Kathy Sutton learned the flight would be transiting Ft. Pierce, Florida (KFPR), they invited him to stop over in nearby Punta Gorda (KPGD) to speak to the members of EAA Chapter 565. When McElroy accepted, word spread to other Canadian pilots wintering in southwest Florida, resulting in over 40 COPA members from all over Ontario joining the regular EAA membership on March 1 for this special meeting to hear McElroy's fascinating story of his amazing two-month trip around the Americas.

◀ A big Canadian contingent was on hand in Punta Gorda, Florida in March to hear about Give Hope Wings from Dave McElroy.

McElroy in his RV-6, and fellow aviator Russ Airey in his RV-9A, left Kelowna, B.C. (YLW) on January 2 and 65 days later arrived in Florida, having flown 20,775 nautical miles through 20 countries and clocking 125 hours of airtime along the way. McElroy explained that he had five objectives when he planned this mission, all of which were accomplished, "Raise \$500,000 for Hope Air, raise awareness of Hope Air's great work, promote generous sponsors, raise awareness of GA and inspire young people." McElroy has an interesting mantra that he shared with the group. "A dream, written down with a date becomes a goal, which broken down into steps becomes a plan, backed by action, which then becomes a reality."

Originally there were four pilots in the group, but when McElroy's co-pilot had to back out, he turned it into a positive aspect by deciding to sell trip legs. In the end, McElroy sold nine legs for various donations, with the majority going for around \$30,000. These copiloting donors greatly added to the funds raised.

After overnighting at a nearby airpark, McElroy, together with his last co-pilot and donor Terry Grover, flew west to Los Angeles for a media event before continue north to Kelowna. An alternator failure in the northwestern U.S. was the only snag experienced by the two aircraft during what was otherwise a trouble-free adventure. ✈️



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TRANSATLANTIC ADVENTURE

MANITOBA TEAM FLIES TO SCOTLAND IN 210

A Manitoba pilot and his well-known instructor made it to Europe after flying a Cessna 210 across the Atlantic. Chris Unrau, his instructor Luke Penner, of Harv's Air, and Unrau's son Adam arrived in Scotland April 2 after a relatively uneventful crossing via Quebec, Nunavut, Greenland, Iceland, the Faroe Islands and finally Scotland. In an interview with Pembina Valley Online, Unrau said the flight was put together to urge others to test their own personal limits.

Unrau called the effort The One Life Project and created a series of videos

chronicling the preparation and execution of the flight. He said he decided to embark on the project after losing a brother and nephew in a car accident. "God's only given us a certain amount of days, and He hasn't told us how many," he told the news site.

There were some tense moments on the trip to Scotland, including a fuel scare in northern Manitoba and some bad weather in Greenland. The longest leg over water was 3.5 hours between Nunavut and Greenland. "The whole time you're watching the gauges a little differently... it's a pretty lonely



▲ Chris Unrau, son Adam and fellow pilot Luke Penner flew Unrau's C-210 to Scotland.

place up there," he says. "There's no one there." 🐾

PHOTO COURTESY CHRIS UNRAU

A large advertisement for the COPA 2018 Convention and Tradeshow. The top half features a scenic view of Saint John, NB, with a large bridge over a river and a seaplane flying in the sky. The bottom half has a dark background with the COPA logo and text: "2018 Convention and Tradeshow Saint John, NB June 21-23, 2018".

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LANCEMENT OFFICIEL DE FLYGA AVIATION

TEXTE : JONATHAN BEAUCHESNE

PHOTOS : FLYGA AVIATION



Le 3 mars 2018, les locaux d'Hélibellule à l'aéroport de Mirabel (YMX) ont accueilli les festivités entourant le lancement officiel de Flyga Aviation. Ce club a pour but de louer des appareils à prix abordable afin de rendre accessible l'aviation générale au plus grand nombre de pilotes possible. On dirait un refrain connu avec la mission de COPA.

Pour l'occasion, plus d'une centaine de personnes ont pris part à l'évènement, sont venus à la rencontre des instigateurs du projet et voir de près les appareils disponibles pour la location. Pour le moment, deux avions sont disponibles, soit un Sundowner et un Tiger Grumman. Les deux appareils ont leur decal pour aller aux États-Unis et le Tiger Grumman est certifié IFR avec un pilote automatique un axe. Il va sans dire que ce type d'offre est grandement recherché par un bon nombre de pilotes qui ne désirent pas nécessairement se porter acquéreur d'un appareil, mais désirent pouvoir réaliser de belles escapades.

Pour étoffer cette journée, une formation était offerte en matinée

▲ Flyga Aviation launched in March offering affordable aircraft rentals.

par Aviateurs.Québec, l'association provinciale d'aviation générale. Les démarches pour faire de Flyga Aviation un Club COPA sont également amorcées. Un autre bel exemple de collaboration entre nos deux associations. Si vous désirez en connaître davantage sur l'offre de Flyga Aviation, nous vous invitons à consulter leur page Facebook et à communiquer avec le club.

Et pourquoi Flyga ? Eh non, ce n'est pas pour Fly General Aviation. En réalité, Flyga tire des origines du suédois, qui signifie « soutenir dans les airs ». C'est d'ailleurs ce qui explique que leur logo représente quatre personnes qui soutiennent un appareil en vol. Un beau clin d'œil au sentiment de regroupement généré par ce type de club. L'objectif à plus long terme est de répliquer ce genre de club partout au Québec et ailleurs.

Souhaitons le meilleur des succès à Flyga Aviation. 🙌

AFFORDABLE AVIATION

FLYGA OFFERS AIRPLANE RENTAL

FBO Hélibellule, located at Mirabel airport (YMX), hosted festivities surrounding the official launch of Flyga Aviation. The purpose of this club is to rent affordable aircraft to make general aviation accessible to as many pilots as possible, which of course aligns perfectly with COPA's mission.

More than a hundred people took part in the event, coming to meet the project's promoters and getting a close look at the available aircraft. Two planes are initially available, a Sundowner and a Grumman Tiger. Both aircraft have their U.S. Customs decal, and the Tiger is IFR-certified with a single-axis autopilot. It goes without saying that this type of offer is greatly sought after by a good number of pilots who do not necessarily want to buy a plane but wish to do their own piloting.

To round off the day, training was offered in the morning by Aviateurs Québec, the provincial general aviation association. The process to make Flyga Aviation a COPA flight was also started. This is another fine example of collaboration between our two associations. If you want to know more about Flyga Aviation, we invite you to visit their Facebook page and to contact the club.

And why the name Flyga? No, it's not for Fly General Aviation. In fact, Flyga derives from Swedish origins, which means "support in the air". This explains why their logo represents four people who support a device in flight. A nice nod to the sense of community generated by this type of club. The longer-term goal is to replicate this kind of club everywhere in Quebec and elsewhere. Let's wish the best of success to Flyga Aviation. 🙌

IN LINDBERGH'S WAKE

SINGLE-ENGINE TRANSATLANTIC FLIGHT

BY LUC SAGNIÈRES



“There was science in each curve of an airfoil, in each angle between strut and wire, in the gap of a spark plug or the colour of the exhaust flame. There was freedom in the unlimited horizon, on the open fields where one landed.

A pilot was surrounded by beauty of earth and sky. He brushed treetops with the birds, leapt valleys and rivers, explored the cloud canyons he had gazed at as a child. Adventure lay in each puff of wind.” This iconic passage from Charles Lindbergh’s autobiography will deeply resonate with any pilot. Everyone has heard of his extraordinary flight across the North Atlantic on May 20, 1927 aboard the Spirit of St. Louis; a 33-1/2 hour non-stop solo flight from Long Island, N.Y. to Le Bourget, near Paris, that would later be engraved in the history books and capture the imagination of generations. Our journey starts a little under 100 years after the first transatlantic crossing. The objective: a return flight from Montreal to Le Bourget to pick up two passengers and some cargo in a majestic Pilatus PC-12.

Our eastbound flight plan consisted of an overnight flight to Iceland with a stop at Goose Bay airport (YJR), and a departure for Le Bourget the day after, for a total of over 3200 nm. Waking up at 06:00 the day of the

flight due to excitement and nerves, my thoughts kept going back to those adventurers of a century earlier. During the week before the flight we had done the necessary preparations: loading survival gear, filing the required paperwork and checking weather updates regularly. I was lucky enough to be flying with one of the most talented and experienced pilots I have ever known, Georges Adam, and working on the ground with a flight planning crew dedicated to making our flight a safe and enjoyable one.

We took off from St-Hubert airport (YHU), following the dark Saint Lawrence waters on an uneventful flight to Goose Bay, Labrador. On our descent, however, we hit turbulence that could worry even the most cold-blooded pilot. Our autopilot turned off automatically due to the shaking controls. Taking manual command while stabilizing the aircraft, we could hear a few loose bags hit the ceiling in the back. On final approach, breaking through the ceiling after having reinitialized our autopilot, we looked ahead for the runway. An illuminated strip, not aligned with our approach, was at our 10 o’clock. We quickly realized that the five-degree difference between the runway and approach headings along with our crabbed

▲ Beautiful scenery and challenging weather are normal for a transatlantic GA flight.

descent made it look as though we were completely off course. Adam took care of the landing with ease and grace.

The harsh weather convinced us to not to delay for too long. Soon we were at FL270 on course with an incredible 350-knot ground speed.

We arrived in Iceland with no landscapes visible through the silvery cover. After a smooth touchdown, we parked at the local FBO. We had time for a scenic walk around Reykjavik before a night of well-needed sleep. Sunrise being at 11:00, our takeoff and climb the next day occurred in darkness. As we were heading southeast, dawn seemed rather hurried. Four hours later we were over the English Channel above a totally covered white blanket. After checking the Paris arrival route that we were given, we noticed that it ended at a point nowhere close to Le Bourget. We were two minutes away from our last waypoint, struggling to understand what to do next, when the controller cleared us for a second arrival into Le Bourget airport (LFPB). Adam quickly looked through the plates to find it. On final approach, we passed Charles-de-Gaulle airport

(LFPG) on our right. Ninety years after Lindbergh, we had completed our first eastbound transatlantic flight.

Two days later we were back in the air with our cargo and passengers. Strong headwinds meant additional stops in Scotland and Greenland. It was a little frosty in Paris, but sunny skies welcomed us at Wick (EGPC), a tiny Scottish airport accustomed to smaller aircraft stopping on their way to and from North America. Filling up on fuel and candy bars, we took off for Iceland. After landing through some snowfall, I saw more clearly what our wings' leading edges had dealt with on our approach into Keflavik airport (BIKF) in Iceland; the de-icing boots had done their job to keep us airborne until the runway, but thick slabs of ice had stuck on until the end. We packed up the plane for the night and knew exactly what we were going to do for the rest of the day; the Blue Lagoon hot springs were just a few kilometres away.

The snowfall continued through the night and had covered our plane completely by the next morning. We attempted to scrape everything off by hand but rapidly realized that our struggle was hopeless. A de-icing truck cleared everything off swiftly. The skies on our journey to Greenland brightened and stunning rows of glaciers greeted us on the island's southern shore. We made our way to the Narsarsuaq airstrip (BGBW) over endless icefields. On our subsequent climb back to the mainland, we lost radio contact without having been cleared to our cruising altitude. A passing Air France flight relayed a message from the control centre: stay at 18,000 ft until Labrador. A short distance from the Canadian shore we re-established contact and were cleared on our approach into Goose Bay. The final leg to Montreal was uneventful, apart from another snowstorm on arrival. Chasing the southwestern sunset over clouds of red and orange, we landed back where we started. We were exhausted, but thankful and proud of the incredible opportunity we had to join the club of those elite aviators of multiple generations earlier who led us through the splendour and grandeur of our first transatlantic crossing. ✈️

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CIRRUS PRÉSENTE SON NOUVEAU SR22T AU QUÉBEC

TEXTE : JONATHAN BEAUCHESNE

PHOTOS : JEAN-PIERRE BONIN, JONATHAN BEAUCHESNE

Le 1er mars dernier, à l'aéroport de Mirabel (YMX), se déroulait la présentation du tout nouveau SR22T 2018 de la compagnie Cirrus. Plusieurs d'entre nous sommes familiers avec les appareils de cette société, dont le nombre grandissant nous permet de les croiser régulièrement dans les différents aéroports du Canada et des États-Unis.

Le pilote de démonstration de Cirrus, Cliff Allen, s'était déplacé depuis sa résidence de Cape Cod pour venir à la rencontre des curieux qui désiraient en apprendre davantage sur la toute nouvelle mouture de cet appareil emblématique. Souriant et sympathique, ce pilote connaît l'avion sous toutes ces coutures et se pince quotidiennement d'avoir comme fonction de se promener dans les différents aéroports de la Nouvelle-Angleterre, du Québec et des Maritimes afin de faire connaître les appareils Cirrus. Ce dernier était d'ailleurs surpris d'apprendre que la version canadienne d'AOPA s'appelait COPA, lui qui connaît ce sigle sous le nom de Cirrus Owners and Pilots Association.



J'ai eu le privilège de piloter l'appareil en démonstration entre Mirabel et Mont-Tremblant. Cet avion est un pur charme et représente une des références en aviation générale, autant pour le pilote que les passagers. Tout est conçu pour rendre le vol facile pour tout le monde à bord (glass panel, pilote automatique, ventilation individuelle, sièges rembourrés, technologies embarquées, etc.). Bien entendu, à 980 000 \$ US pour l'avion utilisé dans le cadre de l'essai, cet appareil n'est pas à la portée de toutes les bourses. Il peut toutefois être envisageable de se procurer en partenariat un appareil usagé, qui répondra tout autant à vos besoins, à



une fraction du prix.

À noter que Mirajet a généreusement offert ses locaux à YMX pour la présentation du nouveau SR22T. Cette société a construit de nombreux hangars privés à cet aéroport de calibre international. Ceux-ci trouvent preneur rapidement et d'autres phases de construction sont actuellement en développement. Si vous désirez vous baser à un aéroport qui dispose de nombreuses approches IFR, de douanes et de pistes de plus de 10 000 pieds, l'aéroport de Mirabel peut être une option à considérer. Il est encourageant de voir l'aviation générale trouver une place de choix à un aéroport que plusieurs croyaient condamné. ✈️



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MIRABEL DEMONSTRATION CIRRUS SHOWS OFF ITS NEW SR22T IN QUEBEC



Mirabel airport saw the arrival on March 1 of a new 2018 Cirrus SR22T. Many of us are familiar with this company's airplanes, whose growing number allows many of us to meet regularly at various airports in Canada and the United States.

Cirrus's demonstration pilot, Cliff Allen, travelled from his home in Cape Cod, Mass. to meet curious people who wanted to learn more about Cirrus's latest design. Smiling and friendly, Allen, who knows the plane intimately, flies from airport to airport throughout New England, Quebec and the Maritimes to promote Cirrus aircraft. Allen was surprised to learn that the Canadian version of AOPA is

called COPA, an acronym he knows better as the Cirrus Owners and Pilots Association.

I had the privilege of flying the aircraft during a demonstration flight between Mirabel (YMX) and Mont-Tremblant (YFJ). The SR22T is a charm to fly, serving as a prime example of an ideal general aviation aircraft from both a pilot's and passenger's perspective. Everything is designed to make flying easy for everyone on board (glass panel, autopilot, individual ventilation, upholstered seats, embedded technologies, etc.). Of course, at \$980,000 USD for the airplane equipped as ours was, it would not be affordable for all. However, it

may be possible to purchase a used model which, especially in a partnership, could meet one's needs at just a fraction of the new price.

Mirabel's Mirajet, a company that has built many private hangars at this world-class airport, generously offered its premises for the presentation of the new SR22T. Mirajet's hangars quickly find takers as new hangar construction continues. If you want to base yourself at an airport with many IFR approaches, customs and runways over 10,000 feet, Mirabel airport is an option to consider. It's encouraging to see general aviation finding a place of choice at an airport that many thought was doomed. 🇨🇦

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FLIGHT GETS LOOK AT SOPHISTICATED SIMS

BY GARY HEBBARD



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COPA flight 97 in St. John's, Newfoundland, kicked off its 2018 schedule on January 22 with an event possibly unique to the organization nation-wide. With a lot of effort on the part of member Stephen Hayward and support from Jagard Strong, members were treated to a demonstration of VATSIM or Virtual Air Traffic Simulation.

Connecting people around the world through the Internet, VATSIM allows anyone interested to control air traffic in a virtual world with an experience as close to real life as it is likely to get. Varying levels of instruction by qualified members allow people to progress from the beginner stage to expert. A fascinating hobby, VATSIM allows aviation enthusiasts to experience what it's like to control air traffic in real world conditions simulating everything from routine landings and takeoffs to full on, in-flight emergencies.

The online experience was hosted by CZQM Moncton FIR, part of the VATCAN division which covers ATC in Canada with help from volunteer pilots of Canadian Xpress virtual airline and volunteer ATC controllers.

In conjunction with the VATSIM presentation was a flight sim demonstration, again through the cooperation of Stephen Hayward. He brought his

Prepared 3D4 flight simulation platform to the gathering complete with multiple monitor screens, Saitek flight yoke, rudder pedals, trim wheel and throttle quadrant, add on scenery and multiple aircraft products. Anyone from non-pilot to experienced general aviation fliers could suddenly find themselves at the controls of the latest biz jet or heavy airliner, sometimes with hilarious results.

Flight 97 Navigator Minette Ledrew said the executive was thrilled with the turnout for the event with in excess of 30 people taking part. "As a flight, we are extremely fortunate to have such valuable resources available to us," she said, "and there is clearly strength in diversity." In addition to Stephen Hayward, Ledrew also extended thanks to the CYYT Airport Authority which provided the use of their boardroom and its resources for the event. The local Holiday Inn Express even chipped in its shuttle service to aid members in parking their vehicles. Member David Hebbard made a short video of the event which can be seen on the Flight 97 website.

With the often severe winter weather in this part of the world, the Flight 97 executive strives to offer fun and interesting events to those general aviation pilots who find themselves doing mostly hangar flying at this time of year. 🌨️



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BUCKET LIST FLIGHT

CROSSCOUNTRY IN A KITFOX

BY MIC THIESSEN, COPA FLIGHT 24 LETHBRIDGE



For years I dreamed of flying my Kitfox IV across Canada and on to Oshkosh, so last summer I left Lethbridge, Alberta for Prince Edward Island. I allowed myself a month to complete the trip, but without a fixed schedule. I planned to see the country from a low and slow perspective, from around 1000 ft AGL. I usually flew in the mornings and kept afternoons free for sightseeing and planning for the next day. I stuck mainly to airstrips that were tent-friendly because a sleeping bag, tent, some snacks and a small duffel bag are all I had room for. >>



I met wonderful, generous people along the way who often went out of their way for me. At each stop there were people to visit. Often we would tour the sights of the area, then enjoy supper together. Summerside, P.E.I. (YSU) is a suitable place to stop; they have renovated barracks into a hotel that is within easy walking distance. I met new friends Ron, Warren and Peter at the airport. Ron gave us a tour through the impressive Vector Aerospace engine facility. The next morning I flew to Charlottetown (YYG) for breakfast with COPA Flight 57, making more new friends. The On The Horizon section in the COPA Flight magazine is a great place to find regular meetings of different Flights across Canada. Charlottetown's was the second Flight I had met with; I had stopped in Morden, Man. (JA3) for Flight 145's Fly Day Friday, a great place to visit, meet super people and enjoy a meal put on by the Flight. Leaving Charlottetown, I followed the bridge over the water en route to St. Stephen, N.B. I flew over the Bay of Fundy and saw the tide rushing in below. St. Stephen (CS3) is from where

I planned to launch my first-ever entry into the U.S. I had read all the available information on the COPA website and talked to many who had done it before, but it was still another milestone for me. I had received my U.S. user fee decal months earlier, so it was just a matter of filing the eAPIS. The next morning was very foggy and I could

I USUALLY FLEW IN THE MORNINGS AND KEPT AFTERNOONS FREE FOR SIGHTSEEING AND PLANNING.

not depart when planned. Concerned about what to do, I called the CBP office in Bangor, Maine and asked what I should do about an eAPIS with an ETA that was no longer accurate. They were very understanding, telling me not to worry and that they would see me when I got there. I left St. Stephen only three hours behind schedule and

▲ Flying an advanced ultralight to Oshkosh takes planning and flexibility.

landed in Bangor (KBGR), taxiing to the immigration parking area where I was met by an officer. After showing my passport and answering a few questions, I was on my way. With the weather coming south, I hoped to make it to Kingston, N.Y. (K2ON), flying via Maine, New Hampshire, Vermont, Massachusetts and Connecticut. It was my first experience with flight following, and it proved very useful; the east coast of the U.S. has some very busy airspace, and it was comforting to know someone was watching my progress. I chose Kingston to visit the Old Rhinebeck Aerodrome, a replica First World War aerodrome with a bumpy grass strip. I recommend their museum (oldrhinebeck.org). Later in the afternoon I ventured further south. Flight following warned me that I was heading straight into a line of thunderstorms. I was over Smoketown, Penn. (KS37) at the time, so I circled and landed, tied down and soon after got pounded by rain.

Before leaving home I had posted my phone number and Spot tracker information on various flying pages so people could follow along. In Smokeytown that evening I received a call from a fellow named Jim, who said he had been following me and that I should come to visit him at his grass strip, only 30 miles away. The next morning I headed off to meet Jim at Bermudian Valley airport (K07N). Another great stopover: a private lounge with a stove, microwave, fully stocked fridge, bedrooms, shower and laundry facilities, all for the use of anyone who stops by. Jim had to go back to work, but told me he and the local EAA club members would be back at six for a potluck supper and I would be the guest speaker. I spent a fantastic evening talking about where I had come from, and how I ended up at their clubhouse.

From Bermudian Valley I headed due west, stopping over at Hook Field (KMWO) in Middletown, Ohio. Oshkosh was, figuratively speaking, now in sight, but there was a stormfront between us. I met a Cub flyer from New Orleans and together we headed north toward Oshkosh, getting as far as DeKalb, Illinois (KDKB) before an oncoming storm grounded us. An FBO kept our planes inside as rain and hail hammered us over the next two days. Saturday morning saw marginal VMC, so we headed to Dodge County airport (KUNU) in Wisconsin. This was where the Cessna group was meeting for their mass departure for Oshkosh, and we followed after them.

It's a real advantage to fly into Oshkosh's ultralight strip; I avoided most of the congestion. It was an amazing feeling to finally land and tie down, having reached Oshkosh, another personal goal. It was seven days of aviation overload, and I loved it. From Oshkosh I flew to Spearfish, South Dakota (KSPF) to file my eAPIS and call CANPASS. I chose the border strip of Del Bonita, Alberta (CEQ4) as my port of entry. It was a toasty 39° C upon landing. A short 35 minutes later I was back home in Lethbridge after a trip of a lifetime. 🌟



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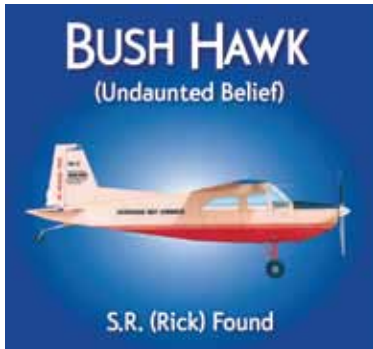
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BUSH HAWK (UNDAUNTED BELIEF)

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, and 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 setbacks, they hung in and produced an airplane that outperformed anything then being 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 \$34.00 (incl. shipping)



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.

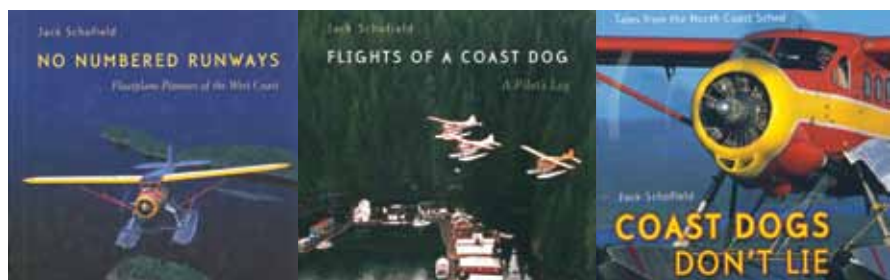
Author: Doug Grant
 Publisher Harbour Publishing Ltd.
 Price: \$55.95 (incl. shipping)



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: \$44.00 (incl. shipping)



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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2004 WAG-AERO 2+2, HOME BUILT, 130 TT, ICOM Com, GTX327 Mode-C, Current C of A, Mazda-13B Engine, RWS EC2 and RD1-C Redrive, always hangered, \$42,000 as-is, \$32000 less engine. 613-552-6277, jwhaley@datacast.com (3152.16440)



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1970 PIPER CHEROKEE 180, 9017 TTSN, 1137 SMOH, Well Maintained, Commercial, Training Aircraft! \$ 45,000 CAD. Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.16476)



1960 CESSNA 172, 0-300 CONT, 874 SMOH, 30 STOH, 2172 TTSN, CoFA due May 2018, Horton STOL, EDO 2000 Floats, \$60,000 CDN O.B.O. Email: littlecessna172@gmail.com Call: (204) 679-5051 (2545.16428)



2000 AVIAT HUSKY A-1B 424TTSN, Wipline 2100A floats (new in 2002, 204 TT), 2-3 hrs on Hartzell prop, full Gyro panel, Garmin: GNS-430 nav/com/GPS, 340 Audio panel, 320 transponder, GI-106A Indicator. VM 1000 System Analyzer, ELT, Whelen strobes and NAV lights, all SB and AD, lifting rings and wheel gear 8.50 x 6 tires. Fresh annual. \$169,000 OBO. email: waughwho@sasktel.net or call 306-421-0566 (3182.16541)



1976 PIPER WARRIOR - \$67,500 CAD 7,410 hrs TT; 1,632 hrs SMOH; The Perfect First Aircraft! IFR Equipped and Ready with a Garmin 430WAAS, STEC-30 Auto Pilot, Century HSI, RAM 160 STC (160 HP) upgrade, 2007 Interior, Regularly Flown, Complete Logs! Aviation Unlimited 905-477-0107 ext 225 (2247.16473)



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2012 Turbo Skylane 182T, G1000/GFC700 AP, Active Traffic c/SVTI!	\$262K/Half Share CYKZ!	1979 Archer II, 18484TT, 2278SM, Commercial Training Aircraft!	\$40,000 CAD
2006 Mooney M20M, 1045 TTSN, G1000, TKS Delce, Fresh Annual!	\$ 235,000 USD	1979 C340A, 5381TT, 1233 RAM VII/Hartzell Similar Plus! Avionics Upgraded!	\$325,000 USD
2006 Turbo 182T, 1468 TTAE, G1000, TAS600 Traffic, SVT1!	\$ 215,000 USD	1979 C414A, 6462TT, 2501/750SM, VG's, Winglets!	\$399,900 USD
2005 Cessna 182T Half Share at CYKZ! G1000!	\$132,900 USD	1977 C182Q, 1902TT, 129 SM, GNS430WAAS, C2000 AP,	\$ 139,900 USD
2005 Cirrus SR20, 2359 TT, 367 SFRM.	\$163,900 USD	1977 Piper Super Cub, 1585 TTSN, Edo 2000 Floats, Wheels and Skis!	\$115,000 USD
2003 SR22, 420 TTAE, TKS, Dual 430's and Avidyne PFD/MFD! Heated Hangar!	\$ 219,900 USD	1976 Mooney Exec, 5892TT, 2433SM, GX55 GPS, 140 KTS (9.5GPH), Flown Often!	\$60,000 CAD
2002 Piper Super Cub Replica, 187 TTAE, Amphibs/Wh Gear!	\$89,900 USD	1976 Piper Lance, 2774 TT, 1743 SM, King w/HSI/ALTIII AP!	\$89,900 USD
2001 Diamond Eclipse, 4827TT, 1278 SM, Garmin GNS530! Commercial!	\$99,000 USD	1976 Tiger, 1471TTAE, Original, Elec Gear&Flaps, All Logs, Hangered!	\$46,000 USD
2000 Socata TB20 GT, 1186TTAE, Garmin G1N750! King KFC150AP/HSI/FD!	\$ CALL!	1975 Mooney Exec, 5892 TT, 2433 SM, Flown Regularly! GX55 GPS! EDM700!	\$60,000 CAD
1999 DA 20C15621TT, 1500 SMOH, King NAV/COM, GPS, TSPDR!	\$69,900 USD	1974 414 6905TT, 1118SM, Full De-Ice	\$125,000 USD
1998 C182S, 1206 TTAE, King Digital/KAP140 AP!	\$177,000 USD	1974 C172M, 1295TTAE, 1028 SNEW 180HP Engine & CS Prop!	\$ 64,900 USD
1994 Bonanza A36, 1405 TT, Garmin G1N750/650 GPS, Immaculate!	\$400,000 CDN	1971 Navajo310, 7511TT, 796SM, Full DeIce, VG's!	\$159,000 USD
1983 Bonanza F33A, 1177 TTAE, King Avionics, 3 BL Prop OH in 2013!	\$ CALL!	1970 Cher180, 9013TT, 1137SM, Commercial Training Aircraft!	\$45,000 CAD
1982 Mooney Rocket 305, 3170TTSN, CONT TS10520	\$150,000 USD	1967 Mooney Exec, 3800 TT, 700 SM! Narco Avionics!	\$52,000 USD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin530/430!	\$439,900 USD	1965 Bonanza C33A, Coming Soon!	\$ CALL
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate!	\$275,000 USD	1959 Pacer, 2967TT, 1019 SM, Hangered! Low Time!	\$45,000 CAD
1981 Duke B60, 4507TT, 1092 L&R, G530W, KFC-250 IFC, Winglets!	\$229,900 USD	1953 Cessna 180 Floatplane, 5574TT, 820SM, Horton STOLL	\$70,000 CAD
1980 Turbo Arrow IV, 4085 TTSN, 637 SM, King! 3 BL Prop!	\$70,000 USD	1942 Harvard MKIIB! 5224 TT, 991 SM, RCAF Scheme!	\$159,000 USD



1956 DEHAVILLAND DHC-1 MK20 CHIPMUNK- \$75,000 USD-TTAF 3750 hrs.,TTE 1075 hrs. 406 ELT, Garmin 296 GPS, Garmin 327 GPS, New Trig radio, Slick mags STC, new canopy Plexiglass, Canadian cockpit heating system, new fuel tank system, new panel instruments. Painted Feb 2018, next annual Oct 2018. Hangared last 25 yrs. Located CYKZ. John 905-554-4165, cdnhutch2@rogers.com (3094.15981)



1972 CESSNA 177B 3684.4TT, 78.5h on 3 blade Hartzell prop, 180hp Lycoming O-360-A1F6. 1684.8 Engine hours ,STEC 40 Fuel flow monitor, Elec. ignition, Garmin 430 Nav Com coupled to the Autopilot, NARCO AT165 Trans. Mode C, NARCO MK 12D Nav Com, new #3 cylinder, Power Flow exhaust, tail gap seals, strobes. 2 new extra tires, new battery, light weight starter, wheel pants. Annual April 2016. \$65,000 USD. Open to offers. Call 306-421-6500 or email: 2000@accesscomm.ca (3097.16538)



RV-0 AKA, STITS PLAYBOY Need hangar space so reluctantly for sale. First flight 1964, 815hrs TTSN, 2 owners. C85-12 with electric start. 130mph cruise at 4.2gph. New items include: electrics, brake masters, all flex lines, PC680, stainless exhaust, Becker radio. Currently open cockpit, wheel pants and slider canopy included. Hangared at CNC3. \$14,000.00 CDN. John, 416.574.4756; fokkerd7@look.ca (3175.16504)



1970 CESSNA 150K TTAF 4798, O-200, SMOH 2289, STOH 395, propeller due 2020, Fresh annual. MX-300 Digital flip-flop Nav/Com, KT76A Transponder. Recent Sky-Tech starter. Interior redone in 2011. Paint is 6/10. Dual PTT with intercom, perfect for training. Price reduced. \$19,000. Hangared at CNC3. challengethesky@rogers.com or 647-888-4340 (3098.16555)



SPORTSMAN 2+2, 1997, 51TTSN. Recovered 2006. Lycoming O-360, 180 HP, 512 hrs. Propeller Hartzell HCC2YR-1Bf, 125H SMOH. Floats EDO 2425. Horton STOL. Wheel gear included. Asking 69,000,00\$ Pierre 819-586-2234, ampmgdon@outlook.fr (3061.16229)



1948 PA-113148 TTSN, C-90 8-F 1623 TTSOH, 73 STOH, 4 new Superior cylinders,Slick mags, Cleveland brakes, new McCauley prop 193 hrs, hangared, ext 7/10, int 8/10, Mogas, 3.5 gal @ 95 mph. A real fun to fly classic aeroplane. Federal 1500's available, annual Sept/18. \$25,000 OBO. Contact Bruce Youngblood, 519-993-8022 byoungblood@live.ca (3163.16461)



1953 PA-20 PIPER PACER 4570.7 TT, Lycoming O-320 139.8 SMOH, Sensenich 139.8hr, cruise prop incl., Wings covered 2013, VG kit. KX-155, KI-208, KY-97A, KT-76A, PMA8000, Stratus2, Too many upgrades to list, meticulously maintained. Won "Best PA-20, Short Wing International Convention 2010" Always hangared. \$35,500 USD. Will sell with fresh annual. Serious inquiries only pls. Please contact info@aviationconnect.ca or 705-331-5551 (3171.16495)



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THORP T-18,1469 TTSN. 1589 SMOH Lycoming O-290-D2. Collins 250 com, Mode C Transponder, 406 ELT. Ground looped. Skin on outer wing section wrinkled. Landing gear bent. Have plans and templates. \$7,500 OBO Contact Bert h:306-731-2221 c:306-731-8221 or bertandbarb@sasktel.net (3157.16448)



1977 MAULE M5-235C, TTSN 3201, TSMO 1302 , Useful load 1070lb on Oleo Wheel, 948lb FlyLight Wheel skis, 1020 Aqua 2440 float. Fresh annual February 2018. Well Maintained, Great Performer. Hangared at CSU3 St Hyacinthe, Quebec, Canada. \$125,000 on float,wheel skis extra. Call Gilles Berthiaume 514-592-4186, gberthiaume@alpha-vico.com (3135.16479)



1976 FG CARDINAL 177B FOR SALE, \$65,000 CDN, Excellent condition inside and out. TTAF 4685; O-360-A1F6D 180HP 1685 SFREM; Prop 517 SPOH; Fresh Annual – Dec 2017; Complete Logs; New interior 2005; Paint 1988; Includes: Aircraft covers and wheel pants; Contact Ben Giesbrecht for pictures and more info. Located AB, Canada. Phone: 780-740-5584 or email ben.giesbrecht@gmail.com (2669.16554)

FEATURED LISTINGS FOR MAY, 2018



1979 ZENAIR CH-200. Lycoming O-320, TTAF 1720 hrs., 193 hrs. since brand new genuine Lycoming Pistons, rings and cylinders. Warp Drive ground adjustable propeller. Regularly flown by self in the Toronto area since 1980. Many trips to the East Coast, Sun&Fun and Oshkosh. Unique backward sliding split canopy. ICOM-A200 Radio with intercom, Mode (C) transponder. Asking \$ 20,000 CDN OBO. Medical. Can be seen in Oshawa and Lindsay Ont. 905-725-2295 ask for John. (3129.16576)



1974 PIPER AZTEC PA23-250 Full IFR, Garmin GNS 530, GTX 330, GMA 340, AICD 3, Auto Pilot, Dual Brakes, Full De-Ice, Fresh Annual Asking \$75,000. Will consider trades. 416-543-3251 (2849.16341)



1946 AERONCA CHAMP 7AC. 8150 TT, 950 SMOH. 65 HP, ELT, VHF, Lowrance GPS. New fabric and paint 2008. Straight skis included. Annual just done. \$27,000 OBO. (416)678-9372 or jcsair@gmail.com (3040.16570)



1977 XP R172KB, Edo floats Full IFR TT 2776.1 NDH 0 since MJOH Edo Floats 2400 2 Mccauley prop. 514 342-1893, cell. 514 386-3478 Plane hangared in St-Hubert. (2810.16307)



2008/66 MOONEY M20E, 2873TT, 734SMOH, Garmin, STEC, EI-MVP50, Plus +++, MAPA Winner, Almost \$30k below VREF, \$85K or trade for RV-6/7. Steve: sbans@telus.net or 403-818-9037 or for Pics/Inventory/Logs (2902.16575)



1963 PIPER CHEROKEE 160, TTSN 2500, SMOH 540, VG's, Gap Seals, Hoerner Wig Tips, Sky-Tec Starter, New Tires, Battery, Vacuum pump. Annual Oct 2017, located at CAQ4. \$37,500. Email: biglakebiker@hotmail.com (3118.16577)



1964 MOONEY M20C, 2852 TTSN 708 SMOH 69 SPOH, will annual for buyer. Great flying airplane, \$55,000 OBO CAD, Gladstone, MB. 204-368-2266, intoews@gmail.com (2623.16557)



1973 AEROSTAR 600, TTSN 5090, LE-541, RE-1069, SPOH 82 (2016), Garmin GNS530W/430W, GMA347, GDL69A, Insight strikefinder, Insight graphic engine monitor, Monroy ATD-300 traffic watch, XM weather, HSI, ADF, engine heaters, passenger DVD player, over 200 knot cruise, NDH, always hangared, May 2018 annual, \$120,000 CDN, 416.254.3581 (2798.16546)



1972 CESSNA 150L 6010 TTSN, 260 SMOH engine, Skytech starter, Slick Mags, Cessna 300 NAV/Com, Bendix ADF, Paint and Interior very good, always hangared, prairie aircraft, Brandon, MB \$25,900. Call/text 204-573-6174 (3146.16581)



1977 BAKENG DUCE, Lyc O-235 engine, 872 SMOH. VFR Panel, AK-451 406/121.5 ELT, Icom IC-A6 comm, Canopy or Open Cockpit option. Asking \$12,000 CND. Contact Kevin at 905-715-3438 or kticknor@bell.net (2783.16203)



FOR SALE 1947 PA12, 160 HP, TT4824.5, 558.2 SMOH, Current CofA, Wheel & Skis, King Radio, 500 Garmin. Excellent condition inside and out. Asking \$80,000.00 For more information please call Dennis 250-783-0952 or email outfitter@pris.ca (3148.16545)



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1976 PIPER WARRIOR TT 5652, TSTOH 595, ICOM A200, GTX 320 mode C, Narco VOR, Engine Monitor, Digital fuel gauges, Autogas STC, New Glareshield, Digital clock. Many speed enhancements. Dual push to talk switches. Call 250-360-0985 or email: acairns@telus.net (3181.16529)



1972 LAKE TURBO BUCCANEER FOR SALE – Custom one of a kind paint job, cargo door, lightweight starter, winter kit, long range fuel and more – all AD's, May 2017 annual. Call 514-497-3265 email cfboq@hotmail.com (2957.16563)



CHINOOK PLUS 2 Rotax 582 with recent inspection, new crank and hardy disc by B. Robertson. Helicopter-like view from heated cockpit. Tundra tires for summer, skis for winter. Stall speed 35 mph, cruise 65-85 mph. Take off in 200 ft. Asking \$20,000. Bill at (204)886-8283, dawdrill@mtns.net (2993.16527)



1963 CESSNA 172D FLOATPLANE, TTSN 4268, SMOH 758, SPOH 11, Constant Speed 180HP, MT Propeller, EDO 2000 Floats, STOL Kit, New Seat Coverings, Worn Interior & Paint, Garmin 496, Wheels & Pants, Insight G2, New ELT. Asking \$85000.00. Please call Paul 705-665-1888 or Dan 705-677-5080. paul@fredette.ca (3173.16497)



1966 CESSNA 172G, 220HP, 4200 TTAF, 630 SMOH, Edo 2440B Floats, Garmin 250, Fresh Annual August 2017, Excellent Performance, Well Maintained, Lots of Extras, Located Flin Flon, MB \$95,000 obo 204-271-3772 baynton58@gmail.com (2978.16004)



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FEATURED LISTINGS FOR MAY, 2018



ANDREASSON BA-4B HAWK 0235-L2C 118 HP. "O" SMOH. Dual "P" Mags. Prop "o" time SOH. EZ-PILOT Single axis AUTOPILOT, Slaved to Garmin 296 GPS. Mode "C" Full Electrics, Flaperons, Cabin Heat, Electric Pitch Trim, Strobes, 14.5 US gal. Tank. Ready to fly off 25 HRS. Located Calgary, Alberta. Please E-mail: george7@hughes.net for complete specs. and price. (2674.16409)



1965 CHEROKEE 140/160HP 5385tt 2340smoh, KX170B lcom 210 AT50 mode C New 406 ELT, 4 point BAS harness. Well traveled and regularly flown FHDH has taken us to the Bahamas and California and many other places. We are getting a Comanche and hope to find her a new home. \$23000 CAD. 204-365-7033 derekjenkins@mymts.net (2758.16446)



STEEN SKYBOLT. 438hrs TTAf, IO360-A1A (200hp) 18hrs SPOH, Inverted fuel & oil. Hoffman fixed pitch aerobatic prop. Professionally built aircraft in very good condition. Located CPG5, \$45,000. geoff.anderson@hotmail.com (3176.16505)



1946 PIPER CUB W/ PA-11 STCs 5450 TT, 550 SMOH, O-200 100hp, EDO 1400 floats, hydraulic Federal 1500 wheelskis, electric starter, mode C, excellent condition int/ext, April 2018 annual, fun stick & rudder. \$69,000. 647-455-5217 (3108.16514)



1963 CESSNA 180F. 4080 TT, SMOH 414, SPOH 78, 2870 floats with Kenmore hatches, new Cleveland wheels, brakes, King KY 97A COM radio, GEM 610 engine monitor, fuel 54 imp. Gal., new Garmin GTX 327 transponder, Vortex generators, exterior 8/10, Selkirk interior 9/10, B.S.A. shoulder harness, Rosen sun visors, gross weight floats 2820, wheels 2650. \$125,000. Call 705-665-1071 or email: billc@globalmaterial.ca (2786.16337)



C172M (HIGHLY MODIFIED) 180 HP (300 or so smoh, tsn 2300) large 80" C/S seaplane prop, (just O/H), factory float kit, Horton stol, vortex generators, wing X, (for 2700 gross), recent (2016) paint, plastics, glass, and interior. Currently on wheels. \$115K U.S.D. Brian Nelson 604-807-0200 or email to brian@tidytanks.com (2445.16351)



1959 180 HP RETRACTABLE GEAR PIPER COMMANCHE, Beautifully restored, 4961 TT, 1687 SMOH, (had recent bottom) newer Hartzell c/s due 2020 All ADs up to date (incl 10 yr horizontal stab AD) recent annual, good avionics and radios, IFR capable, 6+ hrs range @ 23 sq. Price reduction \$45,000 CDN. OBO Brian Nelson 604-807-0200 or email to brian@tidytanks.com (2445.16348)



1953 C170B, 3308 TT, Continental 0-300B SMOH124H, 80 in. prop 124H, Horton STOL, C-180 Gear with P-Ponk, Flint aux Fuel 24 US Gall., V-Brace, Float plane hooks, never on floats, 2 King VHF, GPS KLN 89B, 4 place intercom, 10 documented STCs, all logs since new, Always hangared no corrosion. All inspections up to date, 9/10 in and out. Asking \$62,500 CDN. Call 418-956-7127 or email: richarddes35@videotron.ca (3054.16225)



1979 CESSNA R172K HAWK XP on Wipline amphibis 2350. Like new, TTAf: 1,892, SMOH: 475. 210 HP. 17 hrs. Since 6 new cyl. Prop: 52TT. Never damaged, all logs. GNS430 with ILS, GMA340 audio, mode C, ADF, Tanis, strobes, sunroof, Wipaire GAS, bubbles windows. Annual/ IFR Feb. 2018. Int: 10/10 Ext: 10/10. Private plane \$180,000 CDN Call Michel 819-421-2609 (3123.16358)



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 Hangared, all maintenance by Cirrus Service Centre, \$227,900 USD. No HST, bcurrelly@norag.ca, 905-376-3178 (3058.16572)



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1947 CESSNA C-140 85 HP C-85-12 with mogas STC, 5127.8 TTSN 2022.1 SMOH (engine on condition), covers, wing fabric 2016, battery and ACK 406 ELT 2017, 4 pt. harness, wingtip strobes, invested \$9,000 + in restoration and upgrades, annual Sept. 2018, located CYXS, Prince George. \$26,500. rhjmmasson@gmail.com (250) 964 0075 (3154.16444)



1974 CITABRIA 7ECA Lycoming O-235-C1, Bendix / King KLX 135A GPS / COMM, 406 ELT Approx. TTSN 1689, Approx. 950 SMOH, Aileron Spades, Metal underbelly New Propeller, tires, seats and carpet. Fabric & paint 2002, always hangared. \$48500 OBO carnegiecontracting@gmail.com 403-992-0661 (3161.16458)



CESSNA 150F 1966. Total airframe time 2594; engine 1232. Basic panel, handheld radio. Interior panels and carpets not installed. Next annual inspection due October 2018. Spare engine available. Exterior paint is good, interior is not. \$10,000. cbalme@cogeco.ca (3093.16456)



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2011 RANS S7S ON ZENAIR 1450 AMPHIBS. 213 TTSN. Rotax 100hp. Electric flaps, Elis, twin radio, iPad mini dash mount, Transponder. Much more options. 200 hour just done by Rotax. \$89,000. fwleslie@eastlink.ca. NS, Canada. (2951.16083)



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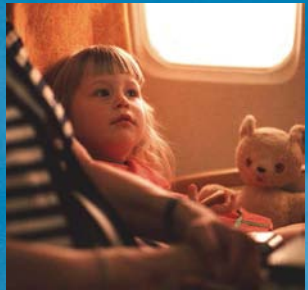

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AVIS DE CONVOCATION À L'ASSEMBLÉE GÉNÉRALE ANNUELLE

Veuillez prendre note que l'assemblée générale annuelle des membres de l'Association canadienne des propriétaires et pilotes d'aéronefs sera tenue à Saint John Trade & Convention Centre lié au Hilton Saint John (1, place du marché, Saint John, N.-B.), le 23 juin 2018, à 10 h 30 HAA pour les motifs suivants:

1. Afin de recevoir les états financiers de l'Association, du Fonds pour la liberté de voler (Fonds d'action spécial) et de la Fondation en Sécurité de vol pour la période se terminant le 31 décembre 2017. Les états financiers pourront être consultés en ligne: <http://www.copanational.org/fr/documents-aga> après le 20 avril, 2018;
2. Afin de recevoir les rapports des directeurs;
3. Afin de ratifier toutes les actions prises par les directeurs et les dirigeants depuis la dernière réunion annuelle des membres;
4. Afin de ratifier les élections du conseil de 2018
5. Afin de nommer les vérificateurs et autoriser les directeurs à fixer leur rémunération;

6. Afin de traiter toute autre affaire qui pourrait être dûment soumise à l'assemblée ou à tout ajournement de celle-ci.

Notez bien: Les membres qui ne peuvent assister à l'assemblée générale annuelle en personne peuvent compléter et retourner la procuration ci-jointe. Si vous n'êtes pas en mesure d'assister en personne vous serez en mesure de visualiser les procédures via internet en direct. Cependant, en raison de la politique actuelle de l'organisation, seuls les membres présents en personne (ou procuration) pourront voter sur toute motion.

Par ordre du conseil d'administration,

Daté ce 9e jour d'avril 2018.

Jim Bell, Secrétaire

Les états financiers (disponibles après le 20 avril, 2018) seront disponibles à COPA et seront également disponibles lors de l'assemblée générale annuelle.

PROCURATION

MOI, LE SOUSSIGNÉ

(Inscrire votre nom)

En tant que membre en règle de l'Association canadienne des propriétaires et pilotes d'aéronefs, par la présente je nomme,

(Inscrire le nom de la personne)

ou en son absence, le Secrétaire de la COPA, en remplacement du soussigné, comme mandataire pour assister à la réunion, participer et voter au nom du soussigné à l'assemblée générale annuelle à être tenue le 23 juin 2018 ainsi qu'à tout ajournement d'une telle assemblée, de voter et d'agir au nom du soussigné en rapport à tout sujet qui pourrait être apporté devant une telle assemblée, de la même manière que le soussigné pourrait le faire s'il était personnellement présent, le soussigné reconnaît, accepte et confirme la validité de cette procuration et tout ce que ça peut légalement accorder en vertu de la présente.

Numéro de membre: _____

Signature du membre

SOUMETTRE À LA COPA AU PLUS TARD LE 10 JUIN 2017

75 rue Albert, bureau 903, Ottawa, ON K1P 5E7

télécopier 613-236-8646

ttoutant@copanational.org

NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the members of the Canadian Owners & Pilots Association will be held at the Saint John Trade & Convention Center connected to the Hilton Saint John (1 Market Square, Saint John, NB), on the 23rd day of June, 2018, at 10:30AM (ADT) for the following purposes:

1. To receive the financial statements of the Association, Freedom to Fly Fund (Special Action Fund) and Flight Safety Foundation for the period ended December 31, 2017. They can be viewed at <http://www.copanational.org/en/agm-documents> after April 20, 2018.
2. To receive the reports of the Directors;
3. To ratify all actions of the Directors and officers since the last annual meeting of members;
4. To ratify 2018 Board Election Results
5. To appoint auditors and authorize the Directors to fix their remuneration;

6. To transact such further business as may properly be brought before the meeting, or any adjournment thereof.

Notes: Members who are unable to attend the Annual General Meeting in person, please complete and return the proxy form. If you are not able to attend in person you will be able to view the proceedings via internet live stream. However due to current Organization policy, only members attending in person (or as proxy) will be able to vote on any motions.

By order of the Board of Directors.

Dated the 9th of April, 2018.

Jim Bell, Secretary

The financial statements (available after April 20, 2018) are also available from COPA and will be available at the Annual General Meeting.

PROCURATION

I, THE UNDERSIGNED

(print name)

being a member in good standing of the Canadian Owners & Pilots Association, hereby appoint,

(print name)

or failing him/her, the secretary of COPA, as proxy for the undersigned, to attend, act and vote for and on behalf of the undersigned, at the Annual General Meeting, held on June 23, 2018, of the members of the association and any adjournment thereof, and to vote and otherwise act thereat for and on behalf of the undersigned in respect of all matters that may properly come before the meeting, in the same manner as the undersigned could do if personally present thereat, the undersigned hereby ratifying and confirming and agreeing to ratify and confirm all that such proxy may lawfully do by virtue hereof.

Membership No.: _____

Signature of Member

SUBMIT TO COPA BY JUNE 10, 2018

75 Albert Street, Suite 903, Ottawa, ON K1P 5E7

Fax 613-236-8646

ttoutant@copanational.org

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