

COPA Flight

The Journal of the
Canadian Owners and
Pilot's Association

AUGUST 2018

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FLOAT OPERATORS TAKE
PRECAUTIONS

SECURITY BREACH
HOW ONE AIRPORT
TIGHTENED UP

LASER RULES
TRANSPORT CANADA
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(P.42)

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Groups Unite to Solve Common Issues

At COPA's annual convention and trade show in Saint John, delegates and representatives from industry and government sat side by side working through the common issues that affect everyone in aviation. There is a strong focus on safety and reducing the number of accidents caused by a stubborn set of causes rooted in pilot performance.

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ON THE COVER: It's time to get out and fly and B.C.'s south coast was a great backdrop for a couple of Nanchangs.

Photo by Rich Beketa

COPA Flight



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WHAT'S IN A TITLE? TRANSPORT CANADA REVIEWING THEIR "TARGETED INSPECTIONS"

When we got the General Aviation Safety Campaign (GASC) going last year with TC, it was agreed that a lot of the work would concentrate on doing things differently, educating, informing, finding safety-enhancing solutions but certainly not more regulations. Great. After more than a year, this goal has been maintained and progress has been made on many fronts.

Measuring success is an integral part of any project or initiative but unfortunately, there is one big thing that came up that just doesn't really work: "targeted inspections". Unless these are actually what they sound like, perhaps a better choice of words was needed. We're told the official goal is "to determine baseline regulatory compliance and to determine, where possible, how compliance is, or is not achieved. Results from "targeted inspections" "will be analyzed to understand how the sector generally operates and applies regulation. "Targeted Inspections" for GA are also an opportunity to inform and promote safety. Where there is non-compliance or lack of knowledge we seek to uncover why and to educate the community".

So we all quickly found out that having "inspection" in the title was not a winner. In fact, during our convention in Saint John (NB), there was a seminar and presentation by a Senior TC official about these targeted inspections, where he tried to explain left and right

how these "targeted inspections" were not "targeted", or "inspections", at all. The members present raised their collective eyebrows, saying they may understand the goal but why give it such a bad name?

I am pleased to say that after the Convention and the feedback we received, I have spoken with senior officials at TCCA committed to the GA Safety Campaign who have reviewed their position to make this work. Because it is already used in their regular operations and systems, "Targeted Inspections" will only be internal jargon to TC but what they will be doing and conducting with GA and our members will be known as "GA Safety Survey". This is what will actually be communicated but mostly, that is what will be done!

I would like to thank our members for their tremendous feedback but also TCCA officials and everyone committed to making the GA Safety Campaign a collective success.

COPA, IAOPA AND ICAO

Earlier this summer, I met with Dr. Fang Liu, Secretary-General of the International Civil Aviation Organization (ICAO) in Montreal to prepare the International AOPA meeting that will take place in Montreal from June 29th to July 3rd 2020. As a sign of the times and knowing GA is the feeder system to all of civil aviation, Dr. Liu asked us to explore solutions to the pilot shortage and the gender difference in aviation-related careers.

QU'Y A-T-IL DANS UN TITRE?

TRANSPORTS CANADA (TC) REVOIT SES INSPECTIONS CIBLÉES

Lorsque la Campagne de sécurité de l'aviation générale (CSAG) a vu le jour l'an dernier avec TC, on a convenu qu'une grande partie du travail se concentrerait à faire les choses différemment, à éduquer, à informer et trouver des solutions améliorant la sécurité, mais certainement pas plus de réglementation. Génial. Après plus d'un an, cet objectif a été maintenu et des progrès ont été réalisés sur de nombreux fronts.

La mesure du succès fait partie intégrante de tout projet ou initiative, mais malheureusement, il y a une chose importante qui ne fonctionne pas: des «inspections ciblées». À moins qu'elles ne soient exactement ce qu'elles désignent, c'est l'un des titres les plus contre-productifs observés. L'objectif officiel est de «déterminer la conformité réglementaire de base et de déterminer, dans la mesure du possible, comment la conformité est ou n'est pas atteinte. Quelles sont les pratiques spécifiques en place pour s'assurer que les exigences réglementaires sont respectées? Sinon, quelles sont les causes initiales possibles et / ou les raisons de la non-conformité? Les résultats des inspections ciblées seront analysés pour comprendre comment le secteur fonctionne et applique généralement la réglementation. Les inspections ciblées pour l'AG sont également l'occasion d'informer et de promouvoir la sécurité. En cas de non-conformité ou de manque de connaissances, nous chercherons à découvrir pourquoi et à éduquer la communauté ».

Nous avons rapidement pris connaissance qu'avoir le mot « inspection » dans le titre n'était pas trop productif. En fait, lors de notre congrès à Saint John (N.-B.), un haut fonctionnaire

de Transports Canada a donné une conférence sur le sujet, où il a tenté d'expliquer comment ces inspections ciblées n'étaient pas des «inspections ciblées», faisant sourciller tous nos membres présents qui comprenaient le but mais demandaient pourquoi donner un si mauvais nom au programme?

Alors je suis fier de mentionner qu'après le congrès et le feedback que nous avons reçu, j'ai discuté avec des hauts responsables de TC engagés dans la campagne de sécurité de l'aviation générale qui ont bien voulu revoir leurs positions pour faire en sorte que ça marche. Faisant déjà partie de leurs opérations et de leurs systèmes, le terme « inspection ciblée » ne demeurera que du jargon interne à TC mais ce qui se fera auprès de nos membres et de la communauté sera plutôt un « Sondage de la sécurité de l'aviation générale ». C'est ainsi que le programme sera connu mais surtout, c'est ce qui sera fait!

J'aimerais remercier nos membres pour leur excellents commentaires, mais aussi les responsables de TC et tous ceux engagés dans la réussite collective de notre campagne de sécurité.

COPA, IAOPA ET OACI

Plus tôt cet été, j'ai rencontré Dr. Fang Liu, secrétaire-générale de l'Organisation de l'aviation civile internationale (OACI) à Montréal, pour préparer la réunion internationale de l'AOA qui se tiendra à Montréal du 29 juin au 3 juillet 2020. Sachant que l'AG est le système d'alimentation de toute l'aviation civile, la Dre Liu nous a demandé d'explorer des solutions pour la relève chez les pilotes et de réfléchir sur l'inégalité homes-femmes dans les carrières aéronautiques. ✈️



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✉ AIREON FOR AIRLINES ONLY?

Nav Canada's recently-issued Terms of Reference (TOR) on ADS-B, their March 21 teleconference and their recent threats of a reduction in nav aids have caused me to reflect about their direction and leadership. The TOR spun a yarn about Aireon's space-age technology saving money while providing tracking services across Canada and around the world. That might be partially true, but at what cost to the user?. An expensive ADS-B 1090ES transponder is required, not just the FAA 2020-compliant variety, but one with an additional top-mounted antenna). This was not disclosed in the document, nor on their website, but did show up at the March 21 teleconference. Prior to that, Aireon partner Irish Aviation Authority (IAA) had published the information on the Internet.

It is very clear now that the orbiting Iridium satellites have narrow vertical patterns as they sweep around their polar orbits, and they won't work with a bottom-mounted antenna. Why weren't we warned about this as we were planning to equip our airplanes for FAA's 2020 mandate?

There are very few options for GA-priced options to meet this requirement and they could add at least \$2000 more, if you plan for it. The cost after-the-fact is enormous, if not prohibitive. At least \$10,000 is needed for a planned package, and up to \$250,000 for some aircraft. Of course, most of new Airbus and Boeing aircraft are compatible with the up-to-date ADS-B with TCAS top-mounted antenna. Hence, "Aireon is for Airlines". Some of the older airplanes will require enormous dollars to get to this new standard. Otherwise, Aireon is an albatross for GA. ADS-B savings were claimed in the March Nav Canada teleconference. This was partly due to savings of \$175 million owing to the removal of existing SSR & ADS-B sites in favour of the Aireon system. If we lowball an ADS-B installation at \$10,000, this would result in \$300 million to

equip the 30,000 Canadian-registered private aircraft. What do we get by complying with Nav Canada's ADS-B 1090ES-only solution? The TOR says we are getting space-age technology so we can trash our ELTs and be tracked by the Aireon Alert service. But the installation costs trump the whole equation, and we can buy better tracking and alerting services from SPOT and inReach for under \$250 per year. And what about those goodies we'll be able to download from Aireon? The expectation was of real-time weather and radar traffic, like the FAA system. Well, the Aireon system is one-way only, with no provision for any downlink. This was not clear in the TOR, as the 1090ES could support additional traffic information (TIS-B). Also, weather downlink (FIS-B) is simply not available on the 1090ES.

The TOR document hardly addressed GA, except to mention a consultation period, which supposedly ended in December. Was the GA slight simply an oversight, or does it disclose the real purpose of the TOR: a means to track and bill airline traffic? Has someone accelerated the implementation schedule without real thought? During the March teleconference, a few groups got a chance to voice their concerns. COPA, AOPA and the RAA got a few words in. We were told that UATs (universal access transceivers) would not be supported by Nav Canada. This has very serious implications for traffic safety and our flight awareness.

We need a forward-looking organization, not an Aireon airliner tracking and billing machine. These are the fears that AOPA and EAA expressed about privatizing ATC in the U.S. I'm sure we will hear more from AOPA as they further describe the traffic safety and economic implications of excluding UAT — ADS-B aircraft from Canada. UAT-978 provides the real icing on the ADS-B cake in the U.S. It was expertly designed to entice users with weather downlink features while using lower power transmitters

at a much lower cost. While the entry 1090ES system is \$10,000, the corresponding UAT is \$2000.

Just why did Nav Canada invest so heavily in Aireon (51 percent) while neglecting to invest in a strong infrastructure like the FAA's air navigation system? Why is FlightAware being aligned with Aireon? Is FlightAware going to be their source for ground-based ADS-B in the south (SDA)? It relies on volunteer sites and doesn't even monitor UAT-978 and has serious gaps.

I had thought that we (GA) were stakeholders in Nav Canada but I was wrong. Not even COPA has representation with them. There are 15 directors and only one is designated as representing GA, and his affiliation is not really GA, but is corporate. That clearly sets the focus of Nav Canada. Maybe we should re-look at the ATC privatization equation in Canada.

Nav Canada needs to realize that they are not just working for the airlines. They have been entrusted with the Air Navigation System for all of us. If they are going to save money, they need to pass some of that on to us to encourage equipage. They need to include us in the planning so that these technical embarrassments don't pop up again. Furthermore, the provision of ADS-B - UAT weather at existing Nav Canada airports and remote communications sites can be a very effective air safety net that we'll all want to buy into. Air safety is our common goal.

We should all be encouraging an ADS-B system that makes the skies safer and allows us our freedom to fly at an affordable price. Mandating one-way solutions is not the answer. Nav Canada needs a serious realignment to include GA in an ADS-B solution.

*Lee Coulman
ATC Systems Engineer (Ret'd)*

COPA President Bernard Gervais Responds: *Thank you very much for your letter and your insight on the subject. We have all been trying to wrap our heads around the subject*

and trying to see "what's in it for us" with this 1090, as I've been asking NAV Canada that very question. We have come up with the possibility of it replacing the ELTs, but there is more that could be done. Also, I would invite you to read our position on ADS-B on our website, <https://copanational.org/en/advocacy-current-topics/>

☒ KEEP IT SIMPLE (AND INEXPENSIVE)

Reading the President's Corner on the path to ELT replacement using ADS-B- Outout ability I see a repeat of previous ignorance of the fact that many aircraft owners are flying aircraft that are only worth \$20,000 or less. Adding ADSB can cost \$5,000, not to mention annual recertification costs of at least \$200. That is just plain nuts and the very notion that such a TC position may be on the horizon is enough to discourage entry level pilots from purchasing an aircraft and force owners of low cost aircraft to abandon aviation altogether.

We all know that TC does not get that pilots like to fly for fun and not all of them have as their primary goal cross country travel. Past experience has demonstrated this fact. Cost is no object to bureaucrats.

If we want a vibrant general aviation population and industry in Canada we need to keep it affordable for the average person. Gradually restricting it to upper middle class and wealthy individuals is already killing general aviation. In my 40-plus years of aviating and COPA membership I have seen a marked decline in the number of active pilots mostly due to cost increases.

One of my aircraft is a single seater valued at about \$12,000 and has no electrical system. Equipping it with ADS-B is simply out of the question. There are lots of \$15,000 C-150 aircraft where the same truth is evident.

Please take the time to reinforce to TC that there are a lot of pilot/owners like myself who will simply disappear from the aviation scene should such a

ridiculous proposal proceed to legislation. We can readily move to the old car hobby or even sailing!

Make sure COPA stands up for the low cost owner as well as the big ticket owners. If there are no low cost owners the big ticket owners will be paying a lot more to fly thus reducing their ranks as well.

ELTs have been junk since their forced implementation. Today's cell phone is far superior. Why not use the G sensor in it to signal a crash using an app and the GPS chip in it to provide a location within a few feet? The antenna is internal. If the phone is clipped into a secure bracket in the aircraft in the cabin it can do the job outside of sparsely settled areas. Odds are if the occupants are intact and alive after a crash the cabin area will be relatively intact, the clipped phone will be OK, and can subsequently be used to call for assistance if the ELT function fails to alert.

My Android phone can communicate at ground level inside an aluminum boat or on the floor of a car. That is a lot better than any ELT I have come across. The G meter app on the phone agrees perfectly with the G meter in my aircraft. The GPS chip allows me to fly with moving map etc. very accurately. A synthetic vision app is available that could allow me to fly (with caution, in an emergency) in a potential IMC type environment. It replaces an \$8,000-plus panel mount unit.

These APPS were free. I'm sure a combined APP could be created for very little money that would incorporate the ELT function with no annual recertification required. It should not cost much to install a bracket in the aircraft to securely hold the phone (amateur builders can make their own to a standard). We do it already using RAM and similar units. A simple checklist item ensuring the phone is charged and installed and the app is live and running in the background is all that would be required.

Lets look forward and not remain stuck in the current mindset that everything aviation related has to be expensive.

Mac Mazurek

COPA President Bernard Gervais

Responds: *I thank you for your letter and I am happy to say that I echo your thoughts but may not have been clear in my article. Affordability is one of the ways to keep our GA community alive, as well as technological advances on the safety side. As you point out, a simple integrated circuit G-switch works a lot better than an ELT and that's what we are hoping for in the newer transponders that transmit to satellites (unfortunately, the cell-phone grid is only useful in densely-populated areas of Canada). Time is on our side in this specific ELT case, since we are still looking at something like four to five years. We are looking at initiatives of the type as part of General Aviations Safety Campaign (GASC), where safety-enhancing equipment is being foreseen into aircraft without the regulatory burden or associated certification costs. But it is our duty to carefully plan this out with the regulator (TC) and others like NAV Canada. Rest assured we are doing this for the benefit of all our members, even for the seven percent of them who do not have electrical systems on their aircraft.*

SEND US YOUR STORIES, LETTERS AND PHOTOS

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

News stories should be 500-1,000 words and make sure facts are checked and the statements made in the article are factual.

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

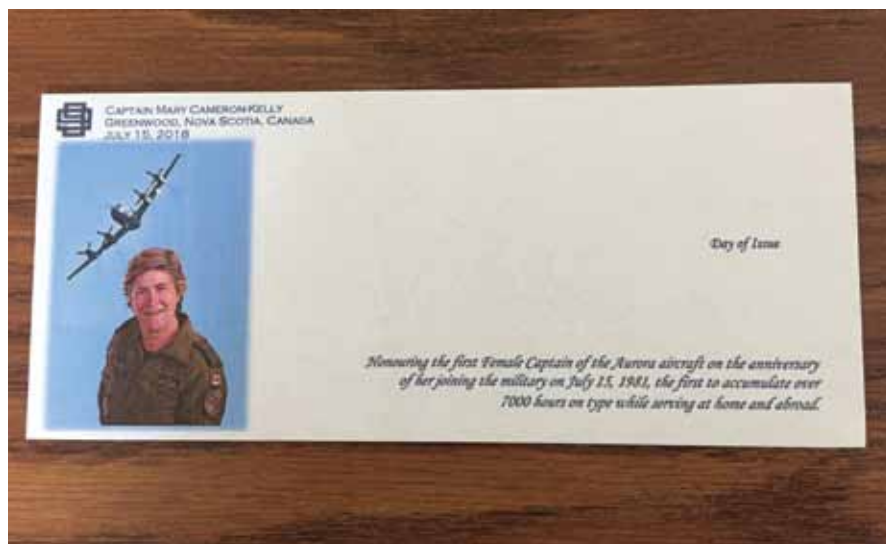
Photos must be sent in high resolution. A good rule of thumb is that if the image is 1Mb or larger it's good to go.

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

PIONEER FEMALE AURORA PILOT

NINETY-NINES STAMP HONOURS CAPTAIN MARY CAMERON-KELLY

BY MARILYN DICKSON



The East Canada Section of the Ninety-Nines launched a plan in 2008 to honour noteworthy Canadian female pilots. Through Canada Post's Picture Postage program, the Ninety-Nines have designed stamps which can be used as regular letter postage within Canada. The 2018 stamp will celebrate Captain Mary Cameron-Kelly's military career as Canada's first female Aurora pilot.

Mary Cameron was born and raised in North Sydney, N.S. and became interested in aviation at a young age. She wanted to be an astronaut so she took science courses in high school. Her interest in flying continued and she joined the air cadets. When she graduated from high school in 1981, she joined the Canadian air force.

Few women were seriously considered for pilot training at that time, and Cameron had few role models. When she first applied for pilot training, she wasn't accepted. She had to wait two years before she could apply again, so she worked initially as an airframe technician.

Again, she applied and again she wasn't accepted, but Cameron persisted. In her spare time she showed her determination by earning a civilian private pilot licence and participating in the Webster Memorial Trophy Competition, placing second. Recognized for her knowledge of airframes, Cameron was offered an instructor position. After teaching the airframe course for two and a half years, she finally was accepted for pilot training in 1986.

Moving from a non-commissioned member of the military, Cameron was required to attend another boot camp to focus on the leadership skills officers require. Although her civilian flying had given her a good foundation, she had another four months of aviation training, consisting of ground school as well as flying Musketeer and Tutor trainers. After Cameron graduated in 1991, she became the Canadian Forces' first female Aurora pilot, the airplane model she had mainly worked on as an airframe technician.

Canada's first female CP-140 Aurora pilot, Capt. Mary Cameron-Kelly, is commemorated with a postage stamp issued by the 99s.

Three years later Cameron qualified as an aircraft commander on the Aurora, and in 1995 was appointed the first female maritime patrol crew commander. In this role, she flew to the Arabian Gulf where she participated in Operation Apollo in the fight against terrorism. Following that operation, her crew flew the last Aurora home. Altogether, Cameron has logged more than 7000 hours on the Aurora, including patrolling Canada's eastern and northern coasts. She recently commanded the six-woman team which helped rescue nine fishermen just as their boat was sinking in Canada's far north.

Cameron is now married to Jim Kelly, who serves in the reserves. Still on active duty at 14 Wing Greenwood, Cameron-Kelly will celebrate her 37th year in the military on July 15, 2018.

The stamp will be launched at 13:30 on July 15, 2018 at the RCAF Museum in Greenwood, N.S. Members of the public are welcome to attend. Included with the stamps is a brief bio of Captain Mary Cameron-Kelly, which purchasers are invited to copy and enclose in their mailings. Profits from stamp sales honour other people's and groups' contributions to aviation, support flying events and preserve historical materials.

Stamps are not available from Canada Post outlets, but are available in four different formats online at canadian99s.com/stamps.



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AQUATIC INVASIVE SPECIES

FLOAT PLANES INADVERTENTLY SPREAD ZEBRA MUSSELS

BY JIM BELL COPA MANITOBA DIRECTOR



◀ Zebra mussels destroy beaches and clog waterworks and can hitch a ride on aircraft floats to uninfected waterways.

Water pumped from floats must be drained into a container and discarded on land where it can't drain back into the water.

Both the pump and container, as well as other water-related equipment that has come in contact with the water, must be cleaned, drained and dried completely or decontaminated before being placed into another water body as per the legislation (Schedule C).

In addition, water bodies already known to be invaded, or about to be invaded due to natural water movements, are called control zones and more rules apply:

Aircraft cannot moor in the Central Control Zone, the Nelson River Control Zone or the Saskatchewan River/Cedar Lake Control Zones for longer than 12 hours unless floats are treated with anti-fouling paint in good condition. Note that only anti-fouling paint approved by the federal Pest Management Regulatory Agency can be legally used in Canada (hpc-sc.gc.ca/cps-spc/pest/index-eng.php).

Water-related equipment used in a Control Zone water body must be cleaned, drained and decontaminated before using it in another water body unless staying within the same Control Zone, when only the general cleaning requirements need be met. It's suggested that operators use dedicated equipment that stays in one water body only, e.g. attach ropes to the dock instead of the aircraft and keep all water-related equipment in the same water body.

For more information on AIS legislation pertaining to float planes please refer to the How You Can Help menu at the manitoba.ca/stopais webpage, or call, toll-free 1-87-STOP AIS-0. 🦋

Preventing the further spread of aquatic invasive species (which include zebra mussels) is a very challenging responsibility that all float plane operators must take seriously.

Adult zebra mussels can be the size of a grain of sand and grow to the size of a human thumbnail. They can attach themselves to any submerged area, such as floats, rudders, ropes, pails, float pumps, etc. Adults can survive out of water for up to 30 days and are difficult to kill. The larval stage, called a veliger, is microscopic and cannot be seen with the naked eye, yet can be found anywhere there's water, such as in the float. Once in a body of water, zebra mussels are there to stay.

In Manitoba, there are federal and provincial regulations in place aimed at preventing the introduction and spread of aquatic invasive species (AIS) such as zebra mussels, spiny water flea, black algae and rusty crayfish. These

rules apply to all float plane operators, yet many are not aware of them. Other provinces have similar rules.

The general cleaning requirements state the following process must be carried out before taking off from any water body in Manitoba:

Immediately before taking off from a waterway, the aircraft operator must inspect, visually and by touch, any area that has been in contact with water from the water body, e.g. floats, cables, rudders, ropes, paddles and float pumps to ensure they are free of aquatic invasive species, aquatic plants and mud before leaving the water body. If any of the surfaces feel like sandpaper to the touch, this could be attached zebra mussels. The outside of the floats can be cleaned using an appropriate plastic scrapper or scrub brush or using decontamination methods described in Schedule B of the AIS Regulation.

INCIDENTS + ACCIDENTS

ONTARIO REGION

The Greenstone Fire Dispatch called to report an aircraft accident on Hutchison Lake. Geraldton (Greenstone Regional), ON (CYGQ) Airport Manager (APM) advised the aircraft is a privately registered Maule M-5-210C. Ontario Provincial Police (OPP), fire and ambulance on scene, and pilot was being tended to.


QUEBEC REGION

A Cessna 172N on a flight from Chicoutimi/St-Honore, QC (CYRC) and landing at Chicoutimi/St-Honore, QC (CYRC) made a hard landing on Runway 30 during a touch-and-go operation, causing propeller damage. The aircraft stopped at the intersection of Runway 36. The operational impact of the subsequent runway inspection involved 3 overshoots initiated by air traffic services (ATS).

RÉGION DE L'ONTARIO

Le poste de répartition des services d'incendie de Greenstone a téléphoné pour signaler un accident d'avion sur le lac Hutchison. Le gestionnaire de l'aéroport Geraldton (Greenstone Regional) (CYGQ), ON, a avisé que l'aéronef était un Maule M-5-210C d'immatriculation privée. La Police provinciale de l'Ontario (OPP), les services d'incendie et d'ambulance étaient sur les lieux et le pilote a été pris en charge.

RÉGION DU QUÉBEC

Un Cessna 172N effectuant un vol de Chicoutimi/Saint-Honoré (CYRC), QC, et atterrissant à Chicoutimi/Saint-Honoré (CYRC), QC, a fait un atterrissage dur piste 30 lors d'un posé-décollé, ce qui a endommagé son hélice. L'aéronef s'est arrêté à l'intersection de la piste 36. Impact sur l'exploitation : lors d'une inspection subséquente de la piste, les services de la circulation aérienne (ATS) ont demandé aux trois aéronefs suivants de remettre les gaz. 

ENFORCEMENTS

QUEBEC REGION

A person operated an aircraft in circumstances other than those referred to in paragraph (a), at a distance less than 500 feet from any person, vessel, vehicle or structure. CAR 602.14(2)(b), \$750.

A person operated an aircraft in circumstances other than those referred to in paragraph (a), at a distance less than 500 feet from any person, vessel, vehicle or structure. CAR 602.14(2)(b), \$750.

The pilot-in-command of an aircraft operating at or in the vicinity of an aerodrome failed to conform to or avoid the pattern of traffic formed by other aircraft. CAR 602.96(3)(b), \$750.

The pilot-in-command of an aircraft operating at or in the vicinity of an aerodrome failed to make all turns to the left when operating within the aerodrome traffic circuit, except where right turns are specified by the Minister in the Canada Flight Supplement or where otherwise authorized by the appropriate air traffic control unit. CAR 602.96(3)(c), \$750.

PACIFIC REGION

A person operated a model aircraft having a total weight of more 1 kg (2.2 pounds) but not more than 35 kg (77.2 pounds) at a lateral distance of less 250 feet (75 m) from vehicles, vessels or the public, including spectators, bystanders or any person not associated with the operation of the aircraft. Interim Order No. 8, section 5 (4), \$750.

The Pilot in Command failed to enter in the journey log of the aircraft, the particulars of a defect in any part of the aircraft equipment, as soon as practicable after it is discovered but before the next flight. CAR 605.94(1), \$750.

A person signed a maintenance release required pursuant to section 605.85 without complying with the standards of airworthiness applicable to the maintenance performed and stated in Chapter 571 of the Airworthiness Manual. CAR 571.10(1), \$1,000.

RÉGION DU QUÉBEC

Une personne a utilisé un aéronef dans les cas autres que ceux visés à l'alinéa a), à une distance inférieure à 500 pieds de toute personne, tout navire, tout véhicule ou toute structure. RAC 602.14(2)b), 750 \$.

Une personne a utilisé un aéronef dans les cas autres que ceux visés à l'alinéa a), à une distance inférieure à 500 pieds de toute personne, tout navire, tout véhicule ou toute structure. RAC 602.14(2)b), 750 \$.

Le commandant de bord qui utilisait un aéronef à un aérodrome ou dans son voisinage a omis d'adopter le circuit de circulation suivi par les autres aéronefs ou de s'en tenir à l'écart. RAC 602.96(3)c), 750 \$.

Une personne a utilisé un modèle réduit d'aéronef dont la masse totale était supérieure à 1 kg (2,2 livres) mais inférieure à 35 kg (77,2 livres) à une distance latérale inférieure à 250 pieds (75 m) des véhicules, des navires ou du public, y compris des spectateurs, des passants ou de toute personne sans rapport avec l'utilisation de l'aéronef. Arrêté d'urgence no 8 Paragraphe 5(4). 750 \$

RÉGION DU PACIFIQUE

Le commandant de bord a omis d'inscrire dans le carnet de route de l'aéronef, les détails sur toute défektivité de l'équipement de l'aéronef, le plus tôt possible après la constatation mais avant le prochain vol de l'aéronef. RAC 605.94(1), 750 \$.

FLYING CLUB INSURANCE

SOME IMPORTANT COVERAGES TO CONSIDER

Are you currently in a flying club, or thinking about joining one? Whether your club has three members or an unlimited number, is a pure member-owned club or a hybrid, flies a 172 or an advanced ultralight, there are unique exposures that you should be aware of when buying insurance. Firstly, there are several factors that will affect the pricing. The most important include the make and model of aircraft being operated; the insurance coverage limits needed (aircraft value and liability limits); the number of members per aircraft; ratings, experience, proficiency and claim-experience of members; aircraft location and whether it is hangared or tied down outside; and additional expanded coverage that may be needed to meet club requirements.

Overall, the insurance rates will be most influenced by the piloting experience of the members, the amount of experience each has in the aircraft type to be insured, and finally, the type of aircraft that is being insured.

Unlike single pilot ownership, insurance companies will be interested in knowing what kind of formal safety and control measures your club has in place. For example, it may be worthwhile to provide them with details about your base airport: the runway length; if it is lighted; and if it has a grass or asphalt surface. They will want to know the type of storage facility you are using, the extent of supervision over flight operations (especially regarding student pilots), club maintenance programs, club-required currency requirements, refresher courses and check rides, the club's and each member's accident history, and how the club keeps this all organized to ensure that medicals,



ratings and licences are kept current and up to date.

Moreover, it is a very good idea to have formal operational guidelines or a manual for the club. Ask your broker for assistance with the above requirements. Not only is this integral for ensuring your risk is being presented in the best possible light to the underwriter, but more importantly it will reduce your overall risk and even your insurance premium.

Secondly, no two insurance policies are the same. It is more important than ever to ensure that you are looking beyond price when purchasing insurance for the flying club. The policy has to be flexible to the needs of the flying club. For instance, ensure you are purchasing as much liability as possible. When there is a board of directors accountable for club decisions, and/or when there are many members, the liability exposure increases. It is important that you purchase the highest liability limit you can reasonably afford and that is available in the market.

Be aware too of the deductible, and have a plan mapped out ahead of time for who is responsible for paying the deductible in the event of a loss. Deductibles can vary from \$0 to greater than \$5000. For higher deductibles, and if the members do not actually own the aircraft, you may

want to consider having the pilots buying a non-owned liability policy.

In addition, does the policy include premises liability? This is an important coverage, not only because it is a requirement of most airports to have airport premises liability insurance, but especially because when there are many people involved along with the likelihood of social events occurring among members, the potential for slip and fall type claims or premises-related claims increases.

Other coverages you will want to consider include baggage and hangar coverage, emergency and unexpected landing coverage, trip interruption, extra expense coverage, products liability for when the club sells the aircraft, search and rescue coverage, and unlimited coverage for social (non-flying) members.

There are unique considerations when setting up, organizing and insuring flying clubs. Make sure you are getting the proper advice from your insurance broker and be sure you are properly protecting yourself, the directors and officers of the club and the other club members.

If you would like a quote for your flying club or looking for more information, please contact Magnes at 1-855-VIP-COPA (847-2672) or VIP-COPA@magnesaviation.com.

ASSURANCE POUR LES AEROCLUBS

QUELQUES COUVERTURES IMPORTANTES À CONSIDÉRER

Etes-vous actuellement membre d'un club d'aviation ou pensez-vous en devenir membre ? Si votre club a trois membres ou un nombre illimité, est un club appartenant à un membre ou un hybride, exploite un 172 ou un ultra-léger, il y a des expositions uniques que vous devez savoir lors de l'achat d'assurance.

Premièrement, plusieurs facteurs influent sur les prix. Les plus importants comprennent la marque et le modèle de l'avion; les limites de couverture d'assurance nécessaires (valeur de l'aéronef et limites de responsabilité); le nombre de membres par aéronef; les qualifications, l'expérience, la compétence et l'historique des réclamations d'assurance des membres; l'emplacement de l'aéronef et s'il est stationné dans un hangar ou à l'extérieur; et une couverture supplémentaire pouvant être nécessaire pour répondre aux exigences du club.

Dans l'ensemble, les taux d'assurance seront les plus influencés par l'expérience de pilotage des membres, la quantité d'expérience que chacun possède dans le type d'aéronef à assurer et, enfin, le type d'aéronef assuré.

Contrairement à la propriété d'un seul pilote, les compagnies d'assurance seront intéressées à savoir quel type de mesures formelles de sécurité et de contrôle votre club a en place. Par exemple, il peut être utile de leur fournir des détails sur votre aéroport de base : la longueur de la piste; s'il est allumé, et s'il a une surface d'herbe ou d'asphalte. Ils voudront connaître le type d'installation de stockage que vous utilisez, l'étendue de la supervision des opérations aériennes (en particulier en ce qui concerne les pilotes étudiants), les programmes d'entretien du club, les exigences de maintien des compétences du club, les cours de re-

cyclage et les vérifications, les cours de recyclage et les vérifications, l'histoire des accidents du club et de chaque membre, et comment le club maintient tout cela organisé pour s'assurer que les examens médicaux, les qualifications et les licences sont tenus à jour.

De plus, c'est une très bonne idée d'avoir des directives opérationnelles formelles ou un manuel pour le club. Demandez à votre courtier de vous aider avec les exigences ci-dessus. Non seulement cela est-il essentiel pour assurer que votre risque est présenté de la meilleure façon possible à l'assureur, mais surtout, cela réduira votre risque global et même votre prime d'assurance.

IL Y A DES CONSIDÉRATIONS UNIQUES LORS DE LA MISE EN PLACE, L'ORGANISATION ET L'ASSURANCE DES AÉROCLUBS


Deuxièmement, deux polices d'assurance ne sont jamais les mêmes. Il est plus important que jamais de veiller à ce que vous regardiez au-delà du prix lorsque vous achetez une assurance pour l'aéroclub. La police d'assurance doit être flexible pour les besoins de l'aéroclub. Par exemple, assurez-vous d'acheter autant de responsabilité civile que possible. Quand un conseil d'administration est responsable des décisions du club et / ou lorsqu'il y a beaucoup de membres, l'exposition au passif augmente. Il est important que vous achetiez la limite de responsabilité la plus élevée que vous puissiez raisonnablement vous permettre et qui soit disponible sur le marché.

Soyez également conscient de la franchise et établissez un plan à l'avance pour savoir qui est responsable du paiement de la franchise en cas de sinistre. Les franchises peuvent varier de 0 \$ à plus de 5 000 \$. Pour les franchises plus élevées, et si les membres ne sont pas propriétaires de l'avion, vous pouvez envisager d'avoir les pilotes d'acheter une politique de responsabilité pour les non-propriétaires.

En outre, la police inclut-elle la responsabilité des locaux ? Il s'agit d'une couverture importante, non seulement parce que la plupart des aéroports exigent une assurance responsabilité des locaux, mais surtout parce que, lorsque de nombreuses personnes sont impliquées et que des incidents sociaux peuvent survenir parmi les membres, le risque de glissade et de chute réclamations ou réclamations liées aux locaux augmente.

Les autres couvertures que vous voudrez prendre en considération comprennent la couverture des bagages et des hangars, l'atterrissage imprévu et inattendu, l'interruption de voyage, la couverture des dépenses supplémentaires, la responsabilité des produits lorsque le club vend l'avion, la couverture de recherche et de sauvetage, et couverture illimitée pour les membres sociaux (non-pilotes).

Il y a des considérations uniques lors de la mise en place, l'organisation et l'assurance des aéroclubs. Assurez-vous de recevoir les conseils appropriés de votre courtier d'assurance et assurez-vous de bien vous protéger, ainsi que les administrateurs et dirigeants du club et les autres membres du club.

Si vous souhaitez obtenir un devis pour votre aéroclub ou si vous souhaitez obtenir plus d'informations, veuillez contacter Magnes au 1-855-VIP-COPA (847-2672) ou VIPCOPA@magnesaviation.com. 

LASER BAN

BATTERY-POWERED HAND-HELD DEVICES

After appropriate consultation, Minister of Transport Marc Garneau enacted an interim order on June 28 with respect to the possession and use of battery-powered hand-held lasers. This interim order is the sad result of too many incidents where some individuals shone lasers into aircraft cockpits, in some cases causing temporary or longer lasting vision problems for the pilots. There is no need to expand on the dangers associated with such an event, much less elaborating on the intellectual capacities of individuals perpetrating such actions. The interim order will eventually become law.

THE INTERIM ORDER PROVIDES FOR FINES OF UP TO \$5000 FOR AN INDIVIDUAL

The order applies to battery-powered hand-held lasers with a power output rating greater than one milliwatt. It states that no person shall have in their possession a battery-powered hand-held laser in municipalities of greater Montreal, Toronto and Vancouver as listed in the order, or within a 10-kilometre radius of the geometric centre of an airport or heliport.

These restrictions do not apply if the laser is in a dwelling, or the person is in possession of the laser for legitimate reasons including occupational or business purposes, educational purposes, transporting the laser in the course of their employment or is a member of an astronomical society.

The interim order provides for fines of up to \$5000 for an individual or \$25,000 for a company or corporation. COPA invites all members to read the Interim Order for more details. 📄



INTERDICTION AUX LASERS DISPOSITIFS PORTATIFS À PILES

En date du 28 juin 2018, l'Honorable Marc Garneau, ministre des Transports, a signé, après consultation préalable, un Arrêté d'urgence visant la possession et l'utilisation des lasers portatifs à piles. Cet Arrêté d'urgence est la conséquence malencontreuse de trop d'incidents de ces lasers étant dirigés vers les cockpits d'avions en approche aux aéroports, causant ainsi des troubles de visions temporaires ou de durée prolongée chez les pilotes de ces avions. Ce n'est pas nécessaire d'insister ici sur les dangers associés à de telles pratiques, et encore moins d'élaborer sur les capacités intellectuelles des individus perpétrant ces actes. L'Arrêté d'urgence deviendra éventuellement une loi.

L'Arrêté d'urgence s'applique à l'égard des lasers portatifs à piles dont

la puissance nominale de sortie est supérieure à 1 milliwatt et stipule qu'il est interdit à toute personne d'avoir en sa possession un laser portatif à piles dans les zones couvertes par les municipalités des régions de Montréal, de Toronto et de Vancouver telles qu'identifiées dans le texte de l'Arrêté, et dans les zones situées dans un rayon de 10 kilomètre du centre géométrique d'un aéroport ou d'un héliport.

Ces restrictions ne s'appliquent pas si le laser portatif à piles est dans une maison d'habitation, ou si la personne est en possession du laser portatif à piles pour une raison légitime, telle notamment : utilisation à des fins professionnelles ou commerciales, à des fins pédagogiques, qu'elle le transporte dans le cadre de son emploi, ou est membre d'une société d'astronomie.

L'Arrêté prévoit des amendes pouvant atteindre jusqu'à 5 000 \$ par individu ou 25 000 \$ dans le cas d'une compagnie ou corporation. COPA invite tous nos membres à lire l'Arrêt d'urgence pour plus de détails. 📄

TECHNOLOGY INCREASING ACCURACY

AIR DATA ATTITUDE HEADING REFERENCE SYSTEMS

An Air Data Attitude Heading Reference System (ADAHRS) delivers real-time data that provides electronic instrumentation, backing up both glass panels and traditional aircraft instruments. The adoption of micro-processors, lithium batteries, aircraft-grade sensors and rapid application development has created an environment whereby the precision of solid state technology can be incorporated into the cockpit in a cost-effective manner.

AHRS utilizes sensors delivering real-time flight information including roll, pitch and yaw. With solid state or microelectromechanical gyroscopes, accelerometers and magnetometers, air data is delivered without the requirement to derive the numbers based upon GPS technology. This approach provides extremely accurate flight data and instrumentation.

Over the past four years, a number of avionics manufacturers have invested research and development efforts into the creation of wing-mounted electronics pods. Straight & Level Technologies and Levil Aviation have recently released products which utilize a true pitot static system that independently produces flight data. Using Wi-Fi connectivity, information is transmitted from the electronics pod to a tablet or smart phone.

A variety of sensors provide the precise real-time data that drives ADAHRS. These sensors include pitot static, thermometer, barometric altimeter, accelerometer, gyro, magnetometer and GPS. A micro-controller converts these sensors into digital data, delivered to applications on a tablet or smartphone over a wireless connection. Wi-Fi provides a more stable connection protocol versus Bluetooth,

with less sensitivity to electromagnetic interference (EMI) generated by aircraft systems such as magnetos and alternators.

The electronics pod creates concurrent point-to-point Wi-Fi connections to many tablets or smart phones. The advent of many in-cockpit Wi-Fi-enabled devices such as ADS-B IN/OUT receivers and glass panel connectivity are all attempting to connect to the pilot's tablet in a point-to-point peer connection. In a peer-to-peer connection, only a single device is supported, requiring the user to manually select the device and application when switching between Wi-Fi devices. A portable Wi-Fi access point provides a quick fix, however the devices and applications must be able to support access point connectivity.

To avoid the cost and time associated with the STC certification process, some electronic pods are designed to be removable from the airframe. Using GoPro-style mounts, the mounting bracket which would be permanently attached to the airframe may be deemed by the FAA or TCCA to require either an STC or a minor alternation form. For electronic pods permanently affixed to the airframe, the non-required safety-enhancing equipment (NORSEE) certificate can be utilized. The NORSEE process addresses equipment that is not required by any federal regulation, with the intent to measurably increase aircraft safety.

Straight & Level Technologies' product WingBug (wingbug.com) provides both ADAHRS as well as ADS-B IN (in a future release). With four years of development under their wings, current R & D initiatives are focused on software features rather than hardware upgrades, thereby minimizing hardware obsolescence. Co-founder

Alex Rolinski reports, "that (by) using state of the art components, the hardware platform will outlive the software builds." With no pilot-serviceable components in WingBug, Rolinski provides a no-questions-asked, one-year replacement program (two additional years as an option).

Using GoPro-style mounting technology, WingBug can be easily moved between airplanes. The onboard battery delivers 12 hours of use and recharges in six. Alex's team is working with a number of electronic flight bag manufacturers to incorporate support for WingBug into their apps. Priced at \$950 USD, WingBug includes both the hardware and a basic six-pack application for iOS devices. Additional features will be provided through an in-app annual subscription.

Levil Aviation's Broadcasting Outer Module (BOM) ADAHRS technology (aviation.levil.com) utilizes a RAM-air turbine to generate power and charge the battery in its electronics pod. The internal battery will deliver four hours of useful time when fully charged. BOM will automatically turn on upon sensing engine vibration. The BOM pod delivers AHRS, air data, GPS, AoA, OAT, ADS-B IN (1090 and 978) and data recording. Designed to be permanently attached to the airframe, Levil is utilizing NORSEE as a mechanism to provide regulatory approval without the investment of time and capital in the STC process. BOM is not intended to replace primary flight instruments such as the altimeter. Levil provides a free AHRS Utility app for Apple devices, displaying battery percent, GPS signal power, ADS-B diagnostics and more. Supporting both iOS and Android tablets, connectivity is established though Wi-Fi. BOM is priced at \$1995 (USD) with ADS-B, or \$1595 (USD) without. 🛩️

ON THE HORIZON

ON THE HORIZON

AUGUST 2018

AUGUST 2, WIARTON, ON: for COPA Flight 68, CYVV. The 99's visit CYVV in celebration of the 110th Birthday and 90th anniversary of Canada's first licensed woman pilot, Eileen Vollick. Potluck.

AUGUST 4TH, VANDERHOOF, BC: Vanderhoof International Airshow at Vanderhoof BC (CAU4) is pleased to announce the: Snowbirds, F-18 Demo Team, SkyHawks, as well as numerous warbirds and civilian acts. Camping on site as well as dance and party to follow. Check us out on You tube and Facebook.

AUGUST 5TH, KILLARNEY, MB: Edenvale Classic Aircraft Foundation is having our 30th Gathering of the Classic Fly-in on August 11 with a rain date of August 12 from 9:00 to 15:00. It is the largest classic aircraft and classic car gathering in Canada. It takes place at Edenvale Aerodome. Contact: info@classicaircraft.ca — Check www.classicaircraft.ca under gathering procedures for arrival procedures.

AUGUST 6-13, GATINEAU, QC: Also the Arizona CAF Wing B-25 "Maid in the Shade" will make a stop over at Gatineau to sell rides. This would start on August 6th arrival day with a media flight. Then available static display from Monday to Thursday August 9th. Booking flights for Friday, Saturday and Sunday, then departing on Monday August 13th

AUGUST 9, BRANDON, MB:

Commonwealth Air Training Plan Museum will be holding an air display on August 9, 2018 at the Brandon Municipal Airport (CYBR). Gates open at 16:00 and the Air Display will take place at 18:00. Get up close to WWII trainers and talk with our pilots and crew. Aircraft Showcase: 2 Tiger Moths; 2 Harvards; Cornell; Fleet Finch; Stinson; T-28 Trojan; 2 Stearman. Admission 10\$ (Kids 12 & under free)

AUGUST 9-13, ABBOTSFORD, BC:

Flight 83. Abbotsford Air Show Fly-In / Camping. Free aircraft parking and camping. August 10th, 11th and 12th. AFC hosting on field Thu 9th through Mon 13th. Showers, meals, club hospitality. Arrivals and practice Thursday and Friday. Full night show Friday evening. Day shows Saturday, Sunday. www.AbbotsfordAirshow.com info@AbbotsfordFlyingClub.ca

AUGUST 11, NORTH BAY, ON: Flight 23. COPA for Kids. Almaguin highlands airpark CPE6 Saturday Aug 11 as part of Sunflower Festival.

AUGUST 11, SLEMON PARK PE: COPA Flight 125 Fly-in BBQ August 11, 2018 at Summerside

Airport from 10:00 - 14:00. Prince Edward Island Mussels, Steak & Potatoes, \$10.00/Person. Please RSVP by contacting Matt: airport@slemonpark.com or 902-432-1760.

AUGUST 11, WHITECOURT, AB:

Whitecourt Flying Club COPA Flight 185 is happy to announce our COPA for Kids is planned for Aug 11, 2018 at the Whitecourt Airport. Sign up is at <http://www.whitecourtflyingclub.com/>. Follow the COPA for kids link. First flight is planned for 9:00 am. Registered kids should be at the airport at 8:00. Pilots interested in flying, please contact Curtis Brownlee at 780-778-0854.

AUGUST 11, STAYNER, ON:

Edenvale Classic Aircraft Foundation is having our 30th Gathering of the Classic Fly-in on August 11 with a rain date of August 12 from 9:00 to 15:00. It is the largest classic aircraft and classic car gathering in Canada. It takes place at Edenvale Aerodome. Contact: info@classicaircraft.ca — Check www.classicaircraft.ca under gathering procedures for arrival procedures.

AUGUST 11-12, HAVELOCK, ON:

The Havelock Flying Club, COPA Flt 27 will host its annual fly-in and open house on Aug 11 and 12. Our popular auction will be held on Sat starting at 1400 followed at 1700 by a steak BBQ and strawberry shortcake. Breakfast and lunch will also be available on Sat and Sun. There is limited bunkie accommodation available by request. All aviation enthusiasts and those who want to be are welcome to join us.

AUGUST 11-12: 9TH BERNIE'S SPLASH-IN.

Seaplanes and helicopters welcome on the Notawissi Lake (North 47-06-30, West 75-27-40). Sand beach 2600 ft long. Cottages available, restaurant, fishing, etc.: <https://notawissi.com/en/index.php> 819-623-2525. 110 NM north of the Ottawa airport (CYOW). Contact Bernie: 819-465-2069, bernieavion2007@hotmail.com or Andre 819-329-2830, info@pontiacairpark.com.

AUGUST 12, WESTLOCK, AB:

COPA Flight 139 (the Westlock Flying Club) will be hosting our annual fly-in/drive-in breakfast from 7:00 am - 11:00 am on Sunday, August 12th. For more information, contact Dan at dan@syz.com or 780-809-1788. We're looking forward to seeing you there at the Westlock Airport (CES4)!

AUGUST 12, LEMBERG, SK: Fly-in Breakfast and Car Show being held in Lemberg on August 12, 2018. Further information: Judy Janiskevich 306-335-2216.

AUGUST 18, MOOSE JAW, SK: Event: Moose Jaw Flying Club Fly-In Breakfast. Loca-



tion: Moose Jaw Municipal Airport (CJS4). Date: Saturday, Aug. 18. Time: Breakfast served 0800-1100. Fly or drive in to join us for a great breakfast. Call and on 122.8 and watch for skydivers and their jump planes over the airport.

AUGUST 18, QUINTE, ON: The event is sponsored by COPA Flight 53 and will be held at Picton Airport, Prince Edward Flying Club. The date is Saturday August 18 at 9am with a rain date of the 19th of August. Preregistration by August 1 is required as numbers are limited. Contact is Jeff at cidkd40@icloud.com.

AUGUST 18-19, 2018 FAIRMONT HOT SPRINGS, BC (CYCZ).

Seventh annual airport free fly in. Come and enjoy all the amenities of the Columbia Valley and what the Airport has to offer. Co-ordinates N50.90.15 - W115.52.24, ATF 123.200. 5 cent fuel discount, Hot springs pool passes and shuttle, resort room discounts. Discounts at our three golf courses with shuttle or play for free on our championship one hole course at the Airport. Free BBQ 1430 hrs August 18 2018, Pancake breakfast August 19 2018. 50/50 charity draw and any requested activities if possible. All monies raised are for the Chris Rose Therapy Center for Autism. Free camping on site for a hundred or so. Everyone flying in receives the coveted CYCZ key chain. For discount codes and alternate accommodation please contact Shawn Jestley (250) 345 - 2121 or sjestley@fhrs.com

AUGUST 25, MEDICINE HAT, AB:

Fly-In and Corn Roast, Sausages and refreshments. From 900-1300. Planning to finish most of the flying season with a corn roast.

AUGUST 25, CAMDEN EAST, ON:

COPA Flight 109 Kingston Ultralight Club will host a fly day on 25 Aug at Camden East (in CFS). Lunch canteen and BBQ pot luck supper will be available commencing at 1630. Contact Gord at 613-386-7241.

AUGUST 25, WIARTON, ON: Flight 68 is hosting a COPA for Kids event.

ON THE HORIZON

AUGUST 25, SAULT STE. MARIE, ON:

Flight 66 is Hosting a COPA for Kids event. Locations is at Sault Airport (CYAM) from 9:00 to 14:30.

AUGUST 25, ROCKY MOUNTAIN HOUSE, AB:

Fly-in aircraft parts swap and breakfast from 8:00 to 12:00, location Rocky Mountain House Airport (CYRM) – Contact Wijnand Horemans at wij@xplore.net or 403-845-8702.

AUGUST 25, LACHUTE, QC:

Flight 118 Fly-in Flea Market and Lunch. Fly-In August 25, LACHUTE, QC (CSE4): Come and enjoy our Flea Market Fly-In and Lunch from 10:00 to 14:00. Hosted by the members of APPAL and COPA Flight 118, all aviators and the general public are invited. If you are interested in putting items of aviation for sale please sign up two weeks prior to the event. To sign up and for more information please contact RVA-Lachute@videotron.ca. See you in Lachute.

AUGUST 25, ST. STEPHEN, NB:

St Croix Valley Flying Club in St Stephen NB will hold its annual Seafood Chowder and Blueberry Pie Fly-In. On Saturday August 25th, 2018. 1100 Hrs to 1400 Hrs. Rain date Sunday 26th. Fly in and enjoy great food and fellowship.

AUGUST 26, WELLAND, ON:

Flight 149 is Hosting a COPA for Kids event. Locations is at Niagara Central Airport (CNQ3) from 9:30 and registration will end at 12:00.

AUGUST 26, EXETER, ON:

COPA Flight 177 and Sexsmith Pilots Limited are co-hosting our 55th Fly-In Corn Roast on Sunday August 26th from 10:30 to 13:00 at CSX7. For more information please email: copa177secretary@gmail.com

AUGUST 26, GRAND FORKS, BC:

COPA Flight 62 will be hosting an Airport Appreciation Fly-In. Sunday Aug 26/18; Elks Pancake Breakfast will be from 8:00 – 11:00 am. There will be camping available at the airport or accommodations in town just 3 km from the airport. For more information please call James Traynor 250-442-9424.

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.

ARNPRIOR, ON:

Flight 33, Monthly Meeting on the 2nd Wednesdays of the month at 7pm at the Arnprior Terminal Building.

BANCROFT, ON:

Last Monday of the month (except July, August and December) at the Bancroft Flying Club, at the terminal building of the Bancroft Community Airport, 19:00 hrs.

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. Pres. Fred Grootar, 905 212-9333, fred@acronav.com; V.P. Alain Ouellet, 416-709-2020, aoellet@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 Razzo's Roadhouse, 161 St. Peters Rd., Charlottetown. Also on the first Saturday of the summer months we have our Saturday Fly-in & Burgers from 1200 until 1400 hrs. No Ramp or landing Fees. For more information or to arrange a ride from Apron 2, please contact Brian at 902-626-6963 or Barry 902-626-5882, pound@pei.sympatico.ca.

CHATHAM-KENT, ON:

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.

COLD LAKE, AB:

COPA Flight 205 holds their bi-weekly meeting Thursday at 4:30, at Cold Lake Regional Airport Terminal Building.

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



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months, February, April, June, etc. at 1930 in main terminal building. For more information, please contact Neal Linthicum at 306-421-7629 or nealandnadine@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 eaahighriver@shaw.ca. Visit our website at www.eaahighriver.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>. The Third sSunday of every month until the end of October we are having a Fly-In Drive-In Pancake Breakfast. Join us from 09:00 -12:00 at 6135 Airway Way, Kelowna, BC.

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>

ON THE HORIZON

LETHBRIDGE, AB: COPA Flight 24 (Lethbridge Sport Flyers) would like to invite you to our weekly Saturday breakfast at 0730 local held at Smitty's Pancake House, 2053 Mayor Magrath Dr. S. in Lethbridge, Alberta. You may call ahead for more information, or if you need a ride from the airport or to just make sure that we are there as sometimes during good flying weather we may be gone doing what we all love best: flying. Contacts are Glen Brown, 403-393-9058 or Marty Nordstrom, 403-894-8947. Our email is lethbridgesportflyers24@gmail.com and our website is <http://www.lethbridgesportflyers.com>.

LINDSAY, ON: Kawartha Lakes Flying Club COPA Flight 101 has a regular monthly meeting on the 1st Wednesday of each month at 1900 at LCVI High School, 260 Kent Street West, in Lindsay. Enter through the cafeteria's east door. We meet to discuss various club events with a focus on promoting aviation interest within the Kawartha Lakes. No meetings are held in July (BBQ) and December (Christmas Party). The Kawartha Lakes Municipal Airport, Lindsay consistently has the lowest fuel prices and the Airport View Restaurant, a "pilot's restaurant," serves up what are commonly referred to as, "The World Famous Butter Tarts." The club supports an active float-based membership.. For more information, please contact Bob Burns at bob-klfc@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 Hanger at 1900. Additionally coffee and donuts every Wednesday from 0900 to 1030 at the club hangar.

MIRAMICHI, NB: Flight 39. Monthly meetings 1st Wednesday of every month at 7:30

pm at the clubhouse. Contact nbdbrown@nbnet.nb.ca (506)625-5788.

MORDEN, MB: CJA3 Friday Fly-day BBQ! Every Friday evening, 17:30-19:30, from June till the end of August! Come down to Morden, Manitoba for some delicious food including steak, chicken, burgers and hot-dogs. This is a great destination to enjoy with your airplane family. We're starting our 18th BBQ season — looking forward to meeting you!

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.

NELSON, BC: Flight 87 has their monthly meetings every third Wednesday at 6:00 p.m., Nelson Pilots Association Clubhouse, next to the terminal building at CZNL. Dinner usually served (10\$)

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'ORIGINAL, 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 (CYFF): 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.



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ON THE HORIZON

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 starting 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. Executive 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 / Téléphone 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 meeting, second Thursday of each month at 1930 at the Flagstaff Regional Airport terminal building. Drive or fly in. Cardlock fuel available 24 hours and courtesy vehicle. Everyone welcome. For more information, please contact Shelley at shelley@cciwireless.ca. 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.slfflyingclub.com. Email slfflyingclub@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. Location: 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



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ON THE HORIZON

1930. Hamburgers and hot dogs and snacks anytime at terminal-self serve. For more information, please contact Myron Bignold at 403-638-7370 or winnmy@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.

STRATFORD, ON: Flight 69 meets on the 2nd Tuesday of each month, 7:00 pm, at Stratford Municipal Airport, CYSA, Terminal Building boardroom/classroom.

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.

VERMILION, AB: Flight 204 Meetings every Second Wednesday of the month.

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

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!

WESTPORT, ON: Flight 56/Rideau Lakes Flying Club Social evenings on the 1st and 3rd Wednesday evening during late May thru late September. The club provides the BBQ, you bring whatever you choose for an evening meal.

WETASKIWIN, AB: Wetaskiwin flying club (COPA 51) is hosting a coffee/snacks every 4th Saturday of every month at the terminal building from 9 - noon. 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 Warton/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

WHITECOURT, AB: Flight 185 Monthly meeting at 7:00 PM on the 3rd Tuesday of every month Please contact Curtis at 780-778-0854 for place of meetings.

Submit your events to Jessica Papp at jpapp@copanational.org

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11TH ANNUAL AIR TOUR

ONTARIO GROUP HIGHLIGHTS COMMUNITY AIRPORTS

BY LEE ARSENEAULT

2018 saw the 11th annual Interprovincial Air Tour (IPAT), organized this year by Lee Arsenault and Marilyn Staig, both of them taking over from long-time organizer Carol Cooke. IPAT is a great opportunity for general aviation pilots to demonstrate the value of local airports to their communities. It also provides a venue for like-minded people to get together and enjoy their favourite hobby and each other's company. People come from near and far to participate, and there was a nice mixture of repeat participants as well as some new people.

We started in Orillia, Ont. a day early on Wednesday, May 30 due to bad weather forecasted for Thursday. There were 46 planes and 95 people registered for the tour, and 18 aircraft with 36 people flew in on Wednesday. The Orillia Rama Airport (NJ4) had been extensively renovated with a longer runway, new hangars, a new FBO and a fabulous new restaurant. On Thursday morning, more people arrived by either plane or car, although some participants opted to bypass Orillia due to the weather. We presented the IPAT plaque to airport manager Arnie Pate. We had an awesome lunch at the new airport restaurant, Tailwinds Bar and Grill, on Thursday and stayed at the recently renovated Waterfront Champlain Hotel in downtown Orillia.

Friday morning we awoke to rain outside and organized chaos in the hotel lobby as people were trying to decide whether to fly, drive or take a school bus to our next destination, Arnprior, Ont. A large number decided to fly, a smaller number decided to drive, and a handful went on the school bus. Not much fun sitting in



a car or a school bus for four hours when you would much prefer flying your airplane.

By early afternoon we all made it to Arnprior's airport (NP3) and met with the people who had bypassed Orillia. We presented the IPAT plaque to airport manager Dan Lynch and airport commission chairman Ted Strike. After checking into the Arnprior Quality Inn, we took two buses to Gatineau to board a dinner cruise on the Ottawa River. The dinner was good, but the cruise was cut short by a faulty generator. Murphy ruled again but we still had a good time.

On Saturday the weather was finally warm and sunny. Many of our participants hopped in their planes

and flew to several different fly-out locations for lunch. Our grand finale on Saturday night was a rocking hangar party hosted by COPA Flight 33 at the Arnprior airport. The flight put on a fantastic barbecue dinner, including homemade salads and desserts. All this was accompanied by a magician, a classical guitarist and the Richmond Ramblers, a bluegrass band. COPA Flight 33 went above and beyond to welcome IPAT 2018 to Arnprior.

Sunday morning we dispersed by plane, car or bus back to our home locations. Hope to see everyone back and really hope the weather is better next year. For more information, email us at leemar@interprovincialairtour.org.

GOLDEN HAWKS SOUVENIRS

HANOVER, ONT. RUST REMOVER RECEIVES MEMORABLE PRINTS



Approximately 150 pilots participated in this year's seminar presented by Nav Canada flight specialist Rob Elford. Elford's contribution of experience and knowledge provided a refresher of procedures and safety. Even old dogs learned new tricks, and everyone came away with a few more tools to use. Since the weather was terrific, many of us put them into practice right away.

This year's event had a special bonus presentation. An enthusiastic group of local businessmen and pilots were able to preserve an important part of Canadian aviation history. Through them, COPA Flight 54 received a donation of 15 beautifully framed prints of the Golden Hawks. This is a limited edition of a hundred prints numbered and signed by the artist, Peter Robichaud. The 15 prints were also signed by squadron leader Lt. Col Fernard 'Fern' Villeneuve (ret'd).



Villeneuve was lead pilot of the first demonstration team of the RCAF Golden Hawks (1959-1960) and is still a frequent visitor to the Saugeen airport (YHS). In 2006, Villeneuve was inducted into the Canadian Aviation Hall of Fame. Neatly stored in the back of each piece of art is an envelope containing a signed book of the history of the Golden Hawks. This gift to Flight 54 is to generate funds to be used solely for COPA for Kids. The first print was raffled off and won by Future Air flight instructor Ann Tilker. ✈️

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SECURITY TIGHTENED AT OSHAWA

GATE CRASHER PROMPTS NEW LOCKS, PROCEDURES

BY GORD MAHAFFY

Since a gate-crasher gained entry to air side at the Oshawa airport resulting in the lock down of all entrances, much activity has taken place. In order to resolve this security breach automatic locks have been installed on all air side points of exit & entry. Authorized people will be issued their own gate code and itinerant users can call a duty manager who can unlock a gate from any point on the field without having to attend that location.

Not unsurprisingly, this event caused quite a bit of anxiety, so it was reassuring to see the good weather arrive with a flourish of activity.

On Wednesday June 13 the brand new tower went into full time operation. So now Oshawa has a state of the art Nav Canada facility second to none. The other good news for regular users of the airport is that the card lock gas pumps are expected to go on line probably by the time you are reading this. They too will be driven by the latest technology and will accept all credit and debit cards.

The fifth annual "Girls Take Flight" event organized by Lesley and Jeff Page was another huge success that attracted no less than a Hercules which parked on the ramp and was available for public inspection. Several weeks later this was followed by a Young Eagles event that saw 129 kids given their first airplane ride. Because of an excellent response from volunteer pilots there were some extra seats available. So for the first time adults were invited to fly with the Young Eagles. The condition was that only one adult was allowed per airplane. By the end of the day 34 adults had been given a ride in a GA aircraft and for the most part they were more excited than the kids. This event-model is now being explored for future events by both the Young Eagles and the COPA For Kids events.



Next, a very important meeting was held in the Canadian Flight Academy hanger. This was the second in a series of Town Hall meetings organized to improve public relations between the airport and the local residents.

Air side bus tours were offered so residents could see the new berms constructed to decrease the noise from aircraft on the ground as well as the RESA (Runway End Safety Areas) that stop an aircraft that has overshot the runway without any damage.

Three TC approved full motion simulators were demonstrated to the public with the reminder that for every hour a student spends in the simulator, that is a hour that an aircraft is not contributing to noise in the community.

This meeting was far more cordial than the first meeting which was disrupted by several activists. In fact several of the residents pointed out some fundamental problems and even suggested solutions.

▲ After a security lock down at the Oshawa Airport, COPA member, John Van Lieshout improved moral by throwing a hangar party/BBQ. It was attended by aviation lovers of all races, ages and genders which proves that it is not the airplanes that make an airport great, but the people.

The Oshawa Airport is now facing a series of colliding events that were never anticipated even a few years ago. It is hard to explain how, in the seventies there were over 100,000 aircraft movements per year with only minor complaints from the neighborhood, but now, with less than 60,000 movements per year noise complaints are becoming critical.

Residents were able to explain this from their point of view. Unlike the seventies, more people are retired and are spending all day in their homes where as years ago, airplanes were flying over empty houses. Oshawa is seen as a retirement community so the number of



senior citizens has grown disproportionately. As people age they often become less tolerant to noise pollution and aggravating the situation is the explosive growth in housing around the airport.

Some of the solutions offered by the community were quite novel. For example, one resident suggested using white noise generators in the neighborhoods to cancel out the noise from departing and landing aircraft. Another suggestion was to offer better residential noise insulation such as triple pane windows and thicker shingling. Many residents liked the idea of property tax breaks for housing that is in close proximity to the airport or even have the city buy back dwellings from residents or underwrite the value of their homes so there is no capital loss.

Some of the airport users pointed to advances made in Europe where noise pollution is a big issue. These included better mufflers, liquid cooled engines and specially designed props to reduce the noise footprint.

Airport manager, Steve Wilcox, promised to look into some of these technical solutions and report back at the next town hall meeting.

All in all there does seem to be definite progress at Oshawa that could allow airport users and residents to live comfortably side by side.

And to keep airport users spirits up, John Van Lieshout (COPA-144 Buttonville) threw a hangar party/BBQ. Aviation lovers of every age and gender attended proving it is not necessarily the airplanes that make an airport a success, but the people who love them. 🐦

CADETS WIN SCHOLARSHIPS

OSHAWA FLIGHT SCHOOL GIVES BACK

The Canadian Flight Academy (CFA) is one of two FBOs at the Oshawa airport (YOO) to offer flight instruction. Recently it went through some rapid growth with the merging of Toronto Airways from Buttonville, the expansion of its ramp area and the addition of a second storey on its hangar.

CFA has been working closely with offshore interests to qualify as an international business, and its business plan is aimed at serious students who want to make a career in aviation. To accommodate these students there is a relatively new fleet of Cessna

THE SIZE OF THESE SCHOLARSHIPS IS UNPRECEDENTED AND VERY MUCH APPRECIATED

172SI airplanes with 180 hp engines and modern radios and electronics. Everything works in these aircraft and, even on a hot day, the student will spend more time practising procedures than waiting to climb to the necessary altitude.

Complimenting this fleet are three TCCA-certified full-motion simulators which allow the student to progress even on non-flyable days. Recently, CFA went way beyond the call of duty and presented two \$10,000 scholarships, one to air cadet Madeline Garriock from 151 Chadburn Squadron and the other to air cadet Amy English from 2 VandenBos Squadron. The size of these scholarships is unprecedented and very much appreciated.



▲ Representatives from Canadian Flight Academy recently presented two local air cadets with \$10,000 scholarships. Winners of the scholarships were Madeline Garriock from 151 Chadburn Squadron and Amy English from 2 Van den Bos Squadron.

When the Canadian Flight Academy talks about promoting general aviation, they are not only talking the talk, they are walking the talk. 🐦

VERNON RUST REMOVER

SIX SPEAKERS, 135 ATTENDEES

BY ALISON CRERAR



The Vernon Flying Club/COPA Flight 65 annual Rust Remover on May 5 was by all accounts a great success. It was a perfect day that saw 14 aircraft fly in and a total of 135 in attendance.

Club volunteers were out in full force and everything ran smoothly, with six speakers addressing safety issues such as flying skills, weather challenges, communication and aircraft tires. The lunch consisted of barbecued sirloin beef burgers, courtesy of A&W, and all the salads and fixin's buffet style. The club members once again baked up a storm and offered a great variety of homemade cookies and desserts. The local Ford dealership, Watkin Motors, generously provided several vehicles to shuttle attendees back and forth from the clubhouse to the venue. Although some took the opportunity to walk and enjoy the break and the fine weather, others appreciated the lift.



Every year is a learning experience as we learn how to tweak the following year's event. Although the majority of comments were very favourable, we'll be cutting the number of speakers next year, providing more breaks between them and allowing a longer lunch break for everyone to chat with friends old and new.

As far as socializing is concerned, our lead-up pot luck supper the night before was also a huge success and was very well attended. Members



▲ About 135 pilots attended the Vernon Flying Club/COPA Flight 65 Rust Remove in early May.

and guests enjoyed pulled pork buns provided by the club and a variety of side dishes and desserts prepared by the members. The theme was Cinco Mayo and the clubhouse was freshly painted and decorated accordingly. Live music was an added treat, and we hope our visitors will be back to enjoy a repeat next year. 🍷

MANITOBA FLY-IN

PHOTOS BY RUSS NILES

The Manitoba Air Show roared back to Southport Airport with numerous air performance, interesting static displays and a huge array of food truck cuisine. The newly-organized show solved all the traffic and service problems that challenged the show two years ago and the thousands who attended enjoyed easy access and plenty to do when they got to the airport.



ST. ANDREWS AIRPORT A SUCCESS

HOW TO RUN A MUNICIPAL AIRPORT PROFITABLY



Transport Canada transferred Manitoba's St. Andrews airport (YAV) to the Rural Municipality of St. Andrews in 1999. During the last year the airport was operated by Transport Canada, the airport had nine full-time employees: three equipment operators, one mechanic, one supervisor, one electrician, an office secretary, a receptionist and a manager. On an annual basis, the airport was losing between \$250,000 and \$750,000 s. At the time the national airports were being leased to not-for-profit entities, the Winnipeg Airports Authority found it financially unviable to take over the St. Andrews Airport.

At the time of the transfer, the municipality received a transfer grant of \$424,965 and, a couple of

years later, made an excellent decision to get out of the airport business by entrusting the management and operation of the airport to a not-for-profit company, St. Andrews Airport Inc. The mandate adopted by its board of directors was to operate the airport without any taxpayer subsidies, continue to operate the property as an airport, continue to protect and to increase the assets of the airport and, wherever possible, make the airport available to the community.

Throughout the years and now in 2018, the airport has had a staff of three and one-half employees: two equipment operators, a part-time secretary, a part-time bookkeeper and a manager who doubles as the execu-

▲ A recent photo of St. Andrews Airport shows it's out of room and needs more development space.

tive director. (There is some seasonal summer staff.) The airport has never lost money, every year shows a profit which is allocated to the capital improvements that are not funded by the federal Airport Capital Assistance Program (ACAP). The board of directors are all volunteers and don't even receive an honorarium or reimbursement for fuel.

Since St. Andrews Airport Inc. took over the operation of the Airport in 2002, the passenger count using scheduled air service grew from 13,522 to 32,800, an increase of 243 percent. The airport is the second

busiest in Manitoba, with aircraft movements of approximately 102,000 per year compared to Winnipeg's 140,000. It is the 17th busiest airport in Canada. New hangars have been built that have brought economic growth and extra property taxes to the municipality.

Through the ACAP grants, the airport has invested \$4.7 million for the total rehabilitation of Aprons II and III, a new plow truck, a new snow blower, a new sweeper, computerized runway condition reporting equipment, a ramp hog and fiber optic airport lighting signs. Capital reserves have replaced an old sewage treatment facility. Within the next three years they anticipate ACAP approval for new lighting along Apron IV, for the rehabilitation of runway 04/22, taxiway Gulf, a new loader and a new sweeper.

There are no more airside lots available for lease. In order to continue to operate the airport successfully, opportunity to grow has to be given to the tenant/customer. Some need bigger hangars, while some would like to locate St. Andrews to take advantage of no property vesting, no business taxes and lower airport fees. However, airside building lots are no longer available — all are spoken for and no new lots are available.

Over the last year or so the airport has provided the municipality with an overall lot expansion business plan to cover 32 acres of property extending south from the old tower. The first phase of the plan, covering 11 acres, was submitted to the finance committee and the full municipal council for their approval. This will create 10 airside lots and is estimated to cost about \$2.3 million. An innovative but conservative plan was developed, which is based on extensive research and, more importantly, proven past experience. By June 26, 2018, the St. Andrews Airport South Lot and Apron Expansion Business Plan 2017 was presented at an open house and a construction contract, as per initial estimate, was awarded to the success-

ful bidder, Maple Leaf Construction of Winnipeg. All work should be completed by October 2018. Marketing of the lots will be by Capital Commercial Real Estate of Winnipeg.

Any inquiries about the St. Andrews airport can be directed to airport manager Craig Skonberg at 204-336-3250, or e-mail staai@rainyday.ca.



▲ Just 10 years ago, St. Andrews Airport was losing money and tenants but a change in leadership turned it around.

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DAISY REAPERS CONVERGE

QUEBEC FLY-IN ATTRACTS 180 AIRCRAFT

TEXT BY JEAN-PIERRE BONIN AND RÉAL PAQUETTE

PHOTOS BY HÉLÈNE LAVIGNE AND JEAN-PIERRE BONIN



The Daisy Reapers, better known locally as Les Faucheurs de Marguerites, is a weekend fly-in with overnight camping on Friday and Saturday for those who enjoy good food and company by a campfire.

Aviation fans, pilots and aircraft builders converge each year at Sherbrooke airport (YSC) to share stories, listen to guest speakers and visit association and vendor booths. This year, 180 aircraft nattered on June 16 and 17, making the fly-in one of the most popular in Eastern Canada. Many try to take advantage of the free breakfast ticket for pilots landing and registering before 10 am, creating an early rush hour, especially on Saturday. Breakfast coupons were thus given to 83 early-bird pilots. Visitors coming by land pay a \$10 entry fee. There were 3000 aviation aficionados welcomed during the weekend.

Historically the Faucheurs de Marguerites focus on aircraft builders or restorers, and this year 19 pilots registered their aircraft in the annual judging competition. The winners by category for 2018 were: Plans-built first place, C-FLBK Mustang II by Albert Vit; Kit-built first place, C-FDEP Highlander by Dan Oldbridge; Antique restoration, C-GREM Navion L-17 1947 by Pierre D'André; Classic restoration, C-FYZG Piper Cherokee PA-28-140 1965 by Alexandre Dulude-Trahan; and Contemporary restoration, C-FZIJ Piper Tomahawk PA-38-112 1978 by François Redmond. 🐦

♦ About 180 aircraft flew into les Faucheurs de Marguerites annual fly-in at Sherbrooke Airport in mid July.

LES FAUCHEURS DE MARGUERITES

RVA ATTIRE 180 AÉRONEFS À SHERBROOKE

Les Faucheurs de marguerites est un RVA qui se tient sur deux jours de fin de semaine avec la possibilité de camper les vendredi et samedi soirs pour ceux qui apprécient la bonne nourriture et la compagnie autour d'un feu de camp.

Les amateurs d'aviation, les pilotes et les constructeurs d'aéronefs convergent chaque année vers l'aéroport de Sherbrooke (YSC), pour partager des histoires, écouter des conférenciers et visiter les kiosques des associations et fournisseurs. Cette année, 180 aéronefs sont arrivés les 16 et 17 juin, ce qui en fait l'un des RVA les plus populaires de l'est du Canada. Le petit-déjeuner est gratuit pour les pilotes qui atterrissent et s'enregistrent avant 10 heures. Des coupons-déjeuner ont ainsi été remis à 83 pilotes « lève-tôt », créant ainsi une heure de pointe tôt le samedi. Les visiteurs venant par voie terrestre paient un droit d'entrée de 10 \$. Trois milles mordus d'aviation ont été accueillis pendant le week-end.

Historiquement, les Faucheurs de marguerites accordent une importance particulière aux constructeurs et restaurateurs d'aéronefs, et cette année 19 pilotes ont enregistré leurs avions pour la compétition annuelle, édition 2018. Voici les gagnants par catégorie : Première place construction par plans, C-FLBK Mustang II par Albert Vit ; Première place construction par kit, C-FDEP Highlander par Dan Oldbridge ; Restauration antique, C-GREM Navion L-17 1947 par Pierre D'André ; Restauration classique, C-FYZG Piper Cherokee PA-28-140 1965 par Alexandre Dulude-Trahan ; et Restauration contemporaine, C-FZIJ Piper Tomahawk PA-38-112 1978 par François Redmond. 📸

SNOWBIRDS SOAR ABOVE MONTREAL

CITY'S AEROSPACE POTENTIAL HIGHLIGHTED

TEXT AND PHOTOS BY JEAN-PIERRE BONIN



Quebec's aerospace potential was highlighted on June 28 in the newly inaugurated Grand Quay in the Port of Montreal. The event was organized by Aéro Montréal, Quebec's aerospace cluster, in collaboration with the Canadian Armed Forces.

Information booths and game zones welcomed visitors young and old to a path of discovery to learn about aerospace and the Snowbirds, meet technicians and pilots as well as industry and educational representatives. It was a great opportunity to promote interest and perhaps generate the pursuit of studies and work in aviation.

The Grand Quay wharf offered a perfect setting, with its 16,000-square-foot glazed pavilion on the second floor, the for the interior aviation discovery activities. Likewise, its green rooftop and esplanade were ideal vantage points for the crowd to see the Snowbirds air demonstration over the St. Lawrence River and Old Montreal. It was a free family activity greatly appreciated by many. 📸

Le potentiel aérospatial québécois a été mis en valeur le 28 juin dernier au « Grand Qua » du port de Montréal. Cette journée aérospatiale grand public a été organisée par Aéro Montréal et les Forces armées canadiennes.

Des kiosques d'information et des zones de jeu ont accueilli les visiteurs, jeunes et moins jeunes, dans un sentier de découverte pour en apprendre davantage sur l'aérospatiale et les Snowbirds, rencontrer des techniciens et des pilotes ainsi que des représentants de l'industrie et de l'éducation. C'était une excellente occasion de promouvoir l'intérêt et peut-être générer la poursuite d'études et l'accès à un travail dans l'aviation.

Le Grand Quay, récemment inauguré, offrait un cadre splendide. Son pavillon vitré de 1500 mètres carrés au deuxième étage du quai regroupait les activités intérieures pour la découverte de l'aviation. De même, son toit vert et son esplanade étaient idéaux pour la foule lors de la démonstration aérienne des Snowbirds sur le fleuve Saint-Laurent et le Vieux-Montréal. C'était un événement familial que beaucoup ont adoré. 📸

MANIWAKI FLY-IN

GREAT TURNOUT FOR THIRD EVENT

BY NATHALIE FORTIN | PHOTOS BY JEAN-PIERRE BONIN

As I unwind at home from our third annual fly-in at Maniwaki airport (YMW), I feel so grateful and happy: grateful for a great organizing team, and grateful for the other big pieces of this success — the sixty-plus volunteers who showed up from all over early on a Sunday morning. Some even flew in as visitors and turned into volunteers. I'm also grateful for the more than 3000 visitors from all over the La Vallée-de-la-Gatineau region who drove in to experience general aviation. And least but not best: you dear fellow aviators who flew in again in great numbers to Maniwaki, my hometown.

Some 80 aircraft arrived from different places in Quebec and Ontario to again rock our community. We had all kinds of aircraft, such as the L-29 Delfin jet, a Questair Venture mini-jet (a homebuilt with speed similar to his big red cousin), a sleek and beautiful Pitts Special that smoked its way back home, at least three helicopters, many nice taildraggers and nose-wheels, and a formation of Challenger ultralights. It was a great opportunity to show off, in all its diversity, a bit of what aviation is all about. You guys made it so great for the Maniwaki region by simply chatting about your passion. I tell you, it's contagious (but we love it).

The renowned and loyal Maurice Prud'homme was at Maniwaki airport again this year to grant us his valuable expertise in the kitchen, and he kept things rolling nicely. Thank you, Mo. (You can join his fly-in on the Ottawa river on Saturday, February 23, 2019. I heard there will be jets there too.)

Out of the 80 aircraft that flew in, we had a good number of female pilots, including a helicopter pilot. Percentage-wise, there were more fe-



male pilots at Maniwaki than there are in COPA's national membership list.

At times, we had seven airplanes in the circuit, with a mix of both light and high performance models, and more taxiing on the ground. The airwaves were filled with both bilingual and unilingual radio calls, yet no incident nor accident occurred. All operations throughout that very busy day went safely, which was described by someone who said, "(It was) as busy as Chicago airport!"

Thank you to the Maniwaki Airport

▲ About 3,000 people attended the Maniwaki Fly-In, the third such summer event.

Inter-Municipal Board for their continuous financial support, the different townships that provided fantastic volunteers and the other organizing committee members, including Michel Lachapelle, Stéphane Aubé, Georges Maheu and Sabin Parent-Johnson, who all worked hard and maintained an unshakable positive attitude. 🌟

FUNDRAISER CLOSES AIRPORT

CMHA BENEFITS FROM ANNUAL 4K RUN



The members of Fredericton's COPA Flight 2 recently took part in the 4th annual YFC Runway Run, hosted by the Fredericton airport on May 26, 2018. The airport closed for a period of time to allow the event to use the runways and ramp areas.

The run is an annual fundraising event for the Canadian Mental Health Association of New Brunswick. There were 400 runners registered in the 5k run, which raised approximately \$32,000.

Unfortunately, IFR conditions early in the day prevented the arrival many aircraft from other parts of New Brunswick.

As part of the event, Flight 2 members organized a static display, which included aircraft belonging to COPA members as well as a training aircraft from the Moncton Flight College.

Jerry Wilcox, an RV-8 owner and AME, provided a static display with his Wright R-2600-20 Grumman Avenger radial aircraft engine. Wilcox restored the 1900 horsepower, 14-cylinder engine to working order over a 12-month period with the help of other Flight 2 members. The 900 kg engine is mounted on a custom-engineered trailer system, which allows it to be transported to various events and demonstrated while running. The display has travelled all around eastern Canada and Maine over the last five years and continues to be a real crowd-pleaser.

In addition to aircraft, there were several indoor displays, including flight simulators, a Morse code activity and an RC aircraft display.

Also on display were several rescue vehicles from the airport and military vehicles from 5 CDSB Gagetown, a nearby military support base. 🇨🇦





COLLABORATION IS KEY

COPA OUTREACH STRENGTHENS AT SAINT JOHN

The almost unbelievably friendly city of Saint John, New Brunswick provided the welcoming backdrop for an organization on a path to better collaboration and stronger partnerships with its aviation industry and government partners. »



A sense of common purpose was a thread through all of the meetings, seminars and social events at COPA's annual convention and trade show at the historic city on the Bay of Fundy.

"I think members are really seeing the shift in direction to a more cooperative and productive approach to addressing the many challenges we're facing," said COPA President and CEO Bernard Gervais. "Our partners in government and industry are here seeing the change with their own eyes."

With attendance by senior government officials and a strong showing of exhibitors at the trade show, there was plenty of opportunity for members to speak first hand with those who have such a big role in maintaining Canadians' Freedom to Fly. And speak they did. Regardless of the subject matter of the sessions they attended, members offered thoughtful and respectful insight and sometimes criticism of actions and initiatives by rulemakers and it was clear those comments were heard.

The officials attending weren't just there for the fresh Atlantic salmon and their 30 minutes at the podium. They were active participants in the various sessions. For instance, Kathy Fox, a former Transport Canada Civil Aviation (TCCA) Inspector who is now chair of the Transportation Safety Board (TSB) could have undoubtedly delivered a session on stalls and their role in so many accidents but instead she sat with about 50 other pilots in a TCCA rust remover session taking the occasional note and listening politely to the information being offered up. At the end of it, she lined up with everyone else to collect her recurrency sticker for her log book.

"Of course I did," she said noting that as an active flight instructor at Ottawa's Rockliffe Flying Club, she undergoes recurrent training every four years to maintain her rating. To meet TCCA currency requirements, she, like all Canadian pilots, needs a rust remover or other such refreshers to keep the two year recency schedule.

MCELROY NEW BOARD CHAIR

An adventurous B.C. pilot who uses his wanderlust to raise money for non-profit groups is the new chairman of the board of directors of the Canadian Owners and Pilots Association (COPA). Dave McElroy, of Kelowna, was elected chairman by his fellow board members at the organization's convention and trade show in Saint John, New Brunswick, June 23. "I am humbled and I am honoured," said McElroy, a retired forest industry executive and RV-6 owner who is also the president of the Kelowna Flying Club. McElroy was one of six new directors elected to the board in the hotly contested election held in February. Other executive members selected at the convention were Shane Armstrong, of Saskatchewan as western vice chair, Bill Mahoney, of Newfoundland as eastern vice chair. Jim Bell, of Manitoba will remain secretary and Jonathan Beauschene, of Quebec, will continue as treasurer.

McElroy conducted his campaign for election to the board from South America. He and two other pilots circumnavigated the continent in January and February, raising more than \$500,000 for Hope Air. The Give Hope Wings effort raised individual and corporate donations and also sold six individual legs of the trip to people who wanted to experience the rare flight. McElroy had earlier circumnavigated the planet in a Piper Comanche, raising money for a children's hospital and Scottish air ambulance service (he was living in Scotland at the time). McElroy wasted no time setting an ambitious goal for COPA. In his acceptance speech in Saint John he noted that COPA has proportionately less participation by pilots in Canada than AOPA in the U.S. and said he would like to substantially increase membership in the coming year.

DAVE MCELROY: NOUVEAU PRÉSIDENT DU CONSEIL COPA

Le nouveau président du conseil d'administration de COPA est un grand aventurier, vivant sa passion de piloter pour recueillir des fonds pour des organismes sans but lucratif. Dave McElroy, de Kelowna, a été élu président par les autres membres du conseil d'administration de l'organisation à Saint John, au Nouveau-Brunswick, le 23 juin. «Je suis humblement honoré», a déclaré McElroy, un cadre retraité de l'industrie forestière. Propriétaire de RV-6 qui est aussi le président du Kelowna Flying Club, M. McElroy était l'un des six nouveaux administrateurs élus au conseil lors des élections très disputées en février dernier. Shane Armstrong, de la Saskatchewan, est le vice-président de l'ouest; Bill Mahoney, de Terre-Neuve et Labrador, est le vice-président de l'est. Jim Bell, du Manitoba, demeurera secrétaire et Jonathan Beauschene, du Québec, continuera d'être trésorier.

McElroy a mené sa campagne pour son poste au conseil lors d'un séjour en Amérique du Sud. Lui et deux autres pilotes ont fait le tour du continent américain en janvier et février, amassant plus de 500 000 \$ pour Hope Air (Vols d'espoir). Cette initiative pour Vols d'espoir a permis de recueillir des dons mais a également "vendu" six étapes individuelles de copilote pendant le voyage, à des personnes qui voulaient vivre cette expérience exceptionnelle. Dave avait déjà fait le tour de la planète dans un Piper Comanche, pour recueillir des fonds pour un hôpital pour enfants et un service d'ambulance aérienne écossais (il vivait en Écosse à l'époque). McElroy n'a pas perdu de temps pour fixer un objectif ambitieux pour la COPA. Dans son discours d'acceptation à Saint John, il a noté que COPA comptait proportionnellement moins de pilotes au Canada que AOPA aux États-Unis et qu'il aimerait augmenter le nombre de ses membres substantiellement au cours de l'année à venir.

COPA AWARDS

COPA handed out awards to deserving individuals and organizations at its annual convention and trade show in Saint John June 21-23. The President's Award went to the B.C. General Aviation Association for its efforts to promote and support GA in the province. "Founded in 2015 by a small group of general aviation pilots, the B.C. General Aviation Association has quickly become a successful, province-wide community of pilots with over 1500 members and has become a model for similar organizations in other provinces," said President Bernard Gervais. "Through a variety of popular initiatives such as the Survival Shakedown, Private Airstrip Access Program, trip-sharing forums, and comprehensive educational materials on topics specific to flying in B.C.'s unique environment, the B.C. General Aviation Association is consistently developing new and innovative ways to link pilots in the region, draw new members to the industry, and promote GA to the broader public."

The convention also paid tribute to three Neil Armstrong scholarship recipients Erik Yaremkewich (\$10,000 ab initio) Cody Lincoln (\$3,000 continuing training) and Erik Urquhart (\$2,000 continuing training). COPA Flight Editor Russ Niles announced Oshawa Flight 70 Captain Gord Mahaffy as the winner of the magazine award. Mahaffy was chosen for his reliable and responsible reporting of the activities, challenges and initiatives of his flight. Cougar Helicopters earned recognition for its support of COPA activities in Newfoundland. Merit Awards went to Dan Stringer and Jim and Jane Farrell for their tireless volunteer efforts in southern Ontario. Outgoing board members Jean Messier, Joe Hessberger, Cheryl Marek and Phil Englishman were recognized for their service to the organization.

Later, in her keynote address to the annual banquet, Fox noted the unity of purpose and sense of cooperation she drew from her participation in the weekend.

One of the main themes was, of course, general aviation safety and the Saint John meeting served as a follow-up to the announcement of the General Aviation Safety Campaign at the 2017 meeting in Kelowna.

Since that announcement, TCCA and COPA, the two main sponsors, have held numerous meetings and conference calls to give form an structure to a set of programs that aim to foster awareness and action by the GA population on the frustratingly persistent problems that plague the sector.

Landing accidents resulting from pilot error are still the overwhelming cause of accidents and some of the



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sessions zeroed in on the skill and attitude issues that seem to be at the root of it.

To that end, TCCA held a session explaining a new initiative to help inspectors get a feeling for the state of the GA sector. Inspectors will be fanning out over the whole country and conducting voluntary surveys and interviews with pilots with questions on specific areas of interest in reducing accidents and deaths.

The officials stressed the interviews are aimed at educating the inspectors and not enforcement, although they won't be able to turn a blind eye to violations they might come across. It's a good reminder to make sure all the paperwork and required equipment on board is up to standard.

Of course, flying is the foundation for the social lives of most of those in attendance and Saint John proved an

accommodating host. From the opening reception, to the Friday night pub crawl to the well attended banquet, delegates renewed acquaintances and made new friends throughout the weekend.

Next year, the format for COPA meetings will change somewhat with the introduction of a fly-in event. Traditionally, the convention has alternated between east, west and central locations but COPA will start holding two geographically diverse events each year to ensure the opportunity for engagement with members is as convenient as possible.

Next year, the annual convention, trade show and annual general meeting will be held in Innisfail, Alberta in June while Cornwall, Ontario will host the first fly-in in late August. Firm dates will be announced in COPA Flight and e-Flight. 🇨🇦



▲ Incoming COPA Chair Dave McElroy accepts the gavel from retiring Chair Jean Messier at the COPA Convention in Saint John.

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AVIATION CAREERS

TRAINING CONSIDERATIONS

BY GEOFF ANDERSON




Several recent articles in COPA Flight and in the wider media have highlighted the shortage of commercial pilots, and that the shortage is forecast to continue for quite some time. As such, flight training is front and centre of the focus to help fill the need for new pilots.

Experienced pilots are typically very supportive of all forms of general aviation, including the need to train the next generation of pilots. However, many are also resident in rural communities, such as the countryside from which our food comes. Farm country is quiet and does not have the background road and engine noise found in towns and cities, so aircraft noise can be very intrusive. Those of us who fly from farm strips recognize that our activity generates noise which can be very annoying to people on the ground and can be very disruptive to animals, so we try hard to ensure that our flying minimizes the noise impact on our neighbours.

Flying schools tend to concentrate their training flights in what they see as their local flying area, which is usually farm country some distance away from their base airport. The instructor and student are focused on the aircraft and are often unaware of the considerable impact they are having on those below.

Training necessitates repetition of manoeuvres, many of which use higher power settings and thus generate more noise than cruise flight. In addition, the practicing of forced landings results in the aircraft approaching the ground very quietly then, at low level, full power is applied with its associated high noise level, scaring both people and animals. It is therefore particularly important that training flights be distributed over as wide an area as possible to dilute the noise impact on any one location, and that forced landings exercises are never done in the vicinity of homes or animals.

In Canada we have an enormous amount of sky in which to practice, so it's no hardship to fly one cycle of an exercise then move on a mile or two before repeating. A practical way to maintain peace in the countryside, and the goodwill of those who live there, could be to fly the training sortie in a wide circle, thus never repeating an exercise over any one place.

So let's be aware at all times of those on the ground below us and do whatever we can to minimize the noise impact we have on them. It will go a long way towards flight training being seen in a positive light rather than something negative to be fought against. 

CAREER AND SCHOLARSHIP GUIDE

CONTACT US NOW TO GET INVOLVED

The COPA/Air Canada Pilots Association Career and Scholarship Guide has been a big success with all sectors of the industry facing the challenges of recruitment.

Although it contains valuable information on how those who might already be interested in aviation as a career, it's not as much a "how to" as it is a "why to" guide on what makes those careers so great.

For any number of reasons, aviation has lost some of the appeal that used to keep pilot ranks full to overflowing and job prospects difficult to find for those entering the industry.

In just a few years, the so-called pilot shortage has hit full force and companies at all levels and the military are clamouring for fresh blood.

The guide features articles with people involved in all facets of the industry describing their jobs and the great benefits they enjoy as pilots, in maintenance and operations.

If your company has a great story to tell, we need to hear from you to help spread the word. If the guide can help in your recruitment efforts, email russ@copaflight.ca and we can send you some copies.

If your company, educational institution or non-profit groups offers aviation related scholarships not listed in the guide, let us know and we'll make sure they're included.

The next guide will be printed next April but we're starting to assemble it now to ensure it's an even more comprehensive tool for both industry and potential career seekers to get together.

We look forward to hearing from you. 📧

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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.

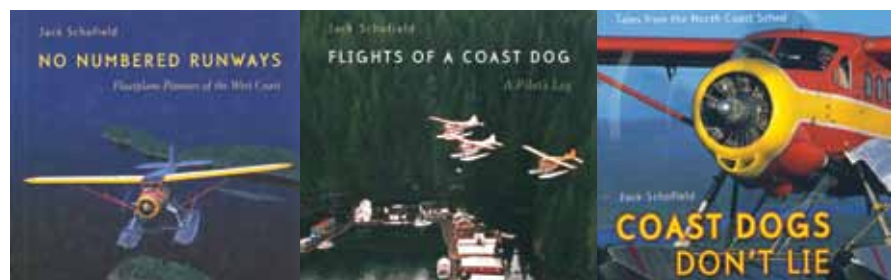
Author: Doug Grant
 Publisher Harbour Publishing Ltd.
 Price: \$55.95 (incl. shipping)



HANGAR FLYING

Hangar Flying — Tales From the Flight Deck is now available and is 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.

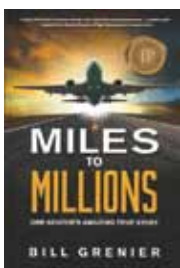
Author: Jack Schofield | Publisher: Coast Dog Press
 Price for the set of 3—\$93.00 (incl. shipping)



BEST SEAT IN THE HOUSE

Jim Griffith and Trans Canada Airlines were both born at about the same time and grew together over the decades, helping knit the expansive country together and becoming consummate professionals. Griffith first joined TCA when North Star piston airliners rattled the windows on long cross-country flights over the Canadian landscape. Griffith experienced the history of Canada's national airline and this book tells the story of both.

By Jim Griffith
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MILES TO MILLIONS

The pull of aviation can be strong but nothing illustrates that better than Bill Grenier's remarkable career. The senior

captain for Air Canada showed up for every flight even as he built a real estate empire worth a billion dollars. Grenier's ready wit and the many twists and turns of a penniless 19-year-old commercial pilot's career built on perseverance and the willingness to take risks takes readers on an unusual journey, even for the the aviation industry.

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2005 Cirrus SR20, 2359 TT, 367 SFRM\$159,900 USD	1977 C182Q, 1902TT, 129 SM, GNS430WAAS, C2000 AP,\$139,900 USD
2005 SR22, 420 TTA, TK, Dual 430's and Avidyne PFD/MFD! Heated Hangar!\$219,900 USD	1976 Baron B55, 3355TT, 295/1649SM, King KLN94GPS, Spare Engine!\$100,000 CAD
2002 Piper Super Cub Replica, 187 TTA, Amphibs/W/ Gear!\$89,900 USD	1976 Grumman Tiger, Only 1471 TTA, King/Narco, All Logs!\$52,000 USD
2001 Diamond Eclipse, 4827TT, 1278 SM, Garmin GNS530! Commercial!\$99,000 USD	1976 Piper Lance, 2774 TT, 1745 SM, King w/HSI/ALTIII AP!\$89,900 USD
2000 C182S, 2629TT, 555SMOH, King KLN94GPS, KAP140AP!\$220,000 USD	1975 182Q, 5605TT/2055SM/Garmin430 GPS\$66,000 USD
1999 DA 20C15621TT, 1500 SMOH, King NAV/COM, GPS, TSPDR!\$69,900 USD	1974 414 6905TT, 1185SM, Full De-Ice\$125,000 USD
1991 Trinidad TB20,Coming Soon!	1974 Beech Sierra,Coming Soon!
1982 Mooney Rocket 305, 3170TTSN, CONT TSI0520\$150,000 USD	1974 Chieftan, 12749TT/1956/826SM, Commercial Aircraft!\$120,000 USD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin530/430!\$439,900 USD	1971 Navajo310, 7511TT, 796SM, FullDeIce, VGs!\$159,900 USD
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate!\$275,000 USD	1967 Mooney Exec, 3800 TT, 700 SM! Narco Avionics!\$52,000 USD
1981 Duke B60, 4507TT, 1092 L&R, G530W, KFC-250 IFCS, Winglets!\$229,900 USD	1965 172F, 6647TT/1476 SM/BeautifulPaint/Interior/796/496GPS's!\$ CALL
1980 A185F Amphib, 3645/545SNEW/IO550/Aerocel3400, GIN750!\$329,900 USD	1964 Cherokee 140, 6970TT, 2750SMOH, VeryNiceCleanAircraft!\$29,900 CAD
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1973 AEROSTAR 600, TTSN 5180, LE-564, RE-1092, SPOH 105 (2016), Garmin GNS530/430, 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 hangered, May 2018 annual, \$110,000 CDN, 416.254.3581
(2798.16549)



1963 MOONEY, 3276TT, 1786 SMOH, 606 since engine rebuild, narco com 810, KX155 with glide slope, Mode C, ADF, VOR, 2HR SPO, pultslight, 78/79/76/79, hangered. 613-395-5097. Ontario. 36.5K
(3265.16819)



1966 PA28-140 CHEROKEE 6433 TTSN, 169 SMOH, 160HP, prop just overhauled. Hangered, well-maintained, no damage history, all tech logs, interior 9/10, exterior 7/10. \$45,000 CAD. More at www.cfvla.com, 902-569-4686
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(2930.17013)



1974 WARRIOR PA28-151 C-GUBX, TTSN 2923, TSO 710, last Annual Inspection: Nov. 2017, A/C located at YKF in very good condition, well maintained and all applicable AD's complied with. **New Price \$55,000 CDN**. For detailed information/pictures please contact Mirek Stehlik (owner) at (519)743-4882 or m.stehlik@sentex.ca
(3196.16927)



2005 GLASTAR Lycoming O-360, Hartzell CS prop TT 206 hrs. C-GTSE. Always hangered, built and flown by owner. Autopilot with A/H and GPS tracking. Long range tanks. Manual flaps. Apolo SL-10-S Nav Com. Bendix King KMD 250. KT 73 Transponder. Vision micro system engine management. Joystick mounted PTT, A/H and ident. Many speed mods ready for installation. \$80K OBO. Located at Pincher Creek, Alberta. Contact Alan Cornyn 403-627-7966 or Jim Cameron 403-632-6814
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1978 CESSNA R172K XPII Sale or Partnership. Hangered@CSU3, IO360 6Cyl 210hp ~3200TT ~300SMOH ~20SPOH IFR Fuel Injection Constant Speed Prop. GARMIN Avionics, Annual 09-2017, AmeriKing ELT, 120,000\$ OBO, (514)721-1818 (450)653-3922
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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. Hangered at CSU3 St Hyacinthe, Quebec, Canada. \$125,000 on float, wheel skis extra. Call Gilles Berthiaume 514-592-4186, gberthiaume@alpha-vico.com
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1976 MOONEY M20C, 5750TTSN, 780SMOH, 150SPOH, KX170B, MAC1700Digital, KN64 DME, Garmin GX55 GPS, Intercom, JPI800 Engine Monitor, \$64,750, Consider vehicle, RV, boat, on trade. Yorkton, Sk. email paul.smo@sasktel.net, 306-641-5464
(3262.16813)



1959 CESSNA 175, PK 2300 floats, 4497 TTSN, AVCON 180HP conversion 890hrs, 95 STOP, C/S prop done last year, Power Flow exhaust, Horton STOL, GPS (Garmin 296), VHF, new Mode C xpdr, 406 ELT, shoulder harness., \$65,000. Call 514-770-0338
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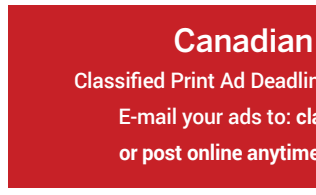
1999 ROTORWAY 162F TT 149 hrs. New cog belt system, long range fuel tanks, King radio & transponder. Recent 100 hr inspection as per Rotorway schedule. Rebuilt engine with new water jackets. \$55,000 CAD 204-226-3400 ernie_leona@shaw.ca (3292.16955)



AERONCA 7AC CHAMP PROJECT 65 H.P., Airframe 3041, prop O.H. 2014, Eng 953 since overhaul, most of the hard work is done. 705-528-7358 scobie@encode.com (3289.16946)



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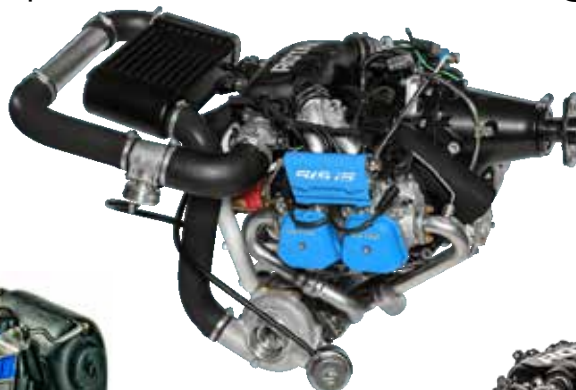
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