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The Journal of the  
Canadian Owners and  
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JULY 2018

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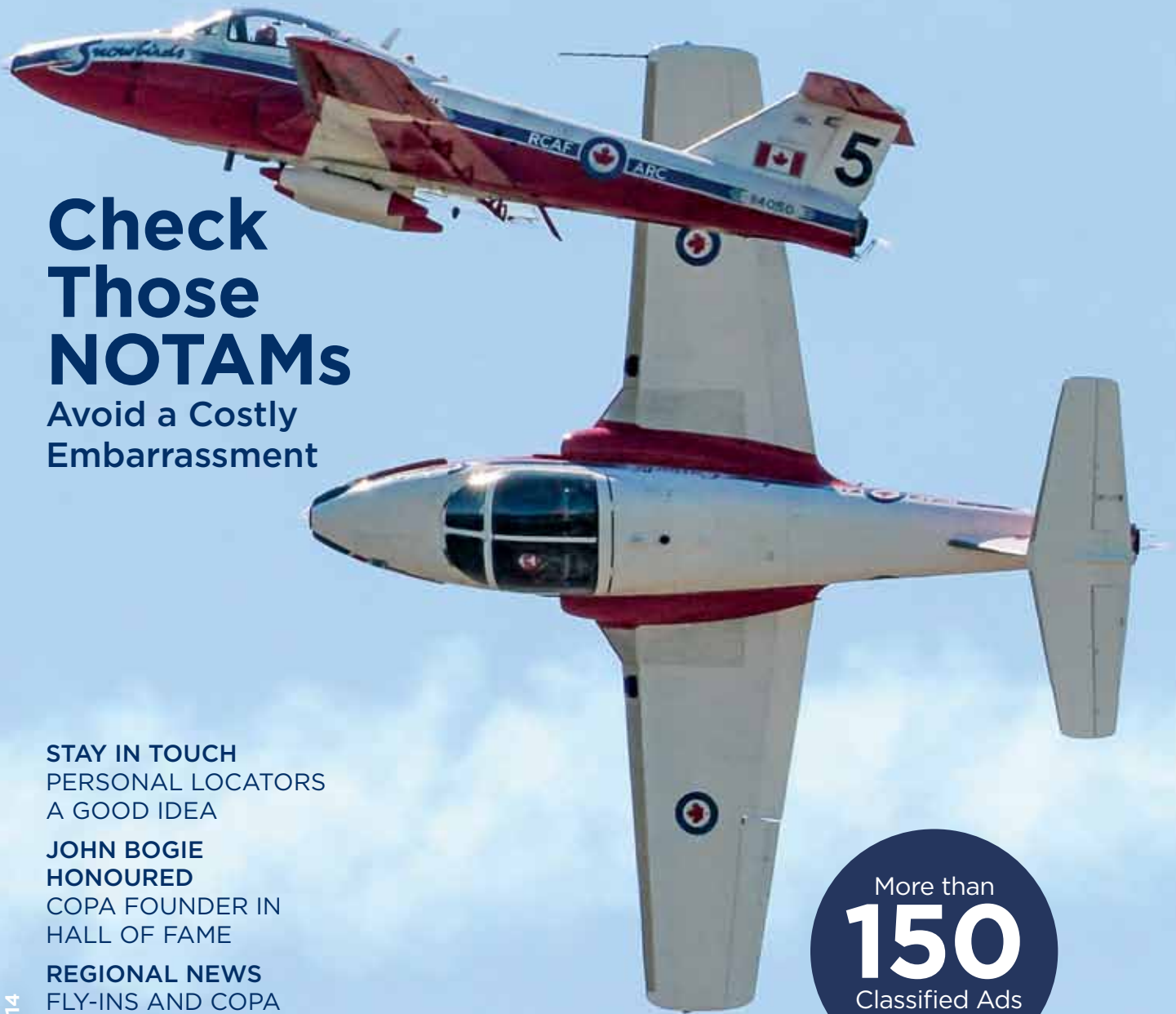
**JOHN BOGIE  
HONOURED**  
COPA FOUNDER IN  
HALL OF FAME

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**ON THE COVER:** Gustavo Corujo shot this great image of the Snowbirds at the Borden Air Show, which had to be interrupted several times when aircraft violated the restricted airspace.

*Photo by Gustavo Corujo*



**44**

**FEATURE**

**44 GA IN PERU**

Newly-elected B.C. Director David Black and his wife Janine Cross had to go to Peru on business and decided to check out the local GA scene. They left with an even greater appreciation for Canadians' Freedom to Fly.

**COPA Flight**



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When we learn that a recent study conducted by the Canadian Mission Control Centre for SARSAT indicated that ELTs activate in only 38% of Canadian aircraft accidents where the aircraft sustained substantial damage ([tsb.gc.ca/ENG/rapports-reports/aviation/2015/a15c0130/a15c0130.asp](http://tsb.gc.ca/ENG/rapports-reports/aviation/2015/a15c0130/a15c0130.asp)), we know we can't rely on this outdated technology anymore to be rescued.

If you go back on our website and look at my January 2016 President's Corner, I talk about space-based ADS-B being a possible technology to help replace the ELTs. I wrote, "Encouraging and using commercial services for alerting is better than requiring one specific technology that may grow outdated as technology progresses".

After a few years of talking about this and having COPA staff put that bug in everyone's ear whenever possible, I am extremely glad to report that a team of people from Nav Canada and Aireon has bought into this. Along with us, Nav Canada, Transport Canada and perhaps others like DND are now seriously working on the idea of using this technology to meet SAR requirements. The first official presentation was done at a joint meeting on June 5 in Ottawa. As this could be developed over the next few years, ADS-B equipage prices will inevitably come down and, when everything is ready, replacing your ELT may simply mean putting in an ADS-B transponder for the same price.

## SPACE-BASED ADS-B

THE ANSWER TO THE 406 MHZ ELT DEBATE?

### AVIATION CAREER AND SCHOLARSHIP GUIDE

I hope you have leafed through last month's first annual Career and Scholarship Guide, and that you may have shared it with some younger aviators in your area. Many copies were sent to all schools and colleges across the country and we still have a few thousand copies at the office should you need some. We are getting very positive feedback from many groups and we hope this will encourage the new generation of men and women to turn to aviation-related careers. A French-language version will be available next year.

### ONLINE CANADIAN PLANE TRADE

As you read this, it has become a reality. After so many years of strictly being in paper or in PDF format, Canadian Plane Trade is now available in a digital, online version. We will continue to publish the paper version, but the digital version will make it a lot simpler and easier, and certainly increase the value of your membership.

### CANADA'S AVIATION HALL OF FAME

On June 7, I had the honour of being at the official induction of our co-founder John Bogie into Canada's Aviation Hall of Fame. It was a great ceremony where I was able to witness how many people John touched and influenced, and how deep COPA's roots are in Canada's aviation. He was a true pioneer and deserves every bit of recognition for what he has done. Rest in peace, Mr. Bogie. 🕊️

# L'ADS-B SATELLITAIRE

## LA RÉPONSE AUX ENJEUX DES ELT 406 MHZ?

Quand on apprend qu'une étude menée récemment par le Centre canadien de contrôle des missions pour SAR-SAT a conclu que les ELT s'activaient dans seulement 38 percent des accidents d'aéronefs au Canada lorsque l'aéronef était lourdement endommagé ([tsb.gc.ca/fra/rapports-reports/aviation/2015/a15c0130/a15c0130.asp](http://tsb.gc.ca/fra/rapports-reports/aviation/2015/a15c0130/a15c0130.asp)), on comprend que l'on ne peut pas trop compter sur cette technologie démodée pour espérer être secouru.

Si vous allez sur notre site web chercher mon mot du président de janvier 2016, je parle de l'ADS-B satellitaire comme technologie potentielle de remplacement des ELT. J'y dis, « Le fait d'encourager et d'utiliser les services commerciaux d'alerte est mieux que d'exiger une technologie spécifique qui peut rapidement devenir désuète à mesure que la technologie progresse. »

Après plusieurs années de discussions à ce sujet et le fait que le personnel de COPA en glissait mot à qui voulait bien l'entendre, je suis très heureux d'annoncer qu'une équipe de gens de Nav Canada et d'Aireon a appuyé le concept. À nos côtés, Nav Canada, Transports Canada et peut-être d'autres organismes comme le MDN planchent sérieusement sur l'idée d'utiliser cette technologie pour répondre aux exigences de la recherche et sauvetage. La première présentation officielle a été faite lors d'une réunion conjointe le 5 juin à Ottawa. Comme le développement pourrait prendre quelques années, les prix de l'équipement ADS-B va inévitablement baisser et quand tout sera prêt, le remplacement de votre ELT pourrait simplement signifier mettre un transpondeur ADS-B pour le même prix.

### GUIDE DE CARRIÈRES AÉRONAUTIQUES ET DE BOURSES D'ÉTUDES

J'espère que vous avez feuilleté notre première version annuelle du Guide de

carrières et de bourses au pilotage le mois dernier. Vous l'avez peut-être partagé avec de plus jeunes aviateurs dans votre région. De nombreuses copies ont été envoyées à toutes les écoles et toutes les unités de formation au pilotage à travers le pays et nous en avons encore quelques milliers d'exemplaires au bureau si vous en avez besoin. Nous recevons des commentaires très positifs de partout et nous espérons que cela encouragera une nouvelle génération d'hommes et de femmes à se tourner vers des carrières liées à l'aviation. Une version française sera disponible dès l'an prochain.

### CANADIAN PLANE TRADE (CPT) EN LIGNE

En lisant ceci, c'est chose faite. Après de nombreuses années strictement en format papier ou en PDF, nos annonces classées ont maintenant pris le virage numérique et se trouvent en ligne. Nous voulons que ce soit le « Trade-a-Plane » du Canada, le site par excellence et la référence de toutes annonces classées liées à l'aviation. Nous continuerons à imprimer la version papier mais la version numérique rendra la chose beaucoup plus simple, plus facile et donnera une valeur ajoutée à votre membership.

### PANTHÉON DE L'AVIATION DU CANADA

Le 7 juin dernier, j'ai eu l'honneur d'assister à l'intronisation officielle de notre cofondateur John Bogie au Panthéon de l'aviation du Canada. Ce fut une magnifique cérémonie au cours de laquelle j'ai pu être témoin du nombre de personnes que John a touchées ou influencées, mesurant ainsi l'étendue des ramifications de COPA au sein de l'aéronautique canadienne. Il était un véritable pionnier et mérite tous les honneurs qu'on lui reconnaît. Reposez en paix, M. Bogie. 🕊️



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✉ **GENDER EQUALITY EFFORTS**

Introducing women to aviation through female-focused events is not about exclusion, it's about inclusion.

Six percent of pilots are women. Please don't begrudge those of us in among them the opportunity to try to address this imbalance and increase our numbers by exposing girls to aviation and aerospace.

And please don't criticize organizations and companies who support us in doing so.

For example, Porter has an initiative called Women Soar at Porter to try to increase their percentage of women pilots. They support events such as Girls Take Flight at Oshawa and Girls Can Fly at Waterloo-Wellington. And in the May-June issue of Wings magazine, John McKenna, president of the Air Transport Association of Canada, wrote an article about the pilot shortage, saying "Two things are needed to better manage this system. The first is to ensure that we attract more youth and women to aviation."

*Lesley Page*

✉ **RIP MIKE QUINN**

It was some years ago when I got stuck (if you call it that) in beautiful Charlottetown with a new-to-me PA-32. After days of fruitless troubleshooting a long way from my home base, I bumped into Mike Quinn who, with the help of Barry Martin, got me going in no time flat, and thankfully before he left to do the rounds in New Brunswick. An airplane doctor who makes house calls, imagine that? All for a price which was unacceptably low; I compensated them both accordingly. Every once in a while, you meet someone just once, but you remember them all your life. Quinn was just such a person. He may, as has been pointed out, have been small in stature, but he had a big, big heart.

*Allan White*

✉ **KUDOS TO MAGNES**

I want to take a moment to thank The Magnes Group for the fantastic service they have provided me over the past six years during the ownership of my Found Bush Hawk amphibious aircraft. I was a new to flying amphibians, only having previous experience on a Cessna 172 with wheels. Making the transition to float flying on a much larger aircraft with amphibious floats was a steep learning curve. Magnes ensured I had the right amount of training hours on my new aircraft to transition me safely from the 172, and also approved a very skilled pilot/trainer. I had made a decision to not use my aircraft during the winter months and store it in a hangar instead. After realizing this trend, Magnes suggested that I remove the "in motion» portion of my coverage during the time my aircraft was not in use and stored in the hangar. The savings from my premiums covered the winter storage of my aircraft. Magnes was also very helpful and prompt when I asked to add named pilots to my coverage to assist in the sale of the aircraft. The folks I have dealt with at Magnes over the six years have always been very friendly, helpful and courteous.

*Jeff Landriault*

✉ **GIMLI FLY-IN**

Further to your recent short article in the June 1 e-Flight newsletter on Gimli airport (YGM) in Places to Fly, in which you mention the 35th anniversary of the Gimli Glider event and invite COPA members to go to Gimli and land on same runway as the Gimli Glider B-767 did back in 1983, there is a far more interesting attraction for COPA members in Gimli. The anniversary fly-in event on July 22 includes, for a nominal \$20 fee, a barbecue lunch plus transportation and entrance to the much acclaimed Gimli Glider Exhibit, a museum on the waterfront in downtown Gimli. Attendees will also have a chance to meet Gimli Glider pilot Captain Robert (Bob) Pearson.

*Tony Walsh*

**SEND US YOUR STORIES, LETTERS AND PHOTOS**

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

Our Regions section publishes news about the myriad activities undertaken by COPA Flights across the country, our News section is the forum for stories of national interest that may be happening in your back yard and if you have something to get off your chest, write us a letter to the editor. We always appreciate nice, high resolution photos, whether to accompany your submissions or as part of our photo contest.

To help us deliver your message effectively and efficiently we ask that contributors follow a few guidelines.

The new format lends itself to concise, punchy stories that get the message across clearly and economically. Please keep event reports and local news stories to 300-400 words. Send them in a Word document without any formatting or inserted graphics.

News stories should be 500-1,000 words and make sure facts are checked and the statements made in the article are factual. We will edit out any libelous or erroneous material.

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

Photos must be sent in high resolution or we can't use them. A good rule of thumb is that if the image is 1Mb or larger it's good to go.

Remember that this is your magazine and among its roles is to reflect the activities, goals and objectives of COPA and we're happy to help you make COPA even stronger through an open channel of communications.

Send your submissions to [russ@copaflight.ca](mailto:russ@copaflight.ca) by the first of the month for inclusion in the next magazine.

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**✉ GIZMOS ALONE WON'T SAVE US**

I completed COPA's survey on tracking devices. However, I think it raises some pertinent questions: what is/are Transport Canada's objective(s)? Is it simply flight safety, or is it an attempt to assuage complaints to politicians (whose focus does not extend beyond the date of the next election) by constituents who have increasing unfamiliarity

with, and lack of interest in, aviation, and who mainly measure the value of the experience by the quality of the onboard culinary service, movie selection and proximity of their seats to the washrooms, when it transports them to their favourite vacation spot?

If it is the latter, we are going to see more and more regulations and growth in the required amount of expensive technical gizmos in the GA cockpit. If it is the former, then perhaps what is needed are improvements in basic flying training, such as good stick and rudder skills and airmanship. Also coming to mind is some mandatory tuition in gliders as a precursor to powered flying instruction (a personal hobby horse). In critical situations, no amount of electronic wizardry will adequately compensate for a lack of such experience.

In 2016, the number of motor vehicle fatalities in Canada was 1898; up two percent from 2015. This is many times greater than the number of fatal GA accidents. To counter the rash of road accidents, cars are being crammed with all sorts of gadgets that are progressively removing from drivers the responsibility for more and more of what used to be safe driving skills and habits, rather than raising the bar in driving training and tests. Such a trend would be disastrous in aviation.

One fatal accident is one too many, no argument, but the objectives and proposed solutions must be questioned forcefully. Doubtless our new slate of COPA directors is planning a concerted effort to get the message home to the right quarters.

*David Green*

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**COPA'S NEW EXCLUSIVE SUPPLIER**

# MEMBERS' CHOICE AWARDS 2018

NEW RESTAURANT CATEGORY ADDED THIS YEAR

BY LAUREN NAGEL



COPA is pleased to be launching the second year of our Members' Choice Awards with some exciting new additions! The awards program is a way for our members to recognize businesses and organizations that directly contribute to the success of general aviation across Canada. You can give well-deserved recognition to your favourite business by nominating them for an award in one of the following categories:

- Best Airport Management
- Best Pilot Supply Store
- Best Aircraft Maintenance
- Best Aviation Event
- Best FBO or Fuel Retailer
- Best Flight Training Unit
- Best Medical Examiner
- Best Airport Restaurant (see below)

Winners will be selected in each category in the following regions: BC & Yukon, Prairies & North, Ontario, Quebec, and Atlantic. Winners will receive a certificate from COPA for that year as well as an offer of 50 percent off the current

one-year corporate membership fee. Nominations for most awards close September 30, 2018 and voting occurs from October 1-31, 2018 on COPA's website.

New this year, the Members' Choice Airport Restaurant contest will run summer-long from July to August 2018. COPA Members and restaurant representatives can nominate businesses until July 31, 2018 by emailing entries to [lnagel@copanational.org](mailto:lnagel@copanational.org) or by filling out the nomination form on our website. Voting will be conducted online from July 1 - August 31, 2018 and winners will be recognized at the Members' Choice Awards ceremony in the fall. Airport Restaurants may include sit-down restaurants, chip trucks, canteens, lemonade stands, cafés, etc.

Additionally, members can earn a COPA hat from our new clothing line by logging visits to five participating restaurants! Sign-in to your COPA account online to log your visits and receive your prize. More details about the contest can be found by visiting [www.copanational.org/restaurantcontest](http://www.copanational.org/restaurantcontest).

## LE CHOIX DES MEMBRES

PAR LAUREN NAGEL



Nous avons le plaisir de lancer la deuxième édition des prix « Choix des membres » avec encore plus de choix! Le programme est une occasion pour nos membres de démontrer leur appréciation pour les entreprises qui contribuent au succès de l'aviation générale au Canada. Pour reconnaître une entreprise méritante, nommer-les pour un prix dans une des catégories suivantes:

- Gestion aéroportuaire
- Entretien d'aéronefs
- Boutique d'accessoires de pilotes
- Événement aéronautique
- Médecin examinateur
- FBO ou détaillant de carburant
- Unité de formation au pilotage
- Restaurant d'aéroport (voir ci-dessous)

Des gagnants seront choisis dans chaque catégorie dans ces régions: Colombie-Britannique et Yukon, les Prairies et le nord, Ontario, Québec

et l'Atlantique. Les gagnants recevront un certificat officiel de COPA en plus qu'une remise de 50% pour une adhésion corporative COPA. La période de nomination se termine le 30 septembre 2018 et le vote aura lieu du 1er au 31 octobre 2018, à partir du site web COPA.

En outre, cette année le concours pour le prix de « restaurant d'aéroport préféré » aura lieu tout au long de l'été. Les membres COPA et les affiliés représentants des restaurants peuvent nommer des entreprises jusqu'au 31 juillet par envoyant un courriel à [Inage1@copanational.org](mailto:Inage1@copanational.org) ou en utilisant le formulaire sur notre

**DES GAGNANTS  
SERONT CHOISIS DANS  
CHAQUE CATÉGORIE  
DANS CES RÉGIONS:  
COLOMBIE-BRITAN-  
NIQUE ET YUKON, LES  
PRAIRIES ET LE NORD,  
ONTARIO, QUÉBEC ET  
L'ATLANTIQUE.**

site web. Le vote aura lieu en ligne du 1er juillet au 31 août et les gagnants seront dévoilés à la cérémonie de prix « Choix des Membres » en automne. Un « Restaurant d'aéroport » peut être un café, un kiosque de limonade, une cantine food truck, un restaurant avec service aux tables, etc.

De plus, les membres peuvent gagner une casquette de la nouvelle collection COPA en visitant cinq des restaurants participants. Connectez-vous à votre compte en ligne pour enregistrer vos visites et gagner! Plus de détails à propos du concours sont disponibles sur [www.copanational.org/restaurantcontest](http://www.copanational.org/restaurantcontest).

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## MESSAGE FROM THE CHAIR

### JEAN MESSIER REFLECTS ON TERM



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**As you are reading this, my term of office will have expired in the wake of the 2018 AGM held on June 23 in Saint John, N.B.**

Of the many things that have evolved in our organization during the past two years are the advent of FLIGHT magazine, the change in our logo and the weekly appearance of eFlight, which have likely been the events most visible to you.

However, in the background, your board of directors quietly continued to steer the ship as they must, while also looking ahead to make sure COPA had a clear and dynamic plan for strategic development aimed at fulfilling the needs of its present and future members, and to ensure it was implemented.

The recent election has aroused a burst of interest that translated into a number of nominations of historic proportions and a record participation in the subsequent voting. I construe this as a clear sign that changes brought about in recent years have been acknowledged and quickly translated into an incentive for members to run for a board position.

With six new directors joining us in June, there will be profound changes on the board. Just two years ago, six other new board members joined. This means 12 of the actual 15 board members have no more than two years of experience. For that reason, and to meet the highest standards and thus improve our efficiency to manage the destinies of our association, we have taken the initiative of holding a training session on governance, roles and responsibilities for board and staff members.

On a more personal side, I can now say the five years I spent on the board have certainly helped me grasp the sheer magnitude of the challenges facing our association when it comes to advance, promote and preserve the Canadian freedom to fly. In my role as chairperson during the last two years, I quickly learned the importance of defining clear and well understood goals.

On this, I wish to thank the members of the board, our CEO and the staff at our national office for their unfailing support and their dedication.

I also invite you the members to be active in your local Flights, and also to invite your aviator friends who are not already in COPA to join us.

Au revoir. 🇨🇦

## MESSAGE DU PRÉSIDENT DU CONSEIL

Lorsque vous lirez ces lignes mon mandat au conseil d'administration aura pris fin avec la tenue de l'AGA 2018 du 23 juin à St-John, N-B.

Beaucoup de choses ont évolué dans notre association aux cours des dernières années, que l'on pense à l'avènement du magazine FLIGHT, au changement de notre logo, à notre infolettre hebdomadaire, ce sont probablement les choses qui ont été les plus visibles pour vous.

En arrière-plan votre conseil d'administration a bien sûr le devoir de s'acquitter de ses responsabilités habituelles reliées à la bonne gouvernance de l'association mais les directeurs ont aussi la très importante tâche de s'assurer que COPA soit muni d'un plan de développement stratégique dynamique axé sur les besoins de ses membres actuels et futurs et de s'assurer de son application.

La dernière élection a suscité un engouement historique qui s'est traduit par un nombre de candidatures et de membres votants records, ceci est pour moi un signe clair que les changements apportés aux cours des dernières années ont été vus et ont ainsi généré un plus grand intérêt des membres à participer à la vie de leur association.

Lors des dernières élection six nouveaux membres ont joint le conseil, alors qu'il y a deux ans six autres nouveaux membres avaient aussi été élus. Cela signifie que 12 des 15 membres actuels ont deux ans ou moins d'expérience au conseil de COPA, ce que l'on pourrait qualifier de changement très important. Pour cette raison et pour s'assurer de rencontrer les plus hauts standards de bonne gouvernance et ainsi améliorer la capacité des directeurs et

des employés à assurer les destinées de l'association, une session de formation sur les rôles et responsabilités des membres du conseil et des employés sera dorénavant prévue.

Les quelques cinq années durant lesquelles j'ai été au conseil de COPA m'ont permis de mieux apprécier tous les défis que notre association doit relever pour faire progresser, promouvoir et préserver la liberté canadienne de voler. Mon rôle de président du conseil au cours des deux dernières années m'a particu-

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### EN ARRIÈRE-PLAN VOTRE CONSEIL D'ADMINISTRATION A BIEN SÛR LE DEVOIR DE S'ACQUITTER DE SES RESPONSABILITÉS HABITUELLES

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lièrement sensibilisé à l'importance d'avoir des objectifs clairs, bien compris de tous et exécutés à l'intérieur des responsabilités de chacun.

En terminant, je remercie les membres du conseil, notre président et chef de la direction et les employés de notre bureau d'Ottawa pour leur support et leur dévouement.

Membres COPA, soyez fiers de votre association, soyez actifs au sein de vos Clubs COPA et soyez convainçants pour rallier vos amis pilotes non membres, à se joindre notre grande famille.

Au revoir 🙏



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# ENFORCEMENTS

## ATLANTIC REGION

**A person signed a maintenance release** in respect of maintenance performed on a transport category aeroplane or a turbine-powered helicopter, without successfully completing a course of maintenance training that had been approved by the Minister, which was also applicable to the type of aircraft, engine or system on which the maintenance was performed, in accordance with Appendix M of Chapter 571 of the Airworthiness Manual. CAR 571.11(4), \$1,000.

## QUEBEC REGION

**A person made or caused to be made two false entries in a record** required to be kept with intent to mislead. Aeronautics Act 7.3(1)(c). Licence cancelled.

**A person acted as a flight crew member** or exercised the privileges of a flight crew permit, licence or rating without a valid permit, licence, rating or medical certificate. CAR 401.03(1), \$2,500.

**A person operated a VFR aircraft in Class C airspace** without receiving a clearance to enter from the appropriate air traffic control unit before entering the airspace. CAR 601.08(1), \$750.

**A person acted as a flight crew member** or exercised the privileges of a flight crew permit, licence or rating when the permit, licence or rating was not valid. CAR 401.03(1), \$1,000.

**The pilot-in-command of an aircraft,** before commencing a flight, failed to become familiar with the available information that was appropriate to the intended flight. CAR 602.71, \$750.

**A person knowingly made a false representation** for the purpose of obtaining a Canadian aviation document

or any privilege accorded thereby. Aeronautics Act 7.3(1)(a). Licence suspended 30 days.

**A person performed maintenance or elementary work** on an aeronautical product without using the most recent methods, techniques, practices, parts, materials, tools, equipment and test apparatuses in accordance with recognized industry practices at the time the maintenance or elementary work was performed. CAR 571.02(1), Licence cancelled.

**A person operated a model aircraft** over or within an open-air assembly of persons. Interim Order No. 8 s.5 (6), \$750.

**A person operated a model aircraft** over or within an area that was located within 9 km of an area of natural hazard or disaster. Interim Order No. 8 s. 5(6).

**A person acted as a flight crew member** or exercised the privileges of a flight crew permit, licence or rating when the permit, licence or rating was not valid. CAR 401.03(1), \$1,000.

**A person operated a VFR aircraft in Class B airspace** without an air traffic control clearance or an authorization issued by the Minister. CAR 601.07(1), \$750.

## ONTARIO REGION

**The pilot-in-command of an aircraft** flying through a Mandatory Frequency area failed to report at least five minutes before entering the MF area giving the aircraft's position and altitude and the pilot-in-command's intentions; and when clear of the MF area. CAR 602.103, \$750.

**A person conducted a take-off,** approach or landing in an aircraft

within a built-up area of a city or town, without that take-off, approach or landing being conducted at an airport, heliport or a military aerodrome. CAR 602.13(1), \$750.

## PRAIRIE AND NORTHERN REGION

**The pilot-in-command of an aircraft,** failed to comply with and acknowledge, to the appropriate air traffic control unit, all of the air traffic control instructions directed to and received by the pilot-in-command. CAR 602.31(1), \$750.

**A person performed maintenance or elementary work** on an aeronautical product without using the most recent methods, techniques, practices, parts, materials, tools, equipment and test apparatuses equivalent to those specified by the manufacturer of that aeronautical product in the most recent maintenance manual or instructions for continued airworthiness. CAR 571.02(1), \$1,000.

## PACIFIC REGION

**The pilot-in-command of an aircraft** operating at a controlled aerodrome, failed to obtain from the appropriate air traffic control unit, either by radio communication or by visual signal, clearance to taxi, take off from or land at the aerodrome. CAR 602.96(3), \$750.

**A person operated a VFR aircraft in Class C airspace** without receiving a clearance to enter from the appropriate air traffic control unit before entering the airspace. CAR 601.08(1), \$750.

**On two occasions, a person operated an aircraft other than a balloon** without it being equipped with a seat and safety belt for each person on board the aircraft. CAR 605.22(1), 2X\$1,725. 🇨🇦

## RÉGION DE L'ATLANTIQUE

**Une personne a signé une certification** après maintenance pour des travaux de maintenance exécutés sur un avion de catégorie transport ou un hélicoptère à turbomoteur, sans avoir terminé avec succès un cours de formation en maintenance approuvé par le ministre, qui était également applicable au type d'aéronef, de moteur ou de système sur lequel la maintenance portait, conformément à l'appendice M du chapitre 571 du Manuel de navigabilité. RAC 571.11(4), 1 000 \$.

## RÉGION DU QUÉBEC

**Une personne a fait, ou fait faire, deux** fausses inscriptions dans un registre dont la tenue est exigée, dans l'intention d'induire en erreur. Loi sur l'aéronautique Alinéa 7.3(1)(c). Licence annulée.

**Une personne a agi en qualité de** membre d'équipage de conduite ou a exercé les avantages d'un permis, d'une licence ou d'une qualification de membre d'équipage de conduite sans être titulaire du permis, de la licence, de la qualification ou du certificat médical valide. RAC 401.03(1), 2 500 \$.

**Une personne a utilisé un aéronef** VFR dans l'espace aérien de classe C sans avoir reçu l'autorisation de l'unité de contrôle de la circulation aérienne compétente avant d'y entrer. RAC 601.08(1), 750 \$.

**Une personne a agi en qualité de** membre d'équipage de conduite ou a exercé les avantages d'un permis, d'une licence ou d'une qualification de membre d'équipage de conduite alors que le permis, la licence ou la qualification n'était pas valide. RAC 401.03(1), 1 000 \$

**Le commandant de bord d'un aéronef** a omis de prendre connaissance, avant le commencement d'un vol, des renseignements disponibles sur le vol. RAC 602.71, 750 \$

**Une personne a fait sciemment** une fausse déclaration pour obtenir un document d'aviation canadien ou tout avantage qu'il octroie. Loi sur l'aéronautique Alinéa 7.3(1)a), Licence suspendue pendant 30 jours.

**Une personne a exécuté des travaux** de maintenance ou des travaux élémentaires sur un produit aéronautique sans utiliser les méthodes, les techniques, les pratiques, les pièces, les matériaux, les outils, les équipements et les appareils d'essai les plus récents, conformément aux pratiques industrielles reconnues au moment de l'exécution des travaux de maintenance ou des travaux élémentaires. RAC 571.02(1), Licence annulée.

**Une personne a utilisé un modèle** réduit d'aéronef au milieu ou au-dessus d'un rassemblement de personnes en plein air. Arrêté d'urgence no 8 Alinéa 5(1)e), 750 \$.

**Une personne a utilisé un modèle** réduit d'aéronef au milieu ou au-dessus d'une région située à une distance inférieure à 9 kilomètres d'une région touchée par des aléas naturels ou une catastrophe. Arrêté d'urgence no 8 Alinéa 5(6), 750 \$.

**Une personne a agi en qualité de** membre d'équipage de conduite ou a exercé les avantages d'un permis, d'une licence ou d'une qualification de membre d'équipage de conduite alors que le permis, la licence ou la qualification n'était pas valide. RAC 401.03(1), 1 000 \$.

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

## RÉGION DE L'ONTARIO

**Le commandant de bord d'un aéro-**

**nef traversant une zone de fréquence** obligatoire (MF) a omis de signaler, au moins cinq minutes avant l'entrée dans cette zone, la position de l'aéronef, l'altitude et ses intentions, et la sortie de la zone. RAC 602.103, 750 \$.

**Une personne a effectué le décollage,** l'approche ou l'atterrissage d'un aéronef à l'intérieur d'une zone bâtie d'une ville ou d'un village, sans que le décollage, l'approche ou l'atterrissage ne soit effectué à un aéroport, à un héliport ou à un aérodrome militaire. RAC 602.13(1), 750 \$.

## RÉGION DES PRAIRIES ET DU NORD

**Le commandant de bord d'un aéronef** a omis de se conformer à toutes les instructions du contrôle de la circulation aérienne qui lui sont destinées et qu'il reçoit, et n'en a pas accusé réception auprès de l'unité de contrôle de la circulation aérienne compétente. RAC 602.31(1), 750 \$.

**Une personne a exécuté des travaux** de maintenance ou des travaux élémentaires sur un produit aéronautique sans utiliser les méthodes, les techniques, les pratiques, les pièces, les matériaux, les outils, les équipements et les appareils d'essai les plus récents, équivalents à ceux indiqués par le constructeur de ce produit aéronautique dans la dernière version du manuel de maintenance ou des instructions relatives au maintien de la navigabilité. RAC 571.02(1), 1 000 \$.

## RÉGION DU PACIFIQUE

**Le commandant de bord qui utilisait** un aéronef à un aérodrome contrôlé a omis d'obtenir de l'unité de contrôle de la circulation aérienne compétente, par radiocommunications ou par signal visuel, une autorisation de circuler au sol ou d'effectuer un décollage ou un atterrissage à cet aérodrome. RAC 602.96(3), 750 \$.

# INCIDENTS + ACCIDENTS

## PRAIRIE AND NORTHERN REGION

**TSB Report#A18W0068: C-FAWL**, a privately operated amphibious float equipped Cessna 182R aircraft, was conducting a pleasure flight from Edmonton/Cooking Lake, AB (CEZ3) with only the pilot on board. While joining downwind for Runway 28 for a wheel landing at CEZ3, the pilot smelled an electrical burning odour. A short time later, black smoke was observed emanating from behind the rear cargo bulkhead. The pilot did not observe any abnormalities in the electrical system but elected to turn off the electrical master switch. The system was re-energized prior to landing in order to select full flaps, and the master switch was once again turned off. The smoke continued to increase until touchdown; touchdown was made with the wheels in the retracted position. The pilot evacuated the aircraft on the runway and, shortly after, the aircraft was engulfed in fire. The pilot received minor injuries while attempting to open the rear cargo door in order to discharge the fire extinguisher.

**TSB Report#A18W0069: a privately operated Piper PA-28-140 aircraft**, was on a pleasure flight from Calgary/Okotoks Air Park, AB (CFX2) to High River, AB (CEN4). During the landing on Runway 25 at CEN4, the aircraft began to porpoise. On the fourth bounce, the nose landing gear failed, resulting in damage to the nose wheel assembly, firewall and propeller. The two occupants were uninjured.

**TSB#A18C0024: a privately registered Cessna 150H aircraft**, was conducting a local flight from an east/west grid road, 8.5 nm West of Swift Current, SK (CYYN) with the pilot and a

passenger on board. Immediately after takeoff, the aircraft failed to attain a positive rate of climb. The pilot elected to conduct a forced landing into a field, during which the right wing and landing gear contacted a tree stump. The pilot and passenger were wearing seatbelts and shoulder harnesses and suffered minor injuries. The aircraft sustained substantial damage and the ELT activated. There was no post impact fire.

**The Trenton Joint Rescue Coordination Centre (JRCC)** reported that a privately registered Cessna 150H (unknown origin and destination) crashed on Highway 1, (50 17' 31.1"N 107 55' 24.2W) 9NM West of Swift Current, SK (CYYN), near Swift Current, SK at approximately 0130Z.

**TSB Report#A18W0076: a privately registered Yakovlev Yak-55M aircraft**, was landing at Rocky Mountain House, AB (CYRM), when directional control was lost on the landing rollout. The aircraft rolled up onto its left main landing gear, allowing the left wingtip to strike the ground. Subsequently, the aircraft came to rest on its nose and was substantially damaged. The pilot was uninjured.

## ONTARIO REGION

**The pilot of a Cessna 140 on a flight from Deep River/Rolph, ON (CPH2) and landing at Deep River/Rolph, ON (CPH2)** reported that it had to ditch its aircraft near the Ottawa River, approximately 5 East of CPH2. The pilot was the only person on board. The pilot was not injured and did not require assistance. The pilot was advised to contact Transport Canada. The Toronto Area Control Centre (CZYZ) Shift Manager was advised.

**TSB Report#A18C0036: a float-equipped de Havilland DHC-2 MK. I aircraft** operated by Elk Island Air, was conducting training circuits at Selkirk, MB waterdrome (CKC5). During one of the landings, the right front float tip dug into the water surface. The aircraft's right wing subsequently contacted the water, however the aircraft remained upright. The aircraft's right wing and aileron sustained damage. There were no injuries to the two occupants. The aircraft has been removed from service pending repairs.

**At 2000Z, a privately registered Lake 250** called the London Flight Information Centre's (FIC's) emergency line to report that a privately registered Cessna A150L from Ottawa/Carp, ON (CYRP) to North Bay, ON (CYYB) was broadcasting that they had an engine failure and were going down. At 2002Z, a privately registered Aerostar S-53A called London FIC and advised that the Cessna A150L was broadcasting that they were near Brent Dam. At 2004Z, North Bay Flight Service advised that the Cessna A150L was on the airway inbound to North Bay and dropped off of the NAV CANADA Auxiliary Radar Display System (NARDS) at 460522N 0783323W. At 1929Z, the Cessna A150L called London FIC via cell phone in the air to update the estimated time of arrival (ETA) on their VFR flight plan from CYRP to CYYB to 2045Z. London FIC called the Trenton Joint Rescue Coordination Centre (JRCC) and passed on all of the information. The Toronto Shift Manager was advised. Flight RSCU334 arrived at the Latitude/Longitude at approximately 2033Z.





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### PACIFIC REGION

**TSB Report#A18W0059: N5587A**, a Ryan Navion A aircraft operated by Kingdom Air Corps, was conducting a post maintenance local test flight from Fort Nelson, BC (CYYE) with one pilot on board. The aircraft departed from Runway 08 and, at an altitude of approximately 100 feet AGL, the engine (Teledyne Continental Motors E185) began to run rough. The aircraft continued the climb to an altitude of approximately 500 feet AGL, at which point the aircraft lost engine power for undetermined reasons. The pilot elected to return to the field and executed a left turn due to better landing area options and proximity of rescue personnel. However, there was insufficient altitude to make the airport and a forced landing was carried out in a grassy area, on the east side of the airport. ARFF and EMS responded to the scene. The pilot received serious injuries, and the aircraft was substantially damaged.

**TSB Report#A18W0067: a Cessna U206G** aircraft operated by Mackenzie Mountain Aviation, was on a VFR flight from Fort Nelson, BC (CYYE) to Watson Lake, YT (CYQH). While established in cruise at 6500 feet ASL, the pilot became incapacitated. The aircraft descended 2500 feet and changed course approximately 270 degrees. Just prior to contacting a meadow on a ridge at 4000 feet ASL, the pilot was able to pitch the aircraft up enough that the main wheels contacted the meadow first. The aircraft bounced a few times prior to contacting some trees. The uninjured pilot exited the aircraft and contacted the company using a satellite phone. The pilot stayed with the aircraft overnight and was recovered the following morning by JRCC.

**TSB Report#A18P0063: a privately operated, amphibious float equipped**

Cessna R172K aircraft, was landing on the Harrison River abeam Sandpiper Golf Course/Rowena's Inn, BC. After touchdown, the aircraft struck a boat wake which resulted in both wings contacting the water. The right and left ailerons were damaged and the left wing was bent. The aircraft was taxied to a dock. The pilot was not injured.

**TSB Report#A18P0076: C-FYIP, a Hughes 369D** aircraft operated by Bighorn Helicopters, was conducting external load operations approximately 1 nm North East of Elko/Lionel P. Demers Memorial Airpark, BC (CBE2) when the external load inadvertently released from the sling and flew back into the tail rotor. The pilot felt a vibration, entered autorotation, and made an emergency landing into a meadow. After touchdown, the main rotor contacted the tail boom, causing substantial damage. The pilot was uninjured.

### QUEBEC REGION

**TSB#A18Q0073: a Cessna 172L**, was on a local visual flight rules flight with a student-pilot, who was conducting touch-and-goes on Runway 20 at Saint-Jean, QC (CYJN). During the third landing, the aircraft had a rough landing and bounced twice. The nose wheel broke off of the landing gear, causing the propeller to hit the ground. The plane came to a stop and the student pilot was uninjured. The aircraft was damaged substantially.

**TSB#A18Q0072: a Cessna R182**, was on a local visual flight rules from St-Frédéric, QC (CSZ4) with 2 people on board. During the return landing, the pilot lost control of the plane and made a runway incursion on the left-hand side. The plane crossed a ditch and came to a stop on a mound. The 2 occupants were not injured. The plane was damaged substantially. 🛩️

## RÉGION DE L'ATLANTIQUE

**Une personne a signé une certification** après maintenance pour des travaux de maintenance exécutés sur un avion de catégorie transport ou un hélicoptère à turbomoteur, sans avoir terminé avec succès un cours de formation en maintenance approuvé par le ministre, qui était également applicable au type d'aéronef, de moteur ou de système sur lequel la maintenance portait, conformément à l'appendice M du chapitre 571 du Manuel de navigabilité. RAC 571.11(4), 1 000 \$.

## RÉGION DU QUÉBEC

**Une personne a fait, ou fait faire,** deux fausses inscriptions dans un registre dont la tenue est exigée, dans l'intention d'induire en erreur. Loi sur l'aéronautique Alinéa 7.3(1)(c). Licence annulée.

**Une personne a agi en qualité de** membre d'équipage de conduite ou a exercé les avantages d'un permis, d'une licence ou d'une qualification de membre d'équipage de conduite sans être titulaire du permis, de la licence, de la qualification ou du certificat médical valide. RAC 401.03(1), 2 500 \$.

**Une personne a utilisé un aéronef** VFR dans l'espace aérien de classe C sans avoir reçu l'autorisation de l'unité de contrôle de la circulation aérienne compétente avant d'y entrer. RAC 601.08(1), 750 \$.

**Une personne a agi en qualité de** membre d'équipage de conduite ou a exercé les avantages d'un permis, d'une licence ou d'une qualification de membre d'équipage de conduite alors que le permis, la licence ou la qualification n'était pas valide. RAC 401.03(1), 1 000 \$.

**Le commandant de bord d'un aéronef** a omis de prendre connaissance, avant le commencement d'un vol, des renseignements disponibles sur le vol. RAC 602.71, 750 \$.

**Une personne a fait sciemment** une fausse déclaration pour obtenir un document d'aviation canadien ou tout avantage qu'il octroie. Loi sur l'aéronautique Alinéa 7.3(1)a), Licence suspendue pendant 30 jours.

**Une personne a exécuté des travaux** de maintenance ou des travaux élémentaires sur un produit aéronautique sans utiliser les méthodes, les techniques, les pratiques, les pièces, les matériaux, les outils, les équipements et les appareils d'essai les plus récents, conformément aux pratiques industrielles reconnues au moment de l'exécution des travaux de maintenance ou des travaux élémentaires. RAC 571.02(1), Licence annulée.

**Une personne a utilisé un modèle** réduit d'aéronef au milieu ou au-dessus d'un rassemblement de personnes en plein air. Arrêté d'urgence no 8 Alinéa 5(1)e), 750 \$.

**Une personne a utilisé un modèle** réduit d'aéronef au milieu ou au-dessus d'une région située à une distance inférieure à 9 kilomètres d'une région touchée par des aléas naturels ou une catastrophe. Arrêté d'urgence no 8 Alinéa 5(6), 750 \$.

**Une personne a agi en qualité de** membre d'équipage de conduite ou a exercé les avantages d'un permis, d'une licence ou d'une qualification de membre d'équipage de conduite alors que le permis, la licence ou la qualification n'était pas valide. RAC 401.03(1), 1 000 \$.

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

## RÉGION DE L'ONTARIO

**Le commandant de bord d'un aéronef** traversant une zone de fréquence

obligatoire (MF) a omis de signaler, au moins cinq minutes avant l'entrée dans cette zone, la position de l'aéronef, l'altitude et ses intentions, et la sortie de la zone. RAC 602.103, 750 \$.

**Une personne a effectué le décollage,** l'approche ou l'atterrissage d'un aéronef à l'intérieur d'une zone bâtie d'une ville ou d'un village, sans que le décollage, l'approche ou l'atterrissage ne soit effectué à un aéroport, à un héliport ou à un aérodrome militaire. RAC 602.13(1), 750 \$.

## RÉGION DES PRAIRIES ET DU NORD

**Le commandant de bord d'un aéronef** a omis de se conformer à toutes les instructions du contrôle de la circulation aérienne qui lui sont destinées et qu'il reçoit, et n'en a pas accusé réception auprès de l'unité de contrôle de la circulation aérienne compétente. RAC 602.31(1), 750 \$.

**Une personne a exécuté des travaux** de maintenance ou des travaux élémentaires sur un produit aéronautique sans utiliser les méthodes, les techniques, les pratiques, les pièces, les matériaux, les outils, les équipements et les appareils d'essai les plus récents, équivalents à ceux indiqués par le constructeur de ce produit aéronautique dans la dernière version du manuel de maintenance ou des instructions relatives au maintien de la navigabilité. RAC 571.02(1), 1 000 \$.

## RÉGION DU PACIFIQUE

**Une personne a utilisé un aéronef** VFR dans l'espace aérien de classe C sans avoir reçu l'autorisation de l'unité de contrôle de la circulation aérienne compétente avant d'y entrer. RAC 601.08(1), 750 \$.

**À deux reprises, une personne a utilisé** un aéronef autre qu'un ballon sans qu'il soit muni, pour chaque personne à bord, d'un siège comprenant une ceinture de sécurité. RAC 605.22(1), 1 725 \$.

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### HOW GOOD COMPANIES STRIVE TO EXCEED EXPECTATIONS

Providing excellent customer service is something our company and most that we do business with are constantly reviewing and refining.

The Oxford Dictionary defines customer service as “The assistance and advice provided by a company to those people who buy or use its products or services.” If you google “Excellent Customer Service”, you find an assortment of descriptions including: meeting and surpassing expectations; showing a customer how important he or she is to you and the business by interacting with him or her in a friendly and positive way; and helping efficiently in a friendly manner.

Effective and friendly — seems straight forward and easy. However, what makes delivering excellent customer service tricky is that it is subjective and relative depending on the individuals who are providing and receiving the service. It’s not much different to a pilot’s wind tolerance when landing. It depends on their overall experience, the type of aircraft they are flying, runway direction and, possibly, even their frame of mind. Individual views on the quality of customer service is often determined by their prior experience, the type of service or product at hand, what they are looking to do with it and their frame of mind on that particular day.

For example, I think we can all agree that if we need to make a change to our airline flight, the average wait time of 20-30 minutes on the phone is not efficient. However, our experience with airlines is that this is normal, so therefore acceptable and maybe even good if the person who ends up helping us is friendly.

A friend of mine recently rented a new condo in Toronto. During the inspection it was noticed that the AC

wasn’t working. Three weeks later and four follow-up attempts with the very friendly property manager, it still hadn’t been fixed. In this case, she had never rented before so had no prior experience to dictate whether this is typical of property managers. Regardless, the product is obviously important for daily comfort during warm days. So, contrary to the above and despite the friendly nature, the inefficiency of repairing this important product resulted in a bad service experience.

This same friend purchased a new mattress from one of the more popular mattress stores in Canada (to remain unnamed). Being a new condo, the move-in/delivery times were restrictive. Despite this restriction, all the furniture vendors she dealt with were able to accommodate her required time slots within a given four-hour window. However, the mattress vendor was unhelpful and unwilling to accommodate the delivery window unless my friend paid an additional fee. On the day of delivery, all vendors arrived at the appropriate time except the mattress company, despite paying the additional fee. This company was neither friendly, nor helpful and far from efficient.

Reflecting on these experiences makes me proud of the customer service we provide at Magnes. On average, our COPA VIP team at Magnes handle 2500 phone calls per month. This equates to more than 30 calls per week, per person. With the average call time between four and five minutes, they spend a significant amount of their time handling customer inquiries. During the busy months between April and June, this can increase by 25 percent.


We learn a lot from these statistics and try to respond accordingly. For example, we give people notice that our average call waits in April and May

can be longer than expected. Our goal of 24-hour turnaround on inquiries and to answer calls when the phone rings does not leave ourselves much room to exceed service expectations, and we do sometimes fall short. However, our records show that we are meeting and exceeding these goals more than 80 percent of the time.

The more difficult aspect of measuring excellent customer service is the friendliness and positive nature of the experience. It is arguably more subjective and relative than efficiency. It is influenced by prior experiences with other insurance companies and brokers. The product of insurance is very competitive and transactional; the particular request may be as simple as increasing the value of the aircraft to something very difficult like insuring a new pilot on a complex aircraft. And finally, an individual’s perspective on friendliness can be influenced by the frame of mind they are in at the time of the inquiry.

Navigating the different speeds and directions of wind that come our way on any given day can be rewarding and challenging. However, what remains constant is our commitment to listen to our customers perspective and provide ongoing training and feedback to our team to respond accordingly and thereby deliver excellent customer service. If this is not your experience, then we need to hear from you.

Customer service is a subjective and relative experience. It means different things to different people. Magnes’s job like any business, is to understand what our customers define as excellent service and then do what we can to exceed these expectations.

For more information on the COPA VIP Insurance program or the other services Magnes provides, please contact us at 800-650-3435. 

# SERVICE AUX CLIENTS

## COMMENT MAGNES S'EFFORCE DE DÉPASSER LES ATTENTES

**F**ournir un excellent service à la clientèle est notre mode de fonctionnement chez Magnes et quelque chose que nous révisons et peaufinons constamment.

Le dictionnaire définit le service client comme « l'assistance et les conseils fournis par une entreprise aux personnes qui achètent ou utilisent ses produits ou services ». Si vous consultez l'Internet avec le phrase « excellent service à la clientèle », vous trouverez un ensemble de descriptions comprenant : atteindre et dépasser les attentes du client ; montrer à un client à quel point il ou elle est importante pour vous et l'entreprise en interagissant avec lui ou elle de façon amicale et positive ; et aider efficacement d'une manière amicale.

Efficace et convivial — il semble simple et direct. Cependant, ce qui rend délicat l'excellent service à la clientèle, c'est qu'il est subjectif et relatif selon les individus qui fournissent et reçoivent le service. Ce n'est pas très différent de la tolérance au vent d'un pilote à l'atterrissage. Cela dépend de leur expérience globale, du type d'aéronef qu'ils pilotent, de la direction de la piste et, éventuellement, de leur état d'esprit. Les points de vue individuels sur la qualité du service à la clientèle sont souvent déterminés par leur expérience antérieure, le type de service ou de produit, ce qu'ils cherchent à faire avec, et leur état d'esprit ce jour-là.

Par exemple, je pense que nous pouvons tous convenir que, si nous devons modifier une réservation de vol d'une compagnie aérienne, le temps d'attente moyen de 20 à 30 minutes au téléphone n'est pas efficace. Cependant, notre expérience avec les compagnies aériennes est que c'est normal, donc acceptable et peut-être même bien si la personne qui finit par nous aider est amicale.

Une de mes amies a récemment loué

un nouvel appartement à Toronto. Pendant l'inspection, il a été remarqué que la climatisation ne fonctionnait pas. Trois semaines plus tard et quatre tentatives de suivi avec le gestionnaire de la propriété, qui était très sympathique, la climatisation n'avait toujours pas été réparée. Dans ce cas, elle n'avait jamais loué auparavant et n'avait donc aucune expérience préalable pour dicter si cela est typique des gestionnaires immobiliers. Néanmoins, la climatisation est évidemment importante pour le confort quotidien pendant les journées chaudes. Donc, contrairement à ce qui précède et malgré la nature amicale, l'inefficacité de la réparation de ce produit important a entraîné une mauvaise expérience de service.

Cette même amie a acheté un nouveau matelas dans l'un des magasins de matelas les plus populaires au Canada (à rester anonyme). Étant un nouvel appartement, les dates d'emménagement et de livraison étaient restrictives. Malgré cette restriction, tous les vendeurs de meubles avec lesquels elle traitait étaient en mesure d'adapter aux créneaux horaires requis dans une fenêtre donnée de quatre heures. Cependant, le vendeur de matelas n'était pas serviable et ne voulait pas s'adapter à la fenêtre de livraison à moins que mon amie ait payé un supplément. Le jour de la livraison, tous les vendeurs sont arrivés au moment approprié, sauf la compagnie de matelas, en dépit du paiement des frais supplémentaires. Cette compagnie n'était ni amicale, ni utile et loin d'être efficace.

Réfléchir à ces expériences me rend fier du service client que nous offrons à Magnes. En moyenne, notre équipe COPA VIP à Magnes gère 2500 appels téléphoniques par mois. Cela équivaut à plus de 30 appels par semaine, par personne. Avec un temps d'appel moyen entre quatre et cinq minutes, ils con-

sacrent une grande partie de leur temps à traiter les demandes des clients. Pendant les mois d'activité entre avril et juin, cela peut augmenter de 25 pour cent.

Nous apprenons beaucoup de ces statistiques et essayons de réagir en conséquence. Par exemple, nous informons les gens que notre appel moyen en avril et mai peut être plus long que prévu. Notre objectif de délai de 24 heures sur les demandes de renseignements et de répondre aux appels téléphoniques lorsque le téléphone sonne ne laisse pas beaucoup de place pour dépasser les attentes en matière de service, et nous sommes parfois en deçà. Cependant, nos statistiques montrent que nous atteignons et dépassons ces objectifs plus de 80 pour cent du temps.

L'aspect le plus difficile de mesurer l'excellent service à la clientèle est la gentillesse et la nature positive de l'expérience. Il est sans doute plus subjectif et relatif qu'efficace. Il est influencé par les expériences antérieures avec d'autres compagnies d'assurance et courtiers. Le produit de l'assurance est très compétitif et transactionnel ; la demande particulière peut être aussi simple que d'augmenter la valeur de l'aéronef à quelque chose de très difficile comme l'assurance d'un nouveau pilote sur un aéronef complexe. Et enfin, la perspective d'un individu sur la convivialité peut être influencée par l'état d'esprit dans lequel il se trouve au moment de la demande de renseignements.

Naviguer dans les différentes vitesses et directions du vent qui nous arrivent chaque jour peut être enrichissant et stimulant. Cependant, ce qui reste constant, c'est notre engagement à écouter le point de vue de nos clients et à fournir une formation continue et des commentaires à notre équipe pour répondre en conséquence et ainsi offrir un excellent service à la clientèle. Si ce n'est pas votre expérience, alors vous devez nous le dire. 🌟

# THE IMPORTANCE OF NOTAMS

## AIRSPACE INCURSIONS DANGEROUS AND COSTLY



A brand new flying season is finally upon us, with all the enjoyment and pleasure it will provide to the users of our airspace. With this enjoyment also comes the duty of responsible use of that airspace when we do get up there. This specifically refers to the need to inform ourselves of NOTAMs that will affect our flights. Along with this same great flying season, we also have airshows and a host of other activities, airborne or otherwise, that lead to the publication of NOTAMs. These NOTAMs typically impose restrictions, most for a very limited duration, on some parts of the airspace that we all use, and these restrictions are enforceable by law. Article 5.1 of the Aeronautics Act authorizes the publication of such prohibitions or restrictions, by the Minister, in any area of airspace when deemed necessary in the interest of

flight safety or the security or protection of the public.

A perfect example of this would be a NOTAM issued recently covering some airspace north of Toronto in relation to an airshow staged at CFB Borden. The performers included the Snowbirds

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### *THESE PERFORMERS CONCENTRATE ON THEIR AIRSHOW ROUTINE, NOT ON LOOKING OUT FOR SMALL AIRCRAFT*

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and a CF-18. Despite the NOTAM having been published well in advance of the event, 16 incursions occurred in this airspace, inducing delays and/or inter-

ruptions to both the Snowbirds and the CF-18 performances.

We must understand the perspective that even a small seven-minute delay to a CF-18, once airborne, results in a lot of unnecessary fuel burn and could have serious implications by the end of the routine. When taking off for an airshow routine, this fighter aircraft only carries sufficient fuel for the mission and return; it will not land in Borden to take on fuel for the return flight.

The perspective for the Snowbirds is very similar; the Tutor consumes less fuel than the CF-18, but there are nine aircraft up there. Add the risk of a mid-air collision to this perspective. These performers concentrate on their airshow routine, not on looking out for small aircraft intruding in their restricted, protected airspace. Consider that a single aircraft was accountable for several incursions on that occasion. I wonder what the total invoice will be. 🙄

# L'IMPORTANCE DES NOTAMS

## INCURSIONS DANS L'ESPACE AÉRIEN SONT DANGEREUSES ET COÛTEUSES

Une nouvelle saison estivale nous arrive finalement avec toutes les possibilités d'activités aériennes que ceci peut impliquer pour les pilotes à travers notre pays. Tous ces plaisirs aéronautiques entraînent aussi la responsabilité d'utiliser l'espace aérien avec diligence. Ceci vise particulièrement à rappeler à tous nos pilotes que nous avons la responsabilité de nous informer quant à l'existence de NOTAMS qui peuvent affecter nos vols. Cette même saison estivale amène aussi les spectacles aériens ainsi que de nombreuses autres activités aériennes ou autre (pensons au Sommet G7 par exemple), qui entraînent la publication de NOTAMS.

Ces NOTAMS imposent typiquement des restrictions, normalement d'une durée limitée, dans certaines parties de l'espace aérien et font force légale. L'article 5.1 de la Loi sur l'Aéronautique stipule que le Ministre peut interdire ou restreindre l'utilisation d'aéronefs dans des zones spécifiques de l'espace aérien lorsqu'il estime que la sûreté aérienne ou la sécurité ou la protection du public l'imposent.

Un NOTAM récemment publié pour



la région au nord de Toronto relativement à un spectacle aérien à la base de Borden constitue un exemple approprié de ceci. Le spectacle aérien incluait la participation des Snowbirds et d'un CF-18. Malgré la publication d'un NOTAM relativement à cet événement, on a observé 16 incursions dans l'espace aérien protégé par le NOTAM. Ces incursions ont entraîné des délais et/ou interruptions aux performances des Snowbirds et du CF-18. Un simple délai de sept minutes ne semble peut-être pas important mais nous devons comprendre que ces sept petites minutes pour un CF-18 en vol signifient une bonne quantité de carburant gaspillé.

Par surcroît, au décollage pour une routine de spectacle aérien, le CF-18

n'emmène pas une charge maximale de carburant, mais bien plutôt le nécessaire pour la mission et le retour avec une réserve. Ces sept minutes peuvent en fait entraîner des conséquences indésirables. La perspective est très similaire pour les Snowbirds. Quoique le Tutor consomme moins que le CF-18, il y a quand même neuf avions en vol et les implications sont les mêmes. Ajoutez à ceci le risque de collision aérienne. Les performants dans un spectacle aérien comptent sur leur espace protégé et se concentrent sur leur routine : forte probabilité de ne pas voir un petit avion au mauvais endroit. Notons qu'un seul avion s'est avéré responsable de multiples incursions. J'essaie d'imaginer le montant total de l'amende. 🙄



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# EMERGENCY LOCATORS

LEARN ABOUT DIFFERENT TECHNOLOGIES THAT ARE AVAILABLE

BY PHIL LIGHTSTONE



**E**LTs, PLBs (Personal Locator Beacons), PLDs (Personal Locator Devices) and other SOS communicators are devices that perform similar functions, but use entirely different technologies. In 2009 the International Cospas-Sarsat Programme abandoned monitoring of emergency beacons on 121.5 MHz in favour of 406 MHz beacons, creating an inflection point for change. Initiating the Search and Rescue (SAR) process occurs when one or many events occur: a flight plan not closed, ATC or a high flyer hears a 121.5 beacon, a 406 beacon is detected by the satellites, or a PLD service provider contacts SAR.

The Department of Defence (DoD) is tasked with delivering and coordinating SAR activities in Canada. The Cospas-Sarsat system utilizes three types of satellite networks comprising 41 satellites, all feeding an internationally coordinated network of global Mission Control Centres (MCCs). CFB Trenton is home to both an MCC and a Joint Rescue Coordination Centre (there are three JRCCs in Canada). The process to manage a distress call

was executed 1032 times in 2017, saving 49 lives. For 40 hours per week, SAR crews are required to be airborne in less than 30 minutes after a task is received. At other times, crews must be airborne in less than two hours. DoD recommends that pilots and mechanics should fully understand the operating guidelines of their ELT to ensure that false activations are minimized and, when activated during an emergency, they function correctly. COPA, in partnership with Aircraft Spruce, is offering a free one-year COPA membership with the purchase of a 406 MHz ELT.

PLBs utilize 121.5 or 406 MHz frequencies to communicate with the SAR system and are registered with DoD ([cbr-rcb.ca](http://cbr-rcb.ca)), inclusive of emergency contact information. PLBs are easily attached to your flight jacket or belt and remain off until required to summon SAR. As with an ELT, the on-board battery has a specific lifespan and must be replaced periodically, typically every seven years. The Artex PLB ([acartex.com](http://acartex.com)) is about the size of a hockey puck, has an on-board GPS, 121.5 and 406 beacons, high-intensity LED strobe light, is waterproof to

▲ Personal locators add another layer of safety for pilots.

15 metres and will operate for more than 24 hours when activated. Jeffery Geraci of Artex says, “Hundreds of thousands of PLBs have been sold, mainly to mariners, hikers and aviators”. Retail price is \$366 CAD, with no subscription fees.

A PLD utilizes a low earth orbit (LEO) satellite constellation to provide two-way communication and drop “electronic breadcrumbs” (EB) during a flight. With an SOS button and on-board GPS, the PLD will send an alert to an SOS centre that includes its latitude and longitude. If Nav Canada, or friends or family, have access to your PLD social media account, then with the EBs dropped, SAR staff can find an overdue aircraft more expediently. I have been using SPOT communicators for more than 10 years. When departing and landing, pressing the Custom and OK buttons delivers an email to my list of friends and family. SPOT’s newly released SPOTx adds text messaging to the service. Spot LLC is owned by Globalstar, which owns and oper-



ates the LEO satellite constellation. Garmin's inReach and Spidertracks communicators utilize Iridium's LEO constellation, delivering a service similar to SPOT's. Apple and Samsung LTE-enabled watches have an SOS feature which utilizes the 911 and Public Safety Access Points (PSAP) system. The cellular service provider will route a 911 telephone call to the closest PSAP centre. First responders are then dispatched, typically police, fire and/or ambulance.

The Transportation Safety Board reports an accident (ref: A14C0149) where a Cessna 177B executed a forced landing while en route to Lynn Lake, Man., after loss of power. During the landing roll, the aircraft flipped and came to a rest inverted, with the pilot sustaining minor injuries. Although equipped with a 406 ELT, a distress signal was not transmitted. The pilot's satellite telephone was not able to connect to the system, resulting in the pilot spending the night in the bush. The following morning, the pilot was able to contact the RCMP with the satellite telephone, who dispatched personnel to the scene. It's a perfect case for using a PLB or PLD.

On the horizon, Nav Canada and COPA are investigating the use of space-based 1090 ADS-B Out technology to deliver SAR-alerting services, augmenting the 406 system. Space-based ADS-B would utilize big-data analytics to determine if a flight has concluded safely or requires the initiation of the SAR process. If approved, this would necessitate the installation of a 1090 ADS-B Out transmitter in all Canadian-registered aircraft. There is more to come as Nav Canada works out the details with Transport Canada. Meanwhile, the U.S. is reviewing the Autonomous Distress Tracker ELT system, which would utilize the ground-based ADS-B system.

Flying is an activity which balances risk, expertise, weather and hardware to deliver a successful flight. Affordable technology allows a well-equipped aircraft and pilot to turn an

SAR event into a positive outcome. Understanding the technology, and ensuring that your ELT is properly installed, tested and backed up by secondary technology, is not only good airmanship, but fulfills the pilot's responsibility to passengers, crew and their families. ✈️

2017 SAR Alerts	Quantity
False alerts	837
Undetermined	125
True distress alerts	70
Lives saved by 406 beacons	49




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# ON THE HORIZON

## ON THE HORIZON

### JULY 2018

**JULY 7, ESTEVAN, SK:** July 7th 2018 from 1100 - 1300 annual fly in BBQ lunch at the Estevan Regional Airport. Followed by a COPA for Kid's event from 1300 - 1600 at CYEN Estevan.

**JULY 7-8, SOUTHPORT, MB:** Southport and KF Aerospace are partnering to bring the 2018 Manitoba Airshow to the Southport Airport on July 7-8, 2018. Visit our website to learn more! <http://mbairshow.ca//>

**JULY 8, BANCROFT, ON (CNW3):** COPA Flight 119, Annual Fly-in Pancake Breakfast from 08:00 until noon. Dedicated food line for fly-in guests. Held in conjunction with the Town of Bancroft's annual Water, Wheels and Wings weekend. Festivities in town all weekend. Static Displays, Vintage Cars. Jet A and 100LL available by VISA credit card. No landing or tie down fees. Camping allowed on the airport. For more information contact Gary Gaudreau Email at [gary@bancroftflyingclub.ca](mailto:gary@bancroftflyingclub.ca).

**JULY 8, KAMLOOPS, BC:** COPA FLIGHT 82 CYKA — Pancake Fly In Breakfast. Make us your destination for your flight this weekend! Float planes welcome with the new CYKA Float Plane dock! Great breakfast served! 9:00am. Contact: [kamloopsflyingclub@gmail.com](mailto:kamloopsflyingclub@gmail.com) or [www.kamloopsflyingclub.com](http://www.kamloopsflyingclub.com)

**JULY 8TH SOURIS, MB:** Souris Flying Club is holding it's Annual Fly-in Pancake Breakfast from 8:30 to 11:30 at the Souris/Glenwood Airport. Avgas available. Contact: [sourisflyingclub@gmail.com](mailto:sourisflyingclub@gmail.com) or call/text 204-573-6174 for more information.

**JULY 13-15, TIMOTHY LAKE, BC:** BCFA AGM. Northwood lodge, Timothy lake BC. Start time approx 10 am Saturday. Guest speakers. Lunch. Silent auction. Dinner. \$25 / person

**JULY 14, KARS, ON (CPL3):** Kars Rideau Valley Airpark (CPL3): RAA Chapter 4928 16th Annual Kars 'n' Planes Summer Fly-In BBQ. Comm 123.4 RWY 26/08 Glider activity in area. Homebuilt, Classic and Antique Aircraft, Rideau Valley Soaring Club, BBQ served from 11 AM till 2 PM. Sausages on a Bun, Steamed hot dogs plus assorted beverages. PUBLIC WELCOME. Dilworth Road just East of Highway 416. For more information on the field conditions please call Larry Rowan 613-489-2332 or Chris Williams 613-296-3391.

**JULY 14, MIDLAND/HURONIA, ON, CYEE, UNICOM 122.85:** Annual RAA Northern Regional Fly-In (NRFI), hosted by the Mid-

land RAA chapter. A Transport Canada approved seminar is scheduled for 10:00. Zenair factory and the Midland Model Railway Association, both located on the field, will hold coincident open houses. Antique/Classic cars and motorcycles will also be on display. Breakfast and lunch will be available. For further information, please contact Rob MacDonald at 705-549-1967, Ray McNally at 705-717-2399. airport at 705-526-8086 or [raa.midland@gmail.com](mailto:raa.midland@gmail.com)

**JULY 14-15, CAMPBELL RIVER BC:** (CYBL) 5th annual "WINGS 'n' WHEELS" fly in and car show. Saturday evening BBQ and a beverage. Sunday fly in and drive in lots of cars, airplanes and food, all in support of TeenFlight Campbell River. Breakfast from 0700 to 1000hrs lunch from 1100 to 1500hrs. Camping available. Contact Bill Alder 250-287-6259 [bill@sealandaviation.com](mailto:bill@sealandaviation.com) for more information or to preregister. Everyone welcome!

**JULY 15TH, IROQUOIS, ON (CNP7)** The Iroquois Flying Club's Special 52nd Annual Fly-In Breakfast beside the beautiful St. Lawrence 8:00 a.m. to 11:30 a.m. Sea-plane dock near the airport. Information: 613 657-1646.

**JULY 15TH, VULCAN, AB.** Vulcan Flying Club's (C-FX6) Annual Fly-in Drive-In Breakfast, Red & White Hanger. Starts at 8 till 11 am. All are welcome

**JULY 15TH, SARNIA, ON:** Flight 7 Sarnia, Fly-In Breakfast, with a B-25 Michell Bomber 8-10:30am.

**JULY 21, VERNON, BC (CYVK):** Join COPA Flight 65 for COPA For Kids. 0800 - 1200. Visit the website <http://www.vernonflyingclub.org/> for more information.

**JULY 21, BORDEN, ON:** Flight 84 is hosting a COPA for Kids event at the Edenvale Aerodrome, CNV8. Registration will start at 8:30am. Contact: [events@bordenflyingclub.com](mailto:events@bordenflyingclub.com).

**JULY 21, NEW GERMANY, N.S.:** COPA 196 / The Bluenose Flying Club. Saturday July 21 (weather date July 22). 10th Annual Pilot's Picnic, New Germany Lake (CCA2) N44.55, W64.74. Come for a day of float flying, and enjoy great company, free lunch, music, RC flyers, antique cars, swimming, and more. Lots of shoreside parking. Comm 122.8. Contact Mervin Zinck (902)-521-5388

July 21, Neslon, BC: The Nelson Pilots Association, COPA Flight 87, is hosting a fly-in breakfast at CZNL on Saturday, July 21 from 0800 to 1100. Best breakfast in the

Kootenays @ \$10. We are both land and floatplane friendly. As usual we will be open to the public so that they can come to support our airport.

**JULY 21, ATHABASCA, AB:** Athabasca Regional Airport (YWM) is hosting it's 8th annual Fly-In Barbecue between 1100-1400. All types of Aircraft are welcome. Avgas Available.

**JULY 21-22, PENTICTON, BC:** Flight 50: July 21st Fly in and BBQ, begins 12:00 Saturday, Camping under wing transportation to other accommodation available. Burger and a beverage \$10.00. Hangar flying and other aviation activities. July 22nd Pancake Breakfast Sunday is in conjunction with Penticton Airport Day July 22. Public access gates open at 9:00 event closes at 3:00 PM BBQ available till 2:00

**JULY 23-29 OSHKOSH, WI:** EAA AirVenture OshKosh, come and meet us at the COPA booth and join us at the great Canadian Cook-out, sponsored by Magnes and AIG. July 23-30, Kamloops, BC: COPA FLIGHT 82 CYKA - Hosting the CAF B-17 Static Display and flights available. Go for a ride in this iconic aircraft! Make us a fly-in destination to experience this piece of history! Contact: [kamloopsflyingclub@gmail.com](mailto:kamloopsflyingclub@gmail.com) or [www.kamloopsflyingclub.com](http://www.kamloopsflyingclub.com)

**JULY 24-29, GATINEAU, QC:** The CAF B-29 FiFi will at the Gatineau airport in July as part of their tour. Open to the public, 9:00 - 5:00 each day. FIFI will fly rides on Saturday and Sunday morning. <https://www.airpowersquadron.org/b29-schedule>

**JULY 26, NORTH BAY, ON:** Flight 23 COPA for Kids. Mattawa airport CMA2 Saturday July 26 as part of Mattawa Voyageur Days. Wheels, and floats.

**JULY 28, POWELL RIVER, BC:** JAMIN' FLY-N. CYPW. There will be a host of musically inclined aviation folks taking to the stage in Powell River on July 28. It's a day of music and flying fellowship with a dinner and hangar dance. Open stage so bring your talents. Contact: Brent McKenzie. <http://westviewflyingclub.com>

**JULY 29, RUSSELL MB.** Russell Flying Club/ COPA Flight #138 Annual Pancake Breakfast, July 29, 8AM- noon. 4000' paved runway. Avgas available. [wrwile@gmail.com](mailto:wrwile@gmail.com) or phone/text 204-773-6634 for more info.

**JULY 23- AUGUST 5, PETERBOROUGH, ON:** Flight 34. "Air Legends at Peterborough Airport" will run 2 weeks, where we

# ON THE HORIZON

will have a B25 bomber here the first week of July 23rd, and a B29 Superfortress here during the second week. We are topping off the event with a Wings and Wheels airport event on August 4th and 5th, and our COPA Flight 34 Fly-In is on August 4th.

**JULY 30-AUGUST 6, PENTICTON, BC:** The CAF (Commemorative Air Force) B-17 will be in Penticton (COPA Flight 50) from July 30 to August 6. The B17 will be on display from July 30 to August 2nd and will offer flights from August 3th to the 6th.

## 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 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 9-13, 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](http://www.AbbotsfordAirshow.com) [info@AbbotsfordFlyingClub.ca](mailto: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, 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 11-12, 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 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](mailto: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. Location: 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](mailto: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](mailto: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.

**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, 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.

# ON THE HORIZON



visit our web site [www.aerobaticscanada.org](http://www.aerobaticscanada.org) for details and more information about the club, events, contest results/photos and contact information.

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

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

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

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

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

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

**DAWSON CREEK, BC:** Flight 183, Mile Zero Dawson Creek holds their monthly meet-

## 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](http://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](http://www.bordenflyingclub.com).

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

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

**BRAMPTON, ON:** CNC3 18:00 Monday Night BBQs begin! Every Monday night from June 11th to Sept. 3rd. Join us for our Legendary Monday Night summer BBQ. Going strong into our 12th season. Burgers, sausage, and all fresh trimmings. Nominal cost. RAA-TR Hangar, north end of Brampton airport. Pres. Fred Grootarz, 905 212-9333, [fred@acronav.com](mailto:fred@acronav.com); V.P. Alain Ouellet, 416-709-2020, [aouellet@icecanada.com](mailto:aouellet@icecanada.com)

**CALGARY AB:** The Aerobatic Club of Alberta would like to invite you to our monthly meeting which occurs at 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

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**Join us for COPA's annual Canadian Oshkosh party!**

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

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5:30 - 7:30pm**

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# ON THE HORIZON

ings 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](mailto:info@classicaircraft.ca). Visit our website at [www.classicaircraft.ca](http://www.classicaircraft.ca).

**EDMONTON, AB:** COPA Flight 176 regular monthly meeting. 1st Thursday of the month at 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](mailto:treasurer@copaedmonton.ca).

**ESTEVA, SK (CYEN):** Regular COPA Flight 3/ Flying Club Meeting, held 2nd Tuesday of even numbered months, February, April, June, etc. at 1930 in main terminal building. For more information, please contact Neal Linticum at 306-421-7629 or [nealandnadine@hotmail.com](mailto: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](http://www.havelockflyingclub.ca)

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

**HAWKESBURY EST, ON (CPG5):** Escadrille 131 déjeuner mensuel les 1er 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](mailto:HawkesburyFlyingClub@gmail.com). Notre site web pour l'aéroport est <http://www.easthawkesburyairport.ca>

**HIGH RIVER AIRPORT, AB (CEN4):**  
First Thursday of every month at the 187 Squadron Royal Canadian Air Cadet Hangar the EAA Chapter 1410 has their monthly meeting 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](mailto:eaahighriver@shaw.ca). Visit our website at [www.eaahighriver.org](http://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](mailto:kamloopsflyingclub@gmail.com) or [www.kamloopsflyingclub.com](http://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](mailto: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.



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# ON THE HORIZON



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

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

**LETHBRIDGE, AB:** 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](mailto: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 [bobklfc@gmail.com](mailto:bobklfc@gmail.com), or visit the Kawartha Lakes Flying Club at [klfc.ca](http://klfc.ca).

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

**MIRAMICHI, NB:** Flight 39. Monthly meetings 1st Wednesday of every month at 7:30 pm at the clubhouse. Contact [nbdbrown@nbnet.nb.ca](mailto: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 hotdogs. 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](mailto:president@nanaimoflyingclub.org). Visit our website [www.nanaimoflyingclub.org](http://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](mailto: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](mailto:ronjohnson@telus.net) 250-493-0441.

**PETERBOROUGH, ON:** Flight 34's meetings are every 2nd Wednesday of the month, 7:00 pm, Peterborough Airport Terminal.

# ON THE HORIZON

**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 conjointes/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 / Téléphoner pour information (418) 889-9023

**RED DEER, AB:** Red Deer Flying Club / COPA Flight 92 meet on the 3rd Monday evening of each month (except July & August) at the Flying Club building directly north of the Red Deer Airport Terminal Building. Meetings start at 1930. Always an interesting program or speaker. For additional information call Bert at 403-350-5511 or visit [reddeerflyingclub.org](http://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](mailto:shelley@cciwireless.ca). Monthly Fly-In every third Saturday, 157. Fly-in for coffee, goodies and visiting 1000 - 1300.

**SHOAL LAKE, MB (CKL5):** Shoal Lake Flying Club/COPA Flight 162 holds general meetings on the second Tuesday of every second month (Feb, April, ...) at 1930 at the Airport Terminal Building, visitors welcome. The December meeting is a potluck supper followed by a short Annual Meeting and a social event. Check the meeting schedule by clicking on the News and Events tab at [www.slflyingclub.com](http://www.slflyingclub.com). Email [slflyingclub@gmail.com](mailto:slflyingclub@gmail.com) for more information.

**SMITH FALLS, ON:** Monthly Fly-In Breakfasts brought to you by 33 Full Stop Breakfast Bar. Served from 7:30am to 11:30am. Dates: April 29, May 27, June 17, July 29, August 26, September 30 and October 28. 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 1930. Hamburgers and hot dogs and snacks



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# ON THE HORIZON

anytime at terminal-self serve. For more information, please contact Myron Bignold at 403-638-7370 or [winnmy@telusplanet.net](mailto: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 (CYYJ):** COPA Flight 6 usually meets the first Tuesday of each month from 1900 until 2100. You do not need to be a member of the VFC or of COPA in order to participate. For more information, please contact [copaflight6@gmail.com](mailto: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](mailto: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 Wiarton/Keppel International Airport CYVV at the airport Terminal Building. For more information, please contact Don Colter at 519-793-3473 or [dshcolter@cabletv.on.ca](mailto:dshcolter@cabletv.on.ca)

**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](mailto:jpapp@copanational.org)

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Pour de plus amples renseignements, contactez le Groupe Magnes au numéro de téléphone 1-855-VIP-COPA ou visitez le site internet [uavinsurance.ca](http://uavinsurance.ca).

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## OPENING THE FLYING SEASON

IN PURSUIT OF THE HUNDRED-DOLLAR HAMBURGER

BY ANNE MARIE BEATTIE



**All pilots tease their spouses and family members about the hundred-dollar hamburger. Take a beautiful sky, no rain in the forecast, a day off and yard work done. To what do pilots' thoughts turn? Hamburgers. More specifically, the hundred-dollar burger. It was one of those days just made for flying.**

Being Victoria Day weekend, my husband Jim insisted we do something with it. He proposed treating our granddaughter and me to hundred-dollar hamburgers. The flight route would take us from Oshawa (YOO) to Edenvale (NV8), a small airport on the edge of Wasaga Beach, a former mecca for tourists from southern Ontario and parts of upstate New York. The raison d'être for this lay in the food.

In the rear seat of our Piper Comanche was our granddaughter Cassie, who never misses a chance to fly with Grandad. The flight was peppered with visual attractions including Lake Scugog, the winding ribbon of steel

carrying the GO train to southern points, then Lake Simcoe, the Barrie Speedway and the Georgian Downs Racetrack and, off in the distance, the edge of Georgian Bay, all lending themselves to aerial photography.

At the same time, winging their way from Hanover were virtual strangers also intent on that pricey hamburger. They were landing just ahead of us at Edenvale airport. The occupants of all three planes took little or no notice of each other. Inside, at the Edenvale Aerodrome Restaurant, opposite our table sat two couples, one of whom was wearing a turquoise tee-shirt.

The waiter, handling the entire dining room himself, took our orders and a short time later served the others four robust burgers, with dressings shovelled on by the hand of the unseen chef. Impulsively I jumped up, scooted to their table and begged for a snapshot of those four hamburgers, jokingly mentioning the old hundred-dollar legend. One of the gentlemen

▲ A great way to start the season is to fly for lunch at an airport restaurant.

grinned ruefully, saying, "Two fifty in our case." It was a perfect opening for me to ask, "Where are you from?" Of course, Hanover. My husband had flown in there many times for breakfast.

Well, after I got the picture of the four hamburgers (now we're up to four hundred dollars) one thing led to another and I asked for permission for a table shot. That seemed to be ok, so I was snapping vigorously, making small talk when the gentleman in the turquoise tee-shirt turned more fully, making visible the logo on the shirt: COPA FLIGHT 54. It was then I discovered that he was the COPA captain in his area. Full introductions were made, and I discovered we were in the company of Jack and Barry and their lovely wives but, what with conversation and picture-taking, I had thoughtlessly kept them from their food. Those four hundred-dollar hamburgers were getting cold. 🍔

# BORDEN AIR SHOW

PHOTOS BY GUSTAVO CORUJO





# SPRING INTO FLY-OUT SEASON

SOUTHERN ONTARIO PILOTS HEAD FOR WIARTON

BY MICHELLE LAPOINTE



**COPA Flight 177-Exeter's fly-outs usually start with a text message "There's a few of us thinking about flying out tomorrow." That's how 11 airplanes from Sexsmith, Stratford, Exeter, Lucan and Strathroy arrived at Wiarton (YVV) on Sunday, April 20. It was a beautiful spring day in southern Ontario, but there was still snow on the ground and in banks alongside the apron at the airport.**

We enjoyed lunch at The Flying Diner, a new restaurant operated

by Janice and Greg Morrison. Their menu comprises simple home-cooked food, especially soups, salads and sandwiches. When there's sufficient people, they offer an all-day breakfast buffet. The food was excellent, and they were very welcoming. The Flying Diner is one of the few airport restaurants around that are open weekdays until 5 pm.

While our airplane was being fuelled, we talked with the airport manager Gaurav Sharma about the

▲ The sun was warm but there was still snow on the ground at Wiarton for Flight 177's first fly-out of the season.

business development opportunities at the airport. We also visited with the Nav Canada weather observer who works in the terminal building. It was a great day. We are fortunate to be able to fly.

Check out the airport's website, complete with a link to The Flying Diner: [skyvv.ca](http://skyvv.ca).

# C150 TALK

## PILOTS EXPLAIN HELICOPTER ODYSSEY

The Kawartha Lakes Flying Club (COPA Flight 101) in Lindsay invited helicopter pilots Bob Dengler and his son, Steven, to their June member's meeting for a presentation of the C150 Global Odyssey.

Bob and Steven Dengler, along with fellow pilot, Dugal MacDuff circled the globe in a Canadian-made Bell 429 helicopter.

This was the first Canadian helicopter circumnavigation of the globe, and the first ever father/son helicopter circumnavigation.

Departing July 1, 2017 to celebrate the 150th Anniversary of Canadian Confederation, the journey included stops in every Canadian province and territory — as well as landmarks around the world celebrating prominent achievements and events from Canada's history.

The duration of the flight was 30 flying days over 48 calendar days; a



distance of 19,955 nautical miles, with 92 stops in 14 countries.

As one flying club member put it: "The talk was fascinating, educational and deserves a high 'wow factor' rating." 🌟

▲ Bob and Steven Dengler flew the Bell 429 helicopter to the Kawartha Lakes Municipal Airport (Lindsay) and were greeted on the ramp by admiring members of the Kawartha Lakes Flying Club.

# INCENDIARY INCIDENTS

## COPA FLIGHT ORGANIZES FIREFIGHTER TRAINING

BY LESLEY PAGE



COPA Flight 70 (Oshawa) member Jeff Page coordinated with Oshawa Fire Services training manager Scott Wood to provide aviation incident training for 80 firefighters at Oshawa airport (YOO).

◀ COPA member Jeff Page shows Oshawa firefighters fuels systems on a Cessna

During the week of May 14, firefighters rotated in groups of four to six through the hangars and tie-downs to five different aircraft, including a Cessna 172, a Diamond DA40, a Cirrus SR22, a Zenith Zodiac 601XL-B and a Bell OH-58 helicopter.

The owners of these aircraft explained the various systems that the firefighters should be aware of in the event of an aircraft accident, including the location of fuel and fuel lines, the dangers of the propeller and the

possibility of a ballistic rocket parachute deployment.

After the aircraft training, Page gave the firefighters a short lesson on radio calls and we took the fire trucks airside. Each truck had a pilot on board to assist with the radio calls. It was fun riding along in a fire truck, driving around the runways and taxiways.

Wood later told us that he received great feedback from the firefighters, and that they found it among the most interesting training they had received. The volunteer pilots enjoyed it too, but we hope to never meet the firefighters in a real-life scenario. 🌟

## CHILDREN INVADE BOUNDARY BAY AIRPORT

COPA FLIGHT 5 A COPA FOR KIDS LEADER



Introducing children to the thrill of flight has been a long tradition at the Boundary Bay Flying Club (COPA Flight 5), going back more than a decade to when the only established program available was the EAA's Young Eagles. When the COPA For Kids (C4K) program was born in 2012, Flight 5 began to lead the way, holding biannual events and consistently introducing from 100 to 140 kids at each of the spring and fall sessions to aviation. Flight 5 eventually developed their own online flight-booking system to help with scheduling and crowd control.

Boundary Bay airport (ZBB), located just south of Vancouver, was again the venue for the first C4K of the season on May 12. The sun was shining, the temperature reached the low 20s, and everyone was in the mood to go flying. The first event of this year saw nine aircraft on the flight line, including a Cessna 140, multiple 172s, a 177 and even a state-of-the-art Bell 407 helicopter, most of them repeat volunteers. Some would refer to them as addicts, as witnessing the expression of sheer joy on a child's face after their first flight is something many want to see time and time again.

Airport operator Alpha Aviation generously made their terminal building and main ramp available for staging the activities once again, which allowed for orderly registration and processing of the young passengers, ground school briefings in a separate boardroom

▲ Top photo: Another group of enthusiastic children being led to their aircraft. Above: Bell 407 owner-pilot Russ Cmolik with another batch of young aviators.

cum classroom facility and ample lounge seating for parents to relax in.

Key event organizers Bruce Prior, Jim Niessen, Allan Anderson were led by retired airline pilot Henty Ilg, who says, "Although we strive for quality, not quantity, COPA 5 has been in the top five flights in Canada for number of kids flown in most, if not each of those years. (And) the top five pilots (for number of kids flown) has included at least one or more of our COPA 5 pilots."

After 14 highly successful C4K events, Ilg is stepping back to let others continue the cause. 🙏

Check out [copa5.wordpress.com/copa-for-kids](http://copa5.wordpress.com/copa-for-kids) for more information and photos.



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## GIMLI GLIDER EXHIBIT

MANITOBA FLY-IN MARKS 35TH ANNIVERSARY



◀ Gimli Glider Exhibit Museum marks the 35th anniversary of the famous flight this summer.

displays, have been integrated to tell the full story of Flight-143's July 23, 1983 landing in a very interesting way. The exhibit has garnered rave reviews from both amateur and professional aviators, the general public and others from the aviation industry.

Among the many interesting displays is a Ram Air Turbine (RAT) from a 767. Without the RAT, the 767's extended glide and demanding forward-slip/hard braking/no-flaps landing at Gimli would not have been possible. The Gimli Glider was a seminal event, being the first and most prominent example of a RAT saving lives. The incident resulted in new industry procedures that later fostered an Air Transat Airbus 330's successful no-engine glide to the Azores in the mid-Atlantic after a leak drained all their fuel away; it was the RAT that allowed for control of the flight surfaces. In fact, out of the 17 RAT 'saves' known to have occurred up until the end of 2017, a total of 2,600 lives have been saved.

The most recent addition to the Gimli Glider Exhibit is a significant section of fin 604's vertical stabilizer and rudder, which was cut free at Mojave in early September, 2017.

To mark the 35th anniversary of this historic event, the Gimli Glider Exhibit is hosting a fly-in on July 22 at the Gimli airport (YGM). There will be a barbecue lunch, Capt. Pearson will fly in and the Commonwealth Air Training Plan Museum will be there too, displaying their vintage aircraft and taking the public flying on pre-booked flights. For more information, check out [gimliglider.com](http://gimliglider.com). 🐦



**After many years of planning, the Gimli Glider Exhibit museum had its grand opening on July 23, 2017.**

It is an interactive exhibit dedicated to a major Canadian aviation heritage event that affected the lives of many Gimli residents. It recognizes and honours the exceptional airmanship, decision-making and crew resource management of Air Canada pilots Capt. Captain Robert (Bob) Pearson and First Officer Maurice Quintal (d. 2015), who brought the dire situation of an airliner running out of fuel to a successful

conclusion, saving all crewmembers and passengers, as well as the Boeing 767 (C-GUAN, fin 604), which went on to serve Air Canada for another 25 years. The exhibit also recognizes the role of aviation in the development of both Gimli and Manitoba.

The museum is home to many relevant and authentic cockpit, system and structural parts from fin 604, the remains of which are now stored at an aircraft boneyard in the Mojave desert. These donation-funded artifacts, plus cockpit simulation and other



## C SERIES DONATED TO SCHOOL FLIGHT TEST AIRCRAFT TO TRAIN NEW TECHNICIANS

Bombardier has donated one of its C Series test aircraft to École Nationale d'Aérotechnique (ÉNA), a school affiliated with Édouard-Montpetit CE-GEP. The aircraft was the third C Series built and was used for avionics and noise testing. It has just 1,400 hours on it but it's served its purpose.

"Bombardier is very proud to invest in the development of highly skilled workers for the Montréal aerospace cluster by increasing the educational value of ÉNA's technical training activities," said Robert Dewar, Vice President, C Series Aircraft Program, Bombardier Commercial Aircraft.

"The C Series is the most innovative aircraft in its class, with state-of-the-art technology and advanced materials. This donation will contribute to the development of broader sets of skills by allowing students to manipulate the most advanced technology in commercial aircraft, and we hope that this will help spark their interest for aerospace even further."

The airplane has spent most of its life at Bombardier's Wichita flight test centre and will be flown to the school's



St. Hubert headquarters, where it will be put to good use training new technicians.

"We are honored to receive this extremely significant gift. The C Series is a true jewel of Québec's technology and this donation is a major educational contribution to our training programs, both from a practical and theory stand point," said Sylvain Lambert, Director, École Nationale

▲ A C Series flight test aircraft has been donated to Ecole nationale d'Aérotechnique.

d'Aérotechnique. "As the sole provider of aerospace technical training in the province of Québec, this new addition to our existing fleet will allow the next generation of workers to become more knowledgeable of the industry's latest technological breakthroughs."

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## LOST PILOT'S MEMORY HONOURED

WRECKAGE FROM 1958 CRASH WASHED UP ON BEACH



**It took 59 years but the Troy family finally have some sense of reconnection with a long-lost relative and the Canadian military can close a tragic chapter in its history.**

In late April, the RCAF handed over a small piece of the Royal Canadian Navy F2H Banshee that New Brunswick native Lt. Barry Troy was flying when it crashed off the coast of Florida on a training flight on Feb. 25, 1958. The aircraft and Troy's body were never found, leaving the family wondering about his final moments.

The piece of wreckage was among several remnants of the crash that washed up on a Jacksonville beach during Hurricane Irma. The flotsam included a parachute harness with Troy's name stencilled on it and was found by a park ranger patrolling the beach.

The discovery prompted an investigation by U.S. authorities that ultimately led them to the pilot's brother Dick Troy. "I almost buckled my knees, I couldn't imagine what this was about," Troy told the CBC. "It's an eerie feeling."

Troy and his sister went to Florida in February to see the remnants of the crash during a repatriation ceremony. The family agreed to lend most of the items to the Shearwater Aviation Museum but they reserved one piece for Troy's parents, who died not knowing much about their son's death. It will be buried at their grave site.

Troy grew up in Chatham and graduated from St. Francis Xavier University before joining the Navy. 🇨🇦



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## *PERUVIAN STYLE*

COPA DIRECTOR DAVID BLACK CHECKS OUT IN A LOCAL 172

BY JANINE CROSS

On a recent trip to Lima, Peru, not only did I fly with my husband David as PIC above the barren peaks and beautiful coastline of this spectacular country, but we came away from the experience with a profound appreciation of how lucky we are as GA pilots in North America. »

Peru has no private aviation. Around 80 GA airplanes exist country-wide, all of which are commercially registered and operated. Of these, 17 are based at a privately owned and operated airport located about 30 miles south of Lima, Lib Mandi airport (SPLX). With much assistance from a local aviation enthusiast, we flew as 'students' with Lib Mandi's only flight school, Master of the Sky. The airplane was completely incongruent with the bleak surroundings; an immaculate late-model Cessna 172 SP, replete with a G1000 glass cockpit.

It takes one year to register a newly imported plane in Peru, and during that year, the owner must pay hangar or storage fees and wages for a full-time mechanic. Fuel can only be purchased if you own a fuel purchasing licence, which is a bureaucratic nightmare to obtain. This law was originally created to control the use of kerosene (jet fuel) in the purification of cocaine, but 100LL got caught up in the same bureaucracy.

The 3200-foot runway at Lib Mandi made us grin; it has an elevation of 240 feet at one end and 200 feet at the other. Two-thirds of the way down, it dips to 180 feet. It's a sight to behold and quite the boost for the take-off roll (when starting at the 240-foot end). We hit clouds at 250 feet AGL on the climb-out, as foreseen. Flying during the Peruvian winter (June to September) presents pilots with lots of IFR opportunities: clouds frequently clot the sky along with garúa, a thick mist which is the only source of ground moisture in this subtropical desert region. Despite all the clouds, there is never any rainfall, and the aerial view of the arid mountains beneath us presented a parched, eerie beauty which starkly illustrated that rain occurs only a few times a century in Lima.

After a memorable flight, our convivial instructor hiked with us to the Lib Mandi control tower, where two controllers welcomed us with hand gestures into their sparsely-equipped

but perfectly functional ATC station. The austerity of the tower matched the harsh, desolate surroundings, and we were stricken by how much we take for granted as pilots in Canada. Unlike in North America, where controllers are paid a decent training wage and commercial pilots are snapped up by the airlines at a terrific rate, in Peru, unless a family member works in the aviation bureaucracy, a commercial pilot faces dismal odds of flying for an airline. Preference is given to Venezuelan pilots, who eagerly accept very low wages.

From Lib Mandi we crossed the Carretera Panamericana Sur highway by car to visit nearby Cruz de Hueso. A golf course for many years, Cruz de Hueso is now an ultralight airstrip and home to the clubhouse and membership of AOPA-Peru. Here we discovered a thriving pilot community comprised of active and retired airline pilots, air force pilots, helicopter pilots and ultralight pilots. Eighty-five-year-old Guido Fernandez, the long-standing president of AOPA-Peru, proudly showed us around the airfield. A new tarmac glistened black in the cloudy glare, home for eight brand new helicopter pads. A smart new concrete taxiway led to the ground where a future new runway would be located. A pack of tail-wagging clubhouse dogs accompanied us on the tour; when David approached the existing runway to take photos, the dogs put themselves between him and the runway and barked vigorously until he moved back. They knew what area was unsafe for pedestrians of both the four-pawed and two-footed variety. 🐾

*COPA member Janine Cross is an author and blogger. She travelled to Peru with her husband David Black (COPA Director BC-Yukon) in early May of 2018. More of Janine's aviation writings can be found at [thewanderingeye.ca](http://thewanderingeye.ca). A video of the Lib Mandi flight can be found at [veecloud.net/libmandi](http://veecloud.net/libmandi). 🐾*



## ALPACA WITH ASPARAGUS

At the Cruz de Hueso clubhouse we were invited to partake of the monthly barbecue of pork, steak, fat juicy sausages and braised alpaca (the latter of which, David reports, tastes like a really excellent quality of beef). There we met Peru's King of Asparagus, a helicopter pilot and farmer who exports his product worldwide. On the clubhouse stove, The King made asparagus cream for us all, a divinely hot, velvety concoction of cooked and finely blended asparagus. Although the visibility made ultralight flying impossible the day we visited, it didn't dampen the turnout, even though most of the pilots lived two hours away. We were impressed by how Peruvian aviation enthusiasts maintain a vibrant and active flying community, despite mountains of bureaucracy. We could learn a thing or two from their resolve.

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## AVIATION CAREERS

# SIX MONTHS TO THE RIGHT SEAT

### WATERLOO GRAD LANDS FO JOB AT SUNWING



The sky isn't the limit for female pilots. In late May First Officer Jessalyn Teed, a recent graduate hired by Sunwing Airlines from the University of Waterloo, helped deliver Sunwing's newest fleet member and first-ever Boeing 747 MAX 8 aircraft, during its inaugural flight from Seattle.


"Although female pilots continue to be underrepresented in the field, making up only about five per cent of all pilots, this young female not only made her aviation debut in her early 20s, but crewed a milestone flight for the Canadian airline less than a year after graduation," said Sunwing spokeswoman Dena Gouweloos. "Confident from a young age that she could be a pilot despite there not being many females in the field, Jessalyn is passionate about encouraging girls to pursue a career in aviation.

Teed was one of four graduates hired in September 2017 through Sunwing's year-old Cadet Program established with the University of Waterloo. Approximately six months after graduating from university and completing flight training at Waterloo Wellington Flight Centre, as well as intense training on the Boeing 737 aircraft, she was fully-qualified and ready to become a

first officer with Sunwing Airlines.

Her assignment in late May was to be in the right seat as on of Sunwing's most senior captains Ron Henry commanded the flight from the Boeing plant. Sunwing is leasing four MAX aircraft and two 737-800s through Air Lease Corporation as part of its fleet renewal.

"The 737 MAX 8 aircraft is an integral part of Sunwing's overall expansion plans across an increasing number of both Canadian and U.S. gateways and illustrates the evolution of the company," said Mark Williams, President of Sunwing Airlines. "Sunwing may have increased in scale however what drove the company in the early 2000s is still central to our business today — in particular, the airline's commitment to its passengers that when they travel with Sunwing, they travel with an award-winning airline and one of Canada's most modern fleets."

"Sunwing already flies one of the youngest and most fuel-efficient airplane fleets in Canada and now they take another leap forward with the Boeing 737 MAX, a new jet that can fly farther, use less fuel and provide greater passenger comfort," said Brad McMullen, Boeing Senior Vice President of Sales for The Americas. 

# FINDING THE NEXT GENERATION

## ONTARIO PROF RELEASES BOOK ON AVIATION

**A new book for the next generation of aviation professionals has been written by an Ontario university professor.**

Fundamentals of International Aviation is by Dr. Suzanne Kearns, professor of Aviation at the University of Waterloo.

Sustained growth in air travel, combined with the retiring of experienced air industry personnel, has opened the door for young professionals to embark on a career in an exciting industry. To inspire and prepare these new specialists, Dr. Suzanne Kearns introduces Fundamentals of International Aviation — a textbook designed to introduce the next generation of aviation professionals (NGAP) to the variety of careers within the aviation industry.

“Although the aviation industry faces recruiting challenges, the launch of this textbook creates an opportunity for young people who are interested in aviation careers,” said Kearns. “Many young adults are passionate about aviation — and now there is an opportunity for their passion to align with a tremendous career opportunity that is in high-demand.”

Having experienced well-trained aviation specialists is everyone’s economic and safety interests. Through their unique partnership Kearns, the WWFC and the University of Waterloo have made it their mission to educate young people about the pathways to becoming aviation professionals — pilots, air traffic controllers, maintenance professionals, airline and airport management, among others — on an international scale.

A special agency of the United Nations named aviation recruitment a global priority. Without innovation and outreach, there isn’t the needed supply of aviation professionals. 🌐

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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.

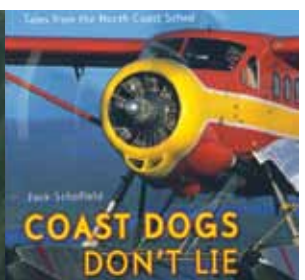
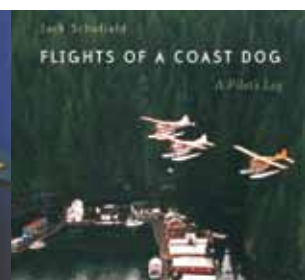
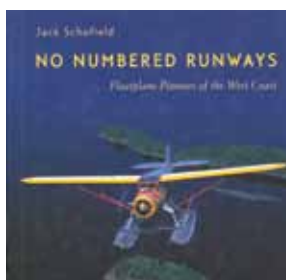
Author: Doug Grant  
 Publisher Harbour Publishing Ltd.  
 Price: \$55.95 (incl. shipping)



## HANGAR FLYING

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Author: Jack Schofield | Publisher: Coast Dog Press  
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**1969 C180H WHIPLINE AMPHIBIOUS.** Norland STC'd 260HP. Light IFR Visit [cfyga.wordpress.com](http://cfyga.wordpress.com) for details. Jamie.s.richards@gmail.com (3178.16856)



**1981 DUKE, 4507TT, 1092SM, Garmin 530W, AV EX500 MFD, Skywatch TCAS, Nexrad WX, Stormscope, KFC250, FIKI! \$229,900 USD CALL!** Apex Aircraft Sales 905-477-7900, [www.apexaircraft.com](http://www.apexaircraft.com) (2245.16871)



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**1960 CESSNA 172, 0-300 CONT, 874 SMOH, 30 STO, 2172 TTSN, CofA due May 2018, Horton STOL, EDO 2000 Floats, \$60,000 CDN O.B.O. Email: [littlecessna172@gmail.com](mailto:littlecessna172@gmail.com) Call: (204) 679-5051 (2545.16694)**



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**1964 MOONEY M20C, 2852 TTSN 708 SMOH 69 SPOH, fresh annual. Great flying airplane, \$55,000 OBO CAD, Gladstone, MB. 204-368-2266, [tntoews@gmail.com](mailto:tntoews@gmail.com) (2623.16837)**



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2005 Cessna 182T Half Share at CYKZ! G1000!	.....\$132,900 USD	1977 Piper Super Cub, 1585 TTSN, Edo 2000 Floats, Wheels and Skis!	.....\$115,000 USD
2005 Cirrus SR20, 2359 TT, 367 SFRM	.....\$163,900 USD	1976 Baron B55, 3355TT, 295/1649SM, King KLN94GPS, Spare Engine!	.....\$100,000 CAD
2003 SR22, 420 TTAE, TKS, Dual 430's and Avidyne PFD/MFD! Heated Hangar!	.....\$219,900 USD	1976 Mooney Exec, 5892TT, 2433SM, GX55 GPS, 140 KTS (9.5GPH), Flown Often!	.....\$60,000 CAD
2002 Piper Super Cub Replica, 187 TTAE, Amphibs/Wh Gear!	.....\$89,900 USD	1976 Piper Lance, 2774 TT, 1743 SM, King w/HSI/ALTI/III AP!	.....\$89,900 USD
2001 Diamond Eclipse, 4827TT, 1278 SM, Garmin GNS530! Commercial!	.....\$99,000 USD	1975 172M, 19980TT, 2524SMOH, Training Aircraft/Private Use	.....\$35,000 CAD
2000 C182S, 2629TT, 555SMOH, King KLN94GPS, KAP140AP!	.....\$220,000 USD	1975 Mooney Exec, 5892 TT, 2433 SM, Flown Regularly! GX55 GPS! EDM700!	.....\$60,000 CAD
1999 DA 20C15621TT, 1500 SMOH, King NAV/COM, GPS, TSPDR!	.....\$69,900 USD	1974 414 6905TT, 1185SM, Full De-Ice	.....\$125,000 USD
1994 Bonanza A36, 1405 TT, Garmin GTN750/650 GPS, Immaculate!	.....\$400,000 CDN	1974 C172M, 1295TTAE, 1028 SNEW 180HP Engine & CS Prop!	.....\$64,900 USD
1988 Bonanza F33A, 1177 TTAE, King Avionics, 3 BL Prop OH in 2013!	.....\$ CALL!	1974 C172M/Floatplane, 4300TT, Factory Float Kit/EDO 2000 Floats!	.....\$67,000 CAD
1982 Mooney Rocket 305, 3170TTSN, CONT TS10520	.....\$150,000 USD	1971 Navajo 310, 7511TT, 7965SM, Full De-Ice, VG's!	.....\$159,000 USD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin 530/430!	.....\$439,900 USD	1967 Mooney Exec, 3800 TT, 700 SM! Narco Avionics!	.....\$52,000 USD
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate!	.....\$275,900 USD	1965 Bonanza C33A, Coming Soon!	.....\$ CALL
1981 Duke B60, 4507TT, 1092 L&R, 6530W, KFC-250 IFCs, Winglets!	.....\$229,900 USD	1964 Cherokee 140, 6970TT, 2750SMOH, Very Nice Clean Aircraft!	.....\$29,900 CAD
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1979 Archer II, 18484TT, 2278SM, Commercial Training Aircraft!	.....\$40,000 CAD	1942 Harvard MKIIB! 5224 TT, 991 SM, RCAF Scheme!	.....\$139,000 USD
1979 C340A, 5318TT, 123.3 RAM VII/Hartzell Similar Plus! Avionics Upgraded!	.....\$349,900 USD	Decathlon 8K CAB, Call For Pictures/Details!	.....\$50,000 USD

FEATURED LISTINGS FOR JULY, 2018



**1947 AERONCA CHAMP 7AC, TAIL DRAGGER CONTINENTAL 65** Total air time 8086.6 Engine time 1607.6 Total restoration in 2005 Aluminum Spar upgrade. New fabric in 2005, stored inside, Fabric excellent. Last flown 5 years ago. Started regularly, starts first pull. Must be seen to appreciate. Pictures of rebuild. \$15,900.00 obo  
705-627-3378 Paul (3214.16838)



**STINSON ( BABY ) 10A 1941** total rebuilt in mid 90s excellent condition in and out o290 lycoming many upgrades good radios fresh annual with purchase 23 k. Alexandria ON. Gerry 613-551-6504, or email: mgerry436@gmail.com (3158.16750)



**1977 XP R172KB**, Edo floats Full IFR TT 2776.1 NDH 0 since MJOH Edo Floats 2400 2 Mccauley prop. 514 342-1893, cell. 514 386-3478 Plane hangared in St-Hubert. (2810.16852)



**CESSNA T206G 1979 AMPHIBIAN** on Wipaire 3730 amphibis For Sale, New Garmin Avionics, A/P, RSTOL, 0 Prop SMOH, many options, very clean. Low time Contact Wilson Aircraft- ph 647-227-6996 (586.16035)



**2003 COLUMBIA 350**, 1020 TTSN, Avidyne PFD/MFD, Dual 430's, Prop de-ice, ADS-B out, A/C, Portable Oxygen, Service Centre Maintained, Hangared. Asking \$195,000 USD kminkhorst@johnbrooks.ca or call Keith@416-455-6054 (3222.16842)



**1959 180 HP RETRACTABLE GEAR PIPER COMMACHE**, Beautifully restored, 4961 TT, 1687 SMOH, (had recent bottom) newer Hartzell c/s due 2020 All ADs up to date (incl 10 yr horizontal stab AD) recent annual, good avionics and radios, IFR capable, 6+ hrs range @ 23 sq. Price reduction \$45,000 CDN. OBO Brian Nelson 604-807-0200 or email to brian@tidytanks.com (2445.16866)



**1966 PA28-140 CHEROKEE** 6433 TTSN, 169 SMOH, 160HP, prop just overhauled. Hangared, well-maintained, no damage history, all tech logs, interior 9/10, exterior 7/10. \$45,000 CAD. More at [www.cfvia.com](http://www.cfvia.com), 902-569-4686 (3236.16767)



**ADVANCED ULTRALIGHT 2002 TITANTORNADO II**, Rotax 582, 155hrs, Hangared, EFIS, Radio, Altimeter, Airspeed, Traffic Watch. Electric trim, flaps, fuel pump. Heater, Charge Fuse, 15 gal. \$19,000. sharenir@gmail.com (3243.16775)



**TAYLORCRAFT '46** with with modified 0-200 (112 hp). Drooped leading edge with Vortex & Wing Tips. For more detail Email: lloyd@axion.ca. Tel.: 819-300-1032 (3249.16791)



**1960 CESSNA 180C**, 3400 TT, 1350 SMOH, 2870 Edo floats, Fly Lite skis, Robertson STOL. C185 gear. Fresh annual, \$95,000. Call 705-788-4847, or Email: dodds@cottagecountry.net (3250.16792)



**BEAUTIFULLY RESTORED T33 EJECTION SEAT**. New seat cushion and back pad. Set on a 360 degree rotating chair base. Complete with restraining straps and red head rest. Call for details to 604-819-6085 or email glo-wing@telus.net (3238.16770)



**1966 MOONEY M20E**, 2880TT, 690SMOH, Garmin, STEC, El-MVP50, Plus +++, MAPA Winner. Looking for Best Offer closest to VREF of \$85K. Please Contact Steve 403-818-9037 or sbans@telus.net for Pics/Inventory/Details (2902.16859)



**1983 PIPER WARRIOR PA-28-161** 297 SMOH and new prop. 12059 TT Well maintained IFR, Dual VORs, Wingtip strobes, LED LL, Tanis, Garmin 396, Good interior. Logs since new \$52,000.00 Fractional shares considered (CYTZ) Email: mb\_mjb@yahoo.com (3255.16800)



**1946 AERONCA CHAMP 7AC**. 2170 TT, 12 SMOH. 75 HP, Metal prop 690 since new, fresh annual, front shoulder harness, intercom with two headsets. Painted as L-16A with skylight. Main wheel skis included. 5 gal. wing tank. \$22,500.00 (613)880-7257, or triplestructures@gmail.com (3233.16760)



**MARQUART CHARGER 2-SEAT HOMEBUILT BIPLANE**. North of Toronto at CYQA. Excellent 125 HP. Spare engine. Spare yellow tagged crankshaft. Always hangared. Low times. \$24,500.00. Lost medical. htrag1@gmail.com. (2437.16882)



**RESTORED 1946 CHAMP**. New 100 HP engine. complete new interior, exterior paint. New starter, mags, spark plugs. New panel and gauges. Icom A24 radio, Garmin 295 GPS. Goose Bay, NL. \$32,000 OBO email: jim-barrett@hotmail.com (2930.16753)



**2011 EXP. BUILT SUPER CUB** 0-320 Aero sport 170 hp. 377hrs SMOH, STOL double slotted flaps, 35" ABW's Lots of Alaska Mods. 1150LBS empty, 2000LBS gross, 26 MPH stall speed. Asking \$130,000. Cad. Shane Madson Cell (780)-204-0334 (3239.16771)



**BEAUTIFUL 1977 MOONEY 201 (M20J)**, 2018 TTSN, 406 SMOH, 15 SPOH, Full IFR, recent modern paint scheme, new windows and leather interior, fresh annual, \$96,000, 306-821-5001, Email jcrepski@yahoo.ca (3246.16779)



**1997 SUPER CUB REPLICA** AME built & maintained. 509 TT, 387 TTSBOH, 5 TTSTOH, Lycoming 0-320, doors on both sides, third seat, VGs, wheels, tight EDO 2000, radio/intercom, garmin 95 GPS. \$110K OBO Call 519-658-4310 (3253.16797)



**1974 CESSNA A185F**- TT4860, IO520D 863SMOH, 1076SPOH due 03/20. Sportsman STOL, bubble windows, EDO 2960 new bottoms, paint and int. 3/10. 74 Usable, VFR, mode C. Located CYFF, on wheels. Asking 130,000 CDN. tsinger@shaw.ca or 250-488-9534 (3251.16793)

FEATURED LISTINGS FOR JULY, 2018



**PIPER PA22-108X** 2361 TTSN 335 SMOH on 0-320 Lycoming and his accessories and floats new in 2013; 2 front glass doors, GPS, 406 ELT, gears, clean in and out, 636 useful and cruise at 105 TAS on floats excellent performer. See on Youtube: piperflottesfloatspa22-108naked. Time builder; parfait pour monter des heures. New price \$51,000. OBO Call Paul 819-429-6022 or E-Mail: dgingras128@hotmail.com (3077.16748)



**1985 PIPER MALIBU PA46-310P**, 4576 TT, Continental TSIO550C 730SMOH, Hartzell 3 blade prop 0 SMOH, New interior 2008, Garmin G500, GNS530W, Wx500 Stormscope, KFC150 AP, Known ice, beautifully maintained, pressurized all weather ship. \$US315K. (403)510-0323 martinjmerritt@gmail.com (3257.16802)



**2005 FLIGHT DESIGN CTSW**. 100 HP 912ULS 200hrs. In flight adjustable pitch prop. Dynon EFIS-D100, Avmap EKP-IVGPS, Trutrak Auto Pilot, Garmin GTX mode C Transponder, SL40 comm. Leather seats, professionally maintained, always hanged, TTAF 1500hrs. 115-120 kts cruise. 5 gph 34 gal tanks. \$79,500. CDN Located CEN4 AB, Canada. Larry 403-850-0067. email: lsiebold@telus.net (3237.16769)



**61 BEECHCRAFT 35-A33 DEBONAIR**. TT 3030, 362 SMOH, IO 520 BA heavy case, 285Hp. 150 hrs on factory new Super Scimitar Hartzell prop. Custom glass panel, GTN 650, MVP 50, Aspen EFD 1000, heated pitot, tinted glass, one piece sloped front windscreen, new Leather glareshield, custom real leather interior, GAMI injectors, Long list and very fast! Logs since new, \$119,000 USD, call 902 242 2941, or Email: howey@live.ca (3227.16746)



**1978 C-152 FOR SALE:** 6481 TTAF. 255 STOH. Apprx. 2260TTE. New radios 2014. Apollo SL30 Nav/Comm. VOR/ILS.SL10 Intercom. Garmin G5 EFIS Attitude. Garmin 660 GPS panel mounted. King mode C transponder. Tanis Eng.pre-heat. All new glass. 406 ELT. Actively flying, ready for training. \$38,500. Contact. 226-228-1683 (3242.16774)



**1963 CESSNA 150C**, ALWAYS HANGERED FXMN, TTAF 7458.8, TSO 700.8, Fresh Annual with purchase. New prop installed April 21/2016. Plane has full logbooks. Interior 8/10. King KT 76 TSO mode C Transponder, King K X-145 radio with sigtronics transcom for dual radio capability. droop wing tips, original,wing tips included. \$17,000 CAD. Logan Moreton, Cell 204-978-0067 or 204-978-0001.Home 204-623-7676, Located at CJR3 Grace Lake airport, The Pas, Manitoba (2589.16828)



**1996 AVID MAGNUM** – Lyc 320 -150 HP. TTSN 570, SMOH 284. 2 place side by side, folding wings, 2150 Full Lotus Floats, 4-blade 68" Warp Drive ground adjustable prop, wingtip strobes, King 97Y, 583# useful load, wheels and brakes incl. Being flown so hours will vary. Located Picton, ON. \$35,000 Cdn. Contact wjhone@sympatico.ca (3245.16778)



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**1958 FORNEY AIRCOUPE**, 1598.4 TTAf, Continental C-90, 882.5 TTE, McCauley, 91.2 TTP, Artex ME406 ELT, Microair COM & TXP, Garmin GPS. \$27,000 offers. Dennis Forster Home-204-256-8232 or Cell 204-293-0795, e-mail margf@shaw.ca (2777.16624)



**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. Price \$49,000 USD. For detailed information/pictures please contact Mirek Stehlik (owner) at (519)-743-4882 or m.stehlik@sentex.ca (3196.16855)



**1991 ARV 1 SUPER 2 AIRCRAFT FOR SALE**. 135 hrs. TT. All metal, 2 place, tricycle gear aircraft. Type certified, with Cdn C of A. Manufactured by Scottish Aviation on the Isle of Wight. 75 HP Hewland engine. Com, nav, transponder (mode C). Spare engine and prop. Forward swept wings with flaps. No damage history. Flies beautifully with performance similar to a Cessna 150. Nice condition. Needs an annual insp. Est at \$4000, Includes new battery and new 406 ELT. All documentation since new. \$22,500 Cdn. 204-800-4640 dennis.doersam@gmail.com (3230.16751)



**ANDRESSON BA-4B HAWK 0235-L2C** 118 HP, "O" SMOH. Dual "P" Mags. Prop "o" time SOH. EZ-PILOT Single axis AUTOPILOT, Slaved to Garmin 296 GPS. Mode "C" Full Electrics, Flaperons, Cabin Heat, Electric Pitch Trim, Strobes, 14.5 US gal. Tank. Ready to fly off 25 HRS. Located Calgary, Alberta. PRICE 23,500 OBO. E-Mail george7@hughes.net for complete specs. (2674.16411)



**C172M (HIGHLY MODIFIED)** 180 HP (300 or so smoh,tsn 2300) large 80" C/S seaplane prop, (just O/H), factory float kit, Horton stol, vortex generators, wing X, (for 2700 gross), recent (2016) paint, plastics, glass, and interior. Currently on wheels. \$105K U.S.D. Brian Nelson 604-807-0200 or email to brian@tidytanks.com (2445.16865)



**PIPER PA16S**, Lycoming O-320 150 HP. 640TTSN, Hangared, Extended Wings, Vortex Generators, Floats, Wheels, Skis, Borer + Land Prop., Excellent Fabric/Paint, New Panel, CofA, Launching Trailer. \$68,000 email: windsup@sympatico.ca or call: 613-225-8345 (2914.16622)



**ZENITH CH200 - 1987 FOR SALE BY OWNER**. Total rebuild in 2017: new paint, completely overhauled suspension, engine and engine mounts. Since overhaul has 11 hours flying time. Asking \$25,000. Based at CNF4, Lindsay, Ontario. Bob Sheward, Email: susheward@persona.ca or Phone: 705-292-7913 or Cell phone: 705-772-7913 (3191.16614)



**1981 CESSNA A185F ON AEROCET 3500L FLOATS**, 2093 TTSN, 1192 SMOH, 15 SPOH, Hartzel Top Prop 15 SMOH Wing Extensions, Robertson & Sportsman STOL, VG's, Auto Pilot, El Ultimate Scanner, Turbototec Turbo.Gami Injectors, Wheel Gear, Freshwater use, Fantastic Performer, \$250,000.00 250-305-1099 at Williams Lake, BC (3216.16860)



**1977 MAULE M5-235C**, TTSN 3201, TSMO 1302, Useful load 1070lb on Oleo Wheel, 948lb FlyLight Wheel skis, 1020 Aqua 2440 float. Fresh annual February 2018. Well Maintained, Great Performer. Hangared at CSU3 St Hyacinthe, Quebec, Canada. \$125,000 on float, wheel skis extra. Call Gilles Berthiaume 514-592-4186, gberthiaume@alpha-vico.com (3135.16481)



**2000 AVIAT HUSKY A-1B** 424TTSN, Wipline 2100A floats (new in 2002, 204 TT), 2-3 hrs on Hartzell prop, full Gyro panel, Garmin: GNS-430 nav/com/GPS, 340 Audio panel, 320 transponder, GI-106A Indicator. VM 1000 System Analyzer, ELT, Whelen strobes and NAV lights, all SB and AD, lifting rings and wheel gear 8.50 x 6 tires. Fresh annual. \$169,000 OBO. email: waughwho@sasktel.net or call 306-421-0566 (3182.16867)



**RV-0 AKA, STITS PLAYBOY** Need hangar space so reluctantly for sale. First flight 1964, 815hrs TTSN, 2 owners. C85-12 with electric start. 130mph cruise at 4.2gph. New items include: electrics, brake masters, all flex lines, PC680, stainless exhaust, Becker radio. Currently open cockpit, wheel pants and slider canopy included. Hangared at CNC3. \$14,000.00 CDN. John, 416.574.4756; fokkerd7@look.ca (3175.16863)



**2005 GLASTAR** Lycoming O-360, Hartzel CS prop TT 206 hrs. C-GTSE. Always hangared, built and flown by owner. Autopilot with A/H and GPS tracking. Long range tanks. Manual flaps. Apollo 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 403-366-3517 (3235.16766)



**HALF SHARE - 1976 COMMANDER 112A**. Low time 529 SMOH 1660 TT 200HP Lycoming (2000 TBO), 3 bladed Hartzell prop. Dual Nav/com/VORs, VFR panel, EGT, 406 ELT, Mode C Trans. Cylinder head temp. JPI Fuel flow. Vertical card compass. LED leading edge lights. Wing tip strobes. Nav lights. Cream Leather interior. Very roomy 4 place plane. ADs complied with. Mags rebuilt 04/2017. Well maintained. Windshield and front sides replaced. No Known damage history. Not owned by corporation. Based at Burlington \$39,950 CDN Royalheritageuk@yahoo.com or 289-339-0077 (3198.16864)



**1972 CESSNA 177B** 3684.4TT, 78.5h on 3 blade Hartzell prop, 180hp Lycoming O-360-A1F6. 1684.8 Engine hours. STEC 40 Fuel flow monitor, Elec. ignition, Garmin 430 Nav Com coupled to the Autopilot, NARCO AT165 Trans. Mode C, NARCO MK 12D Nav Com, new #3 cylinder, Power Flow exhaust, tail gap seals, strobes. 2 new extra tires, new battery, light weight starter, wheel pants. Annual April 2016. \$65,000 USD. Open to offers. Call 306-421-6500 or email: 2000@accesscomm.ca (3097.16540)



**1978 CESSNA R172K XP11** Sale or Partnership, Hangared@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 (3247.16780)



**1962 PA22S** 2962 TTAf engine 160 SMOH. New borer prop. 73 hrs. New overhaul Edo 89-2000 floats. VG'S. great performer. Aircraft always hangared and fabric in excellent shape. Owner Maintenance. Wheel gear and spare prop. AD'S up to date. \$61500.00. Bill 306-631-1456 (2768.16829)

FEATURED LISTINGS FOR JULY, 2018



**1973 AEROSTAR 600**, TTSN 5180, LE-564, RE-1092, SPOH 105 (2018), 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  
(2798.16548)



**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 xpr, 406 ELT, shoulder harness., \$65,000. Call Dick @ (3264.16815)



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**1963 MOONEY**, 3276TT, 1786 SMOH, 606 since engine rebuild, narco com 810, KX155 with glide slope, Mode C, ADF, VOR, 2HR SPO, pultsight, 78/79/76/79, hangered. 613-395-5097. Ontario. 36.5K (3265.16818)



**1969 CHAMPION 7GCBC**, 0-320, 469 SMOH, hangered, good fabric, tight Edo 2000's, wheels, sea prop, fresh annual, flaps, good performance, \$59,000. rolandbryans@msn.com or 1-709-427-9745 (2870.16799)



**1967 PIPER CHEROKEE**, 7569 TT, 1605 TSO, Dual VHF com and nav. 4 place intercom, 406 ELT, Mode C, ADF, Power Flow exhaust, Met-Co Aire wing tips, Airtex interior, LED lights. Hangered at CYXX. \$33,500 Email: eparsons@telus.net (3259.16804)



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Entries must be submitted to: [russ@copaflight.ca](mailto:russ@copaflight.ca)  
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