



COPA Flight

The Journal of the
Canadian Owners and
Pilot's Association

SEPTEMBER 2018

More than
130
Classified Ads
(P.50)

CHAIRMAN'S MESSAGE
DAVE MCELROY SPEAKS
TO MEMBERS

FIFI VISITS
B-29 AMAZES CANADIANS

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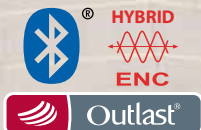
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HOW GA MADE WORLD SMALLER

Story and Photo by John Chalmers

In 1918, private aviation was an oddity, a sideshow reserved for barnstorming, flying exhibitions and an entertainment attraction. But Katherine Stinson, who was touring Alberta that summer in a custom-built Curtiss biplane put on a graphic demonstration of how aviation would change people's lives by delivering a sack of mail from Edmonton to Calgary. That same mail sack and one of the 269 letters made a ceremonial journey on an Encore Q400 on July 9.

ON THE COVER: Jill Korstrom's beloved Cessna 172 was caught at the perfect moment after takeoff from Pitt Meadows.

COPA Flight



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Earlier this summer I had the opportunity to lunch with a few aviators and aviation-friendly Members of Parliament (MP) who are either past or active pilots, but all with a profound passion for aviation. I had also invited some colleagues for the other national associations here in Ottawa.

Amongst other subjects, we discussed the pilot shortage issue, the importance of GA as the major feeder system to all, the necessity and importance of local aerodromes. We also looked at the broader picture of aviation in Canada. The highlight from that lunch meeting was that we were informed that an all-party Aviation Caucus, co-chaired by Conservative MP Jim Eglinski and Liberal MP Stephen Fuhr, was seeing the light. Just as we need to work closely with our policy-makers to best fulfill our mission, these same people through the Caucus are turning to us, industry, for input and guidance in order to achieve their objective. The good thing is that the members of the Caucus ARE aviators, above all, and we will speak the same language. We look forward to working with them this fall. You can read about the caucus here: tinyurl.com/yb864q5f.

REFLECTIONS ON AIRVENTURE 2018 (OSHKOSH)


From July to July 29, COPA was present alongside Transport Canada and Nav Canada at Oshkosh, the biggest general aviation gathering in the world. We were there to promote the General Aviation Safety Campaign, but also to


UPCOMING THIS FALL WORKING WITH THE AVIATION CAUCUS

be a sort of "one-stop-shop-for-flying-in-Canada" while at our booth in the International Federal Pavilion. One big takeaway for Nav Canada that they are bringing back to HQ is that pilots want weather in the cockpit should there ever be an ADS-B mandate for GA. That message was really, really clear, from the users themselves. We can conclude that our Canadian presence was immensely popular because all the right folks were there on the premises. It is noteworthy that even though we were outside of Canada, we met with more members and influencers than we usually could in that amount of time anywhere else. You can read more details further in the magazine.

FUTURE COPA EVENTS AND CONVENTIONS

As I wrote last December, we will be holding yearly east and west conventions and trade-shows, so there will always be something in your part of the country every year in addition to the annual Montebello, Que. winter event in late January.









The process for planning COPA events has changed. An event coordination team sends out requests for proposals (RFP) to municipalities and tourism boards able to put on these events based on criteria clearly outlined in the document. Once the RFPs are received, they are carefully looked at and weighted by the event coordination team to pick the best venue. Mark your calendars for Montebello, June 7-9 for Innisfail, Alta and Aug. 23-25 for Cornwall, Ont. 



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DEVOIRS POUR LA RENTRÉE COLLABORATION AVEC LE CAUCUS DE L'AVIATION

Au début de l'été, j'ai eu l'occasion de dîner avec quelques aviateurs et des députés fédéraux favorables à l'aviation, soit d'anciens pilotes ou des pilotes actifs, mais tous passionnés d'aviation. J'avais aussi invité des collègues des autres associations nationales ici à Ottawa.

Entre autres sujets, nous avons discuté de la pénurie de pilotes, de l'importance de l'aviation générale (AG) en tant que système d'alimentation de tout le reste, de la nécessité et de l'importance des aérodromes locaux. Le fait saillant de ce dîner-causerie est que nous avons été informés qu'un Caucus de l'aviation multipartis, coprésidé par le député conservateur Jim Eglinski et le député libéral Stephen Fuhr, allait voir le jour. Comme nous devons travailler en étroite collaboration avec nos décideurs pour remplir au mieux notre mission, ces mêmes personnes, par l'intermédiaire du caucus, nous ont tendu la main, l'industrie, pour obtenir des commentaires et des conseils afin d'accomplir leur travail. La bonne nouvelle est que les membres du Caucus sont des aviateurs avant tout ; nous parlons donc le même langage. Nous avons bien hâte de travailler avec eux cet automne. Vous pouvez en apprendre plus sur le caucus en allant ici : tinyurl.com/yb864q5f.

RÉFLEXIONS SUR AIRVENTURE 2018 (OSHKOSH)

Du 23 au 29 juillet dernier, COPA était aux côtés de Transports Canada et de NAV Canada à Oshkosh, au plus grand rassemblement d'AG au monde. Nous étions là pour promouvoir la campagne de sécurité pour l'AG, mais aussi pour être une sorte de « guichet unique pour le vol au Canada », à notre kiosque dans le « International Federal Pavilion ». Je crois que le message le plus

important que rapporte Nav Canada à son siège social est que les pilotes veulent la météo dans leur cockpit, s'il devait y avoir un mandat ADS-B pour l'AG. Ce message était vraiment on ne peut plus clair, provenant directement des utilisateurs. Nous pouvons en conclure que notre présence canadienne sur place a été extrêmement appréciée parce que tous les principaux intervenants étaient sur place. Il est important de mentionner que même si nous étions à l'extérieur du Canada, nous avons rencontré plus de nos membres et de personnes d'influence que dans tout autre événement. Vous pouvez lire tous les détails sur Oshkosh dans le présent magazine.

FUTURS ÉVÉNEMENTS ET CONVENTIONS DE COPA

En décembre dernier, j'ai annoncé l'organisation annuelle de congrès et salons professionnels dont un dans l'est et l'autre dans l'ouest du pays. Il y aura donc toujours quelque chose dans votre région chaque année.

Je dois clarifier le fonctionnement du processus puisque nous l'avons changé depuis les dernières années. Nous n'attendons plus que quelqu'un lève la main pour manifester son intérêt. Une équipe de coordination d'événements s'occupe d'envoyer des demandes de propositions (DDP) aux municipalités et aux bureaux de tourisme en mesure d'organiser ces événements, et/ou ceux qui se sont manifestés, sur la base de critères clairement définis dans le document. Une fois les DDP reçues, elles sont soigneusement examinées et pondérées par l'équipe de coordination de l'événement afin de choisir le meilleur lieu. Pour l'instant, réservez-bien Montebello, Qué., à la fin janvier, Innisfail, Alta, du 7 au 9 juin et Cornwall, Ont. du 23 au 25 août. ✈️

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COPA NEEDS TO EVOLVE AND WE NEED YOUR HELP TO DO IT

I intend to use this space to keep our members informed about the discussions taking place around your board-room table, discussions about the future of COPA and Canadian general aviation (GA).

Our 16,000-plus membership base is substantial, but we need to reconsider how we will attract and retain more aviation supporters into our ranks. Why? Because most of the population — and therefore our political leaders — have no awareness nor concern about the many issues facing GA. If we don't press our case with the public and the politicians, who will? And if not now, when? In order for us to secure more political presence and clout, we need to significantly grow our numbers.

We are having pointed discussions about this very issue in a couple of our Board committees. We've acknowledged that we need to re-examine our membership base and broaden it. There are many Canadians who are very interested in aviation but have never heard of COPA, let alone belong to it. At my home Flight 36 in Kelowna, we have a substantial percentage of members who are neither owners nor pilots; they're aviation enthusiasts and they're extraordinarily active in our Flight.

Those of you who attended our recent Saint John AGM heard my brief remarks there. I summed up the four parts of COPA this way: 16,300-plus members, 150 COPA Flights, 15 directors, six staff. Let's talk about these approximately 16,500 moving parts. It may be useful to think of ourselves as a conglomeration of strategically aligned aircraft in one huge formation whose mission is to Advance, Promote and Protect the Canadian Freedom to Fly:

Staff — The leading Wing up front

Board — AWACS aircraft high overhead — listening, watching, anticipating, providing guidance



Flights — 150-plus squadrons formed up to execute the mission
Members — individual aircraft in close formation, fleshing out this enormous force. Many belong to squadrons; others are individuals.

The key point is that all squadrons and aircraft need to be headed in the same direction. I think my job, as your Chairman, is to work with the board and staff to ensure all our resources are flying the same flight plan, with all engines developing full power. Maybe not full military power (except for board and staff, of course), but at least 75 percent.

In Saint John I said a 25-percent increase in membership over the next 12 months would grow our numbers to 20,000, and I suggested that when we reconvene in June, 2019, I expect to be criticized for being too pessimistic, with a 25-percent membership growth being far too modest a target. This scolding has already begun when, during a recent strategic planning committee meeting, I was told that we should and must double our membership within a year or three.

We need to get on with redefining our audiences, attracting them and getting them into our squadron. Some day we will find what we're looking for — or maybe not. Maybe we'll find something much greater than that.

COPA DOIT ÉVOLUER

ET NOUS AVONS BESOIN DE VOTRE AIDE

Ceci est ma première chronique mensuelle dans notre magazine COPA Flight. J'ai l'intention d'utiliser cet espace pour tenir nos membres informés des discussions qui ont lieu autour de la table du conseil — des discussions sur l'avenir de COPA et de l'aviation générale canadienne.

Avec plus de 16 000 membres, notre effectif est considérable, mais nous devons revoir notre façon d'attirer et de retenir beaucoup plus de partisans de l'aviation. La majorité de la population — et nos dirigeants politiques — ne sont pas vraiment conscients ni préoccupés par les problèmes auxquels l'AG est confrontée. Si nous ne plaçons pas notre cause auprès du public et des politiciens, qui le fera ? Et si pas maintenant, quand ? Si COPA doit accroître sa présence politique et son influence, nous devons augmenter notre membership.

Nous abordons cette question au sein du comité de planification stratégique. Nous convenons que nous devons réexaminer sérieusement notre nombre de membres et l'accroître. Il y a beaucoup de Canadiens qui s'intéressent à l'aviation, mais qui n'ont jamais entendu parler de COPA et n'en font pas partie. Pourquoi ? Dans mon Club COPA 36 à Kelowna, nous avons un pourcentage important de membres qui ne sont ni propriétaires ni pilotes et qui ne le seront jamais. Ce sont des passionnés d'aviation et ils sont extrêmement actifs au sein du Club.

À l'AGA de Saint John j'ai résumé les quatre composantes de COPA : plus de 16 300 membres, 150 Clubs COPA actifs, 15 directeurs et six employés. Parlons de ces quelques 16 500 pièces mobiles.

Il serait peut-être utile de penser à nous comme une agglomération d'aéronefs stratégiquement alignés volant dans une énorme formation

dont la mission est de faire avancer, de promouvoir et de protéger la liberté de voler au Canada.

Personnel — volant à l'avant des certaines escadrilles

Conseil — Avion AWACS en hauteur — écoute, regarde, anticipe, fournit des conseils

Clubs COPA — plus de 150 escadrilles formées pour exécuter la mission

Membres — aéronefs individuels en formation rapprochée, développant cette énorme force. Beaucoup appartiennent à des escadrilles; d'autres sont des individus.

La clé est bien sûr que tous les aéronefs et escadrilles volent dans la même direction. Je pense que mon travail, en tant que président du conseil, est de travailler avec le conseil et le personnel pour que toutes nos ressources : membres, clubs, directeurs et employés soient dirigés de la même manière et que tous nos moteurs développent leur puissance maximale. Peut-être pas à pleine puissance (sauf pour le conseil d'administration et le personnel, bien sûr), mais au moins 75 pour cent.

À Saint John, j'ai dit qu'une augmentation nominale de 25 pour cent de nos membres au cours des 12 prochains mois porterait notre nombre à 20 000. J'ai également suggéré que lorsque nous nous réunirions à nouveau en juin 2019, je m'attendrais à être critiqué pour être trop pessimiste, que la croissance de 25 pour cent des membres était un objectif beaucoup trop modeste. J'attends donc avec impatience cette réprimande, qui a déjà commencé il y a quelques semaines lors d'une réunion du comité de planification stratégique, alors que l'on m'a rappelé que nous devrions plutôt doubler notre effectif d'ici un an ou trois.

Nous devons donc redéfinir nos cibles, les attirer et les intégrer à notre escadron. ✈️



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✉ IS 80 TOO OLD?

I am a former charter pilot and Class III flight instructor (with aerobatic endorsement), and I'm SMELS rated. In the last year a friend wanted to include me on his aircraft insurance (not Magnes) so that he could use my expertise to make sure he was safe when he returns to flying after a break of a few months.

The insurer flat-out refused to insure me because I am over 80 years of age. My reflexes, knowledge and rapid application of it should be recognized rather than ignored by a bunch of bean counters and actuaries who do not know an angle of attack from a vacuum cleaner.

I am tired of being regulated by agencies' flunkies who have no practical knowledge of what they are dealing with. In the U.S. there are over 255,000 people over 80 who are still working — I do not know the figures for Canada. Does this mean that 255,000 people, plus however many in Canada, are out there without insurance because of know-nothing actuaries? God help us!

Jim Baldwin

✉ WANTS TO SAY THANKS

I am writing you regarding the article in the Incidents + Accidents section of your July 2018 magazine (page 16) regarding the Cessna A150L that went down over Algonquin Park.

I was one of the pilots of that plane, and I wanted to say thank you for the great write-up! I was unaware of those two crews which informed London FIC of our location which helped lead to us being found so quickly. I know this is a bit of a long shot, but if you happen to know who it was in the two aircraft that relayed our information, would you be able to pass along my thanks/give them my info?

Keep up the great work!

John Kauk

COPA Flight responds: *If you were in one of those aircraft and would like to contact John, send an email to russ@copaflight.ca and we'll put you in touch.*

✉ WRONG BYLINE

I see in the August issue of COPA Flight that you have listed me as the author of the Aquatic Invasive Species article (page 10). The article was actually written by Craig Skonberg, president of the Manitoba Aviation Council and manager of the St. Andrews Airport.

*Jim Bell
Manitoba Director*



✉ NOT AN INSPECTOR

I was just reading the August 2018 edition and noted a significant error in the article entitled Collaboration is Key. The article refers to me as a "former TCCA inspector." I have never been a TCCA inspector. I worked in air navigation services when I worked for TC as a controller and then Manager. I hope this can be corrected in the next printed edition and any online version. Thanks.

*Kathy Fox
Chair, Transportation Safety Board*

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. by the first of the month for inclusion in the next magazine.



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HOMeward BOUND FROM KOSH

AS IF AIRVENTURE MEMORIES WEREN'T ENOUGH
STORY AND PHOTOS BY STEVE DRINKWATER



The hospitality on display at American FBOs is legendary: golf cart shuttling, luxurious pilot lounges, free rides to nearby restaurants or hotels, and sometimes even courtesy cars. Sure, this is typically the business model at large FBOs as they entice corporate pilots on expense accounts. However, there still remains a huge number of smaller FBOs, often found at small airports, that aren't there to make big bucks off of the delivery of hundreds of gallons of Avgas or Jet-A. These are the FBOs, often run by owners, that genuinely enjoy helping the flying public.

One such FBO can be found in the hills above the small town of Rushford in southern Minnesota, population 1700. Rushford is reminiscent of the fictional town Eastwick of movie fame: rolling hills, lush valleys and a charming town centre whose character is reinforced by the well-preserved historic buildings showcasing late 19th-century architecture.

Rushford airport (55Y) boasts a 3200-foot asphalt runway in excellent condition. There was ample ramp space for about a half-dozen light airplanes without crowding out the self-serve fuel pumps (Avgas and Jet-A), with prices among the cheapest in the state.

Adjacent to this was a small building that looked like someone's house, with a sundeck and chairs facing the runway.

On the main door was a welcome sign with entry instructions, with a word about courtesy car protocol. There wasn't much activity happening, and a notice on a table provided the reason — Gone to Oshkosh. Also scribbled hurriedly at the end of the notice was a request to refill the hummingbird feeders should they be empty — a supply of which was to be found in the refrigerator located in the fully-equipped kitchen (along with a variety of soft drinks and bottled water, with a tin can receiving 50-cent donations).

The rest of the house was just that — a comfortable living room that served as a lounge, a flight planning area in the dining room, a full bathroom with a shower. The operator of this FBO couldn't have done anything more to make perfect strangers feel at home — even if he wasn't.

The proverbial icing on the cake is often the courtesy car, and Rushford's came with spades of character in the form of a 1970s-era Dodge Monaco. Your writer chauffeured himself and three other transient pilots into



▲ Transient pilots are invited to make themselves at home at Rushford, Minnesota.

the town centre and enjoyed a delicious meal provided by friendly staff at Shawnee's Bar & Grill, marvelling at the nostalgic ride in the huge sedan so typical of its era.

Needless to say, the tank was almost full anyway, so a \$5 bill in the kitty back at the airport kept us honest. A half hour later we were airborne on a westward track, leaving behind Rushford but bringing along the warm memories of yet another friendly and welcoming airport in small-town U.S.A. 🛩️



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AIRVENTURE 2018

A STRONG CANADIAN PRESENCE



At this year's week-long GA celebration, COPA partnered with Transport Canada in the 'Canadian Corner' of the International Federal Pavilion, talking about the General Aviation Safety Campaign. The booth was a resource to the hundreds of Canadians present, providing tips for crossing the border and updates on coming regulations. Additionally, hundreds of American and international visitors to the booth were given information on how to fly to Canada.

Next to us, Nav Canada answered questions about flying in Canada's airspace and other air navigation topics. We are proud to say that over the course of the week we met many people from various countries and had the opportunity to demystify flying in Canada and promote Canadian general aviation.

The highlight of the week at the booth was an informal Meet & Greet with retired astronaut, musician, and COPA's official spokesperson Col. Chris Hadfield (ret'd), who met with hundreds of fans at the booth on Thursday.

Col. Hadfield also performed a concert at Theatre in the Woods with his

brother, Dave, who recently released a new album *Climbin' Away*. Canada's GA community is fortunate to have a representative like Col. Hadfield, whose enthusiasm and passion for GA was clearly evident as he took photos, signed autographs, and even filmed videos with many of those present.

In keeping with tradition, COPA hosted its annual Canadian Oshkosh Party on Tuesday night at the Partner Resource Center. Over 500 Canadians and other friends came for a refreshing evening of drinks, food, fun and prizes. Eric Urquhart, one of the winners of the 2018 Neil Armstrong Scholarship, was on hand and spoke of how he is using his scholarship to pay for his float rating. COPA Flights from all over the country were represented as well as the 99s and many youth members. The evening was filled with pride and community for all who made the journey and gathered with fellow Canadians. If you couldn't make it this year, be sure to stop by in 2019.

We would also like to offer congratulations to all the Canadians who won various awards in the aircraft judging events. Their time and effort invested

▲ COPA had a major presence at AirVenture 2018 with a booth, a party and plenty of opportunity for advocacy.

in your aircraft is exceptional and we are proud to have them represent the best of Canadian GA:

Outstanding Taylorcraft — Scott McFadden from Thunder Bay, Ontario and his 1946 Taylorcraft BC-12D, CF-CLR;

Outstanding Limited Production — Simon Drouin from Saint-Georges, Quebec, and his 1954 Helio Courier, CG-001;

The Phoenix Warbird Award — Michael Potter from Ottawa, Ontario, Canada and his Supermarine Spitfire Mk IX, C-GYQQ. (Gold Wrench, Vintech Aero, Gatineau, Quebec, Canada);

World War II Reserve Grand Champion — Silver Lindy — Michael Potter and his Supermarine Spitfire Mk IX, C-GYQQ.

Silver Lindy for Seaplanes: Michael Potter from Ottawa, Ontario and his de Havilland DHC-2 Beaver, C-GUPM.

For more photos, check out our Facebook page: [facebook.com/copanational](https://www.facebook.com/copanational).

AIRVENTURE 2018

UN FORTE PRÉSENCE CANADIENNE

À la célébration annuelle de l'aviation générale, durant une semaine, COPA a collaboré avec Transports Canada dans le « Coin canadien » de l'International Federal Pavilion, en promouvant la campagne de sécurité pour l'aviation générale. Le kiosque était une précieuse ressource pour les centaines de canadiens présents, donnant des informations pour traverser la frontière et la réglementation en vigueur et à venir. De plus, des centaines de visiteurs américains et internationaux sont venus nous rencontrer pour s'informer à comment voler au Canada.

À nos côtés, Nav Canada a répondu à des questions à propos de l'espace aérien canadien et d'autres sujets reliés à la navigation, mais aussi aux différences de l'ADS-B américain et canadien à venir. Nous sommes contents de dire que pendant la semaine on a eu l'occasion de démystifier le vol au Canada et ainsi avoir pu faire la promotion de l'aviation générale canadienne.

Le point culminant de la semaine était la visite informelle avec l'astronaute retraité, musicien et porte-parole de COPA, le Colonel à la retraite Chris Hadfield, qui a rencontré des centaines de fans mercredi.

Col. Hadfield a aussi donné un concert avec son frère Dave qui a récemment sorti son album « Climbin' Away ». La communauté de l'aviation générale canadienne est fière d'avoir un représentant comme Col. Hadfield pour qui l'enthousiasme et la passion pour l'aviation générale sont d'une évidence remarquable.

Selon la tradition, COPA était encore l'hôte du « Canadian Oshkosh Party » le mardi soir au Partner Resource Center. Plus de 500 canadiens et amis sont venus pour une soirée rafraîchissante de boissons, de nourriture, de plaisir et de prix. Un des gagnants de la bourse d'études Neil Armstrong, Erik Urquhart, a mentionné comment il a utilisé les fonds pour payer sa qualification hydravion. Des Clubs COPA de partout au pays étaient présents, en plus de membres des 99s ainsi que de plus jeunes membres. Si vous n'avez pas eu la chance de venir cette année, venez l'année prochaine en 2019.

On veut aussi féliciter tous les canadiens qui ont gagné des prix dans les concours reliés aux aéronefs. Le temps et efforts investis sont exceptionnels et reflètent fièrement sur toute l'aviation générale canadienne.

Voici les gagnants Canadiens :



Outstanding Taylorcraft — Scott McFadden de Thunder Bay, Ontario et son Taylorcraft BC-12D 1946, CF-CLR;

Outstanding Limited Production — Simon Drouin de Saint-Georges, Québec et son Helio Courier 1954, C-GOOI.

Le Phoenix Warbird Award — Michael Potter d'Ottawa, Ontario et son Supermarine Spitfire Mk IX, C-GYQQ. (Gold Wrench, Vintech Aero, Gatineau, Québec)

World War II Reserve Grand Champion — Silver Lindy — Michael Potter et son Supermarine Spitfire Mk IX, C-GYQQ.

Silver Lindy pour les hydravions: Michael Potter d'Ottawa, Ontario et son de Havilland DHC-2 Beaver, C-GUPM.

Pour plus de photos, veuillez visitez notre page sur Facebook : [facebook.com/copanational](https://www.facebook.com/copanational).



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NEW WARBIRD GROUP FORMS

PLANS CONFERENCE SIMILAR TO U.S. PROGRAM

The newly-formed Canadian Warbird Operator Conference (CWOC), a not-for-profit organization based in Ontario, aims to fill a void in Canada by organizing a conference in Ottawa from October 18 to 20 that brings together Canadian operators of ex-military and other historical aircraft and representatives from Transport Canada — Civil Aviation, Nav Canada and other industry partners.

Co-sponsored by COPA, the conference will explore a number of topics including:

- TC Exemption NCR-021-2016 (the 'Warbird Exemption')
- Maintenance and the Special Certificate of Airworthiness
- Nav Canada fees at airshows
- The future of FAST in Canada
- Warbird and airshow insurance in Canada
- Recurrent training

Other topics may be added. For more details of this conference organized by Canadians for Canadians, check out canwoc.wordpress.com.







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INCIDENTS + ACCIDENTS

ONTARIO REGION

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

A Piper PA-31-350 on a flight to Pi-kangikum, ON (CYPM) was disabled on the CYPM runway due to collapsed gear. The runway was closed via NOTAM until 270100Z. No other impact to operations.

QUEBEC REGION

A Cessna 172N on a flight from Chicoutimi/St-Honore, QC (CYRC)

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

RÉGION DE L'ONTARIO

Le poste de répartition des services d'incendie de Greenstone a téléphoné pour signaler un accident d'avion sur le lac Hutchison. Le gestionnaire de l'aéroport Geraldton (Greenstone Regional) (CYGQ), ON, a avisé que l'aéronef était un Maule M-5-210C d'immatriculation privée. La Police

provinciale de l'Ontario (OPP), les services d'incendie et d'ambulance étaient sur les lieux et le pilote a été pris en charge.

RÉGION DU QUÉBEC

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

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ENFORCEMENTS



QUEBEC REGION

The registered owner of a Canadian aircraft transferred the legal custody and control of an aircraft, but failed to notify the Minister of the transfer in writing, not later than seven days after the transfer. CAR 202.35(2), \$250.

The owner of a Canadian aircraft failed to submit the Annual Airworthiness Information Report to the Minister by not later than the anniversary of the day on which the aircraft's flight authority was issued or another date agreed on, beforehand, by the owner and the Minister. CAR 501.03, \$500.

A person operated a VFR aircraft in Class C airspace without a clearance to enter from the appropriate air traffic control unit. CAR 601.08(1), \$1,000.

A person operated a VFR aircraft in Class C airspace without a clearance to enter from the appropriate air traffic control unit. CAR 601.08(1), \$1,500.

ONTARIO REGION

An aircraft owner operated an aircraft without subscribing for liability insurance covering risks of public liability in an amount that was not less than \$100,000, where the maximum permissible takeoff weight of the aircraft was 1,043 kg (2,300 pounds) or less. CAR 606.02(8)(a), \$5,000.

RÉGION DU QUÉBEC

Le propriétaire enregistré d'un aéronef canadien a transféré la garde et la responsabilité légale d'un aéronef, mais a omis d'en aviser par écrit le ministre dans les sept jours suivant le transfert. RAC 202.35(2), 250 \$.

Le propriétaire d'un aéronef canadien a omis de présenter le rapport annuel d'information sur la navigabilité aérienne au ministre au plus tard à la date d'anniversaire de l'autorité de vol délivrée à l'égard de l'aéronef en cause ou à une autre date sur laquelle le propriétaire et le ministre se sont entendus au préalable. RAC 501.03, 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. RAC 601.08(1), 600 \$

Une personne a omis d'utiliser un véhicule aérien non habité conformément à un certificat d'opérations aériennes spécialisées ou à un certificat d'exploitation aérienne. RAC 602.41, 1 000 \$.

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. RAC 601.08(1), 1 500 \$.

RÉGION DE L'ONTARIO

Un propriétaire d'aéronef a utilisé un aéronef sans avoir contracté une assurance responsabilité couvrant la responsabilité civile d'un montant au moins égal à 100 000 \$, si la masse maximale admissible au décollage de l'aéronef ne dépasse pas 1 043 kg (2 300 livres). RAC 606.02(8)(a), 5 000\$.

UP THE HILL

GOVERNMENT AND REGULATORY AFFAIRS UPDATE

As the months tick down until the 2019 federal election, the governing Liberals are reflecting and refocusing their priorities heading into the campaign. A mid-summer cabinet shuffle saw several predictable moves, including on the infrastructure front, but left Transport Canada alone.

While the House of Commons is scheduled to resume sitting later this month, it is widely expected that Prime Minister Trudeau will prorogue the House in search of a new Throne Speech and Budget which will reset the stage for next year's election. Doing so would remove from the Order Paper any legislation currently before the House, including two Private Members Bills from Quebec looking to reopen the responsible aerodrome development consultation issue we have highlighted previously.

AVIATION CAUCUS

As Bernard Gervais referred to in his President's Corner this month, there is a new group of interested parliamentarians who have resurrected the Aviation Caucus — an all-party group of Members and Senators with a common interest in all things aviation. Several of the caucus members are pilots and we look forward to working with them to advance GA. In the coming months, COPA will be presenting to the caucus on some of the issues facing GA and how we might seek to resolve these. Stay tuned for more.

LASER BAN

Over the summer the government also acted on combatting lasers near airports, issuing an interim order from the Transport Minister banning battery-operated hand-held lasers over one milliwatt and outside of a private dwelling, anywhere within 10 kilometres of any airport or certified heliport in Canada. The interim order spells out fines of up

to \$5000 for any individual possessing a laser within the prohibited zone.

AIRPORT FUNDING

There was some good news for some of Canada's smaller airports in the latest round of Airports Capital Assistance Program (ACAP) funding announced in late June, with many airports successfully receiving funding support for airside rehabilitation, lighting upgrades, and snow removal equipment. The largest project for 2018-19 is the rehabilitation of runway 08-26, taxiways A, B, C, and apron IIA at the terminal building in Red Lake, Ont. (YRL). For the complete list of projects approved in this latest round, visit Transport Canada's website: tc.gc.ca. While COPA supports any investments in smaller and regional airports, the continuing issue of eligibility for ACAP funding remains problematic and we are continuing to dialogue with the department on this topic to find ways of facilitating access for airports without scheduled air service.

PROVINCIAL AND LOCALLY

Last month the B.C. government announced grants for 23 airports through the BC Air Access Program for safety and capacity upgrades. Several of these airports, including Osoyoos (BB9) and Vanderhoof (AU4) will be receiving funding to expand runways and aprons to better accommodate growing traffic.


While the money continues to flow, we are also facing several challenges to our freedom to fly. Currently we are battling with BC Assessment, the provincial property assessment authority in B.C., over the issue of hangar property assessment values.

This follows a similar, successful effort by your organization several years ago in Ontario. Through the resources

of the Freedom to Fly Fund, we are challenging fourteen assessments at airports across the province. Several of these properties are home to hangar condominiums so the number of individual pilots affected is much higher.

At this stage, COPA's legal team and BC Assessment have agreed to examine the situation with the group of hangars at the Victoria airport (YYJ) and use the valuation methods as a test case to be applied across the broader group. Ultimately, a legislative change will be required to correct the situation for future instances, and this current effort will help bolster that case when the time comes.

As municipal election season looms in B.C., the Courtenay airport (AH3) has become the latest victim of an out-of-touch mayor and council. A proposal to amend the city's Official Community Plan would see a third crossing of the Courtenay River built at 21st Street, cutting across the threshold of the current runway and destroying a sensitive ecological zone nearby. To accomplish this, the city is downplaying the project as a pie-in-the-sky hypothetical scenario, however city staff have also indicated they intend to put all leaseholders at the airport on month-to-month leases when the renewal period comes up in 2019.

COPA has worked hard to produce materials illustrating the economic benefits of GA to communities to try to educate municipal politicians about the assets they have in their communities. We are proud to be supporting COPA Flight 58, the Courtenay Airpark Association, in their fight to save the airport and we hope to have good news to share in the near future. In the meantime, we encourage all concerned COPA members to express their thoughts to the mayor and council by writing to ljangula@courtenay.ca and copying COPA at takeaction@copanational.org. 

SATELLITE COMMUNICATORS

A VARIETY OF LIFE-SAVING PRODUCTS AVAILABLE

With the advent of the Internet, cellular and telephone networks, communication services have become an expected part of every flight. When flying into remote regions of Canada, access to broadband networks may be patchy with limited or no bandwidth. Low Earth Orbit (LEO) satellite constellations complement ground-based systems and in many locations may be the only service available.

Next generation LEO delivers connectivity up to 1.4 Mbps, making LEO perfect for voice calls, text messages and short emails. Bandwidth-intensive applications do not do well with LEO and are better served with geostationary satellite services, XM radio, ADS-B and cellular broadband networks. Globalstar and Iridium are two LEO satellite providers, supporting SPOT (Globalstar) and Garmin's inReach (Iridium) communication devices.

In 2016 Garmin purchased DeLorme (inReach), which uses the Iridium network to power their devices. Garmin's newest communicator, the inReach Mini, is a palm-sized communicator, weighing 3.5 ounces, sending and receiving messages with compatible Garmin handhelds, wearables or other mobile devices. The Garmin Pilot or Earthmate applications are used to compose, send and receive messages on smart devices.

Garmin Pilot leverages the inReach Mini's GPS positioning to drive a geo-referenced aircraft position symbol on a tablet's moving map for those pilots without a portable GPS. The Mini has the ability to provide tracking for those wanting to follow the flight, using the web-based MapShare page

created for each inReach account. The rechargeable lithium battery provides 50 hours of battery life when in 10-minute tracking mode. inReach offers an optional weather forecasting service providing updates directly to the Mini or your paired device.

Garmin's annual contract plans start at \$11.95 USD per month to a maximum of \$99.95 per month. The inReach Mini is \$487.00 CAD and is available from Aircraft Spruce Canada. Additional information can be found at explore.garmin.com/en-US/inreach/.

Globalstar's SPOT group released their SPOT X messaging device in June 2018. Designed for the outdoors, the device is waterproof and shock-proof, with a sunlight-readable 2.7" screen. The keyboard is backlit and the device is easy to type on. SPOT X provides electronic breadcrumb tracking, with drop resolution from 2.5 to 60 minutes. The rechargeable lithium battery provides 240 hours of battery life when in 60-minute tracking mode. The device is configured from your SPOT web account. SMS and email addresses can be added on the website or on the fly from the device. Address groups can also be created, simplifying the composing of messages. However, SPOT X cannot use a smartphone or tablet for messaging.

SPOT X service packages are available on a monthly or annual subscription basis. For infrequent users, a Flex package allows the subscriber to only pay for the service when it is used and starts at \$14.95 USD per month and has an annual charge of \$24.99 USD. The Unlimited ePackage service fee is \$359.40 (annual) or \$24.95 (monthly) USD. There is a one-time activation charge of \$19.99. The SPOT X hardware is \$349.00 CAD and is available from a variety of retailers including



Aircraft Spruce. Additional information on all service packages may be found at findmespot.ca/SPOT_X/lander.php.

Both Garmin and Globalstar have overage charges based upon the plan subscribed to. Overage charges are based upon the number of texts and tracking points sent. Additional fees may apply for texts sent to international telephone numbers. For heavy users, unlimited plans are available.

SPOT X and inReach will drop electronic breadcrumbs (EB) along your route of flight, with the frequency based upon the subscription plan. For pilots flying on a VFR flight plan or itinerary, EB's provide a time-efficient technique for Search and Rescue to execute a search in the event of an overdue aircraft. You can provide access to Nav Canada's Flight Informa-

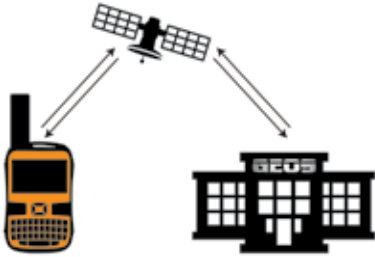
tion Centre staff through embedding a link into your flight plan.

Both Garmin and Globalstar outsource 9-1-1/SOS monitoring and emergency dispatch services to GEOS (geosworldwide.com). GEOS's International Emergency Response Coordination Centre (IERCC) is staffed 24/7 with highly trained personnel who have access to first responders. The average response time from the receipt of your 9-1-1/SOS message until referring to an emergency responder is 11 minutes. The initiation of a rescue begins with pressing the SOS button which is behind a protective cover.

Once a 9-1-1/SOS message has been received, the IERCC calls your emergency contact(s) to determine if it is a false alarm. They locate and notify emergency first responders and then maintain an open line of communication, including providing updates

of your location as well as keeping your emergency contact(s) informed. I have my device set up with the following message: "This device is used in an aircraft. When 911 is received from this device, call the Trenton Joint Rescue Coordination Centre 613-965-3870 or 800-267-7270 and tell them this is an aircraft distress call." Canadian SAR leaders believe that when stranded in Canada's bush, two-way communications contribute to a positive state of mind, which improves survival outcomes.

Satellite communicators allow pilots, air crews and passengers to be connected anywhere and anytime. Ubiquitous access to instant messaging and email can be delivered whether on the ground or at 18,000 feet, maintaining that cyber umbilical cord. Finally, in-flight access to technical support or to your mechanics can help you troubleshoot problems in real time. 📶



COMMUNICATOR TIPS

- Test before you fly by sending an email to yourself
- Ensure that batteries are charged or new
- Keep a micro-USB cable in your flight bag for in-aircraft charging
- Keep the device's firmware up to date
- Keep your subscription up to date
- Social network integration keeps friends and family up to date with your travels

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ARE MECHANICAL FAILURES INSURED?

WHAT IS COVERED AND WHAT IS NOT

According to Wikipedia, wear and tear is damage that naturally and inevitably occurs as a result of normal wear or aging. Wikipedia does not have a definition for mechanical failure, likely because it is very broad and arguably obvious in its meaning.

Multiple times per year we get a phone call from a customer reporting a claim for wear and tear or mechanical failure. Unfortunately, most insurance policies, including aircraft policies, exclude losses due to wear and tear and/or mechanical failure. For example, the COPA VIP policy states, “Wear and Tear — The Insurer will not pay for any claims arising from wear and tear, deterioration, or mechanical or electrical failure.” However, the wording goes on to say, “...the Policy applies to other such loss or damage covered by this Policy resulting from these forgoing causes.”

And thank goodness, because most of the time mechanical failure in flight leads to a forced landing, often off airport in a field, roadway, lake or worse, inevitably leading to further damage to the aircraft including prop strikes, gear damage, structural damage or in some instances total loss of the aircraft and/or bodily injury to passenger(s) and the pilot. On the other hand, half of these pilots, with a bit of skill and luck, find their way to a nearby airport and land safely with no further damage to the aircraft.

How does your aircraft insurance policy respond to an accident caused by wear and tear or mechanical failure? Well, it depends.. In an attempt to simplify things, consider three different scenarios:

First scenario, an aircraft blows a cylinder while in the circuit. The pilot takes the appropriate precautions



and lands the aircraft safely without further incident. Despite the broken cylinder that needs to be replaced, there is no additional damage to the aircraft. According to the standard wear and tear exclusion, the component that failed is not an insurable loss under the policy. As such, coverage for a new cylinder and the associated labour, sizeable that it may be, would not apply.

Second scenario, the same aircraft is now on a cross-country flight at the time of the failure and has no choice but to attempt an off-airport landing in a farmer’s soya field. Fortunately, the pilot had recently practiced forced landings with his instructor so was well prepared for the real-life emergency. He did a superb job of picking a clean field and landing the aircraft without further incident. His mechanic drove out to the field to assess the damage. The repair estimate was \$10,000, the cost to remove the wings and retrieve the aircraft from the field was an additional \$5,000 and the farmer insisted that he be reimbursed for \$5,000 of damage to his soya crop.

▲ Normal wear and tear isn’t covered but damage resulting from mechanical failure usually is.

When the pilot called to report the incident, he was disappointed to find out that the cost of a new cylinder would not be covered. However, he was relieved to find out that he had a special provision in his COPA Gold VIP policy for forced landings:

“Forced Landing — If...the Declarations show the Insured purchased In-Motion Coverage, the Insurer agrees that in the event of an Aircraft making a forced landing in any place where subsequent safe take-off is impossible the Insurer will pay the costs for the removal of the Aircraft to the nearest suitable take-off area provided always that the Insurer’s liability for such costs, and for any loss of or Physical Damage to the Aircraft, shall not exceed the Agreed Value of the Aircraft, even if no damage has been sustained by the Aircraft.”

He was even more pleased to discover that the insurance company would take care of any damage to the

farmer's field that he may be liable for. So, despite there not being any coverage for physical damage to the aircraft, certain expenses were still covered.

In the third and worst-case scenario, at the time the cylinder blew, there is no appropriate field in sight and the pilot is forced to ditch the aircraft resulting in a total loss to the aircraft and bodily injury to him and his passenger. To make matters worse, during the descent, they clip powerlines and cause a massive power outage to the surrounding municipality for the next 12 hours.

Despite the fact that the initial cause of the loss is mechanical failure which we now know is excluded under the policy, there is coverage for any resultant damage and associated liability including passenger injury and any reasonable loss caused by the power outage.

As with most things in life, however, resultant damage from mechanical failure isn't always so black and white. Often, determining what is covered and what isn't can become quite complex. This is often the case when a failed component causes damage to another component. It becomes the job of the adjustor and other aviation experts to investigate the sequence of events to determine if the second component is indeed resultant damage or not.

Most aircraft policies will define an engine as a single unit which can sometimes help in these determinations. Recently we had a claim on a new amateur-built aircraft that at first glance appeared to have a catastrophic engine failure during initial testing. Initially, the damaged engine was deemed to not be covered. Upon closer investigation, it was determined that a prop governor failure caused the engine to overspeed, thereby destroying the engine. As a result of this finding, the damage to the engine was ultimately covered but the aircraft owners had to pay for a new prop governor out of their own pockets since it was deemed a mechanical failure.

It is not expected that the normal person understands the complexities of engine failures and other types of wear and tear and the resultant damage. However, it is good practice to be familiar with your insurance policy ahead of time to avoid unexpected out-of-pocket losses and surprises.

For any questions about this topic or aircraft insurance in general, please contact The Magnes Group at 1-888-772-4672 or check out magnesgroup.com.

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EST-CE QUE L'USURE EST ASSURÉE ? CE QUI EST COUVERT ET CE QUI NE L'EST PAS

Selon Wikipedia, l'usure est un dommage qui se produit naturellement et inévitablement à la suite d'une usure ou d'un vieillissement normal. Wikipédia n'a pas de définition de la défaillance mécanique, probablement parce qu'elle est très large et que sa signification est évidente.

Plusieurs fois par an, nous recevons un appel téléphonique d'un client signalant une réclamation pour usure ou défaillance mécanique. Malheureusement, la plupart des polices d'assurance, y compris les polices d'aéronefs, excluent les pertes dues à l'usure et / ou aux défaillances mécaniques. Par exemple, la police VIP de la COPA stipule : « L'usure et la déchirure — L'assureur ne paiera pas les réclamations résultant de l'usure, de la détérioration ou d'une défaillance mécanique ou électrique. » Cependant, le libellé poursuit en disant : « ... la police s'applique à toute autre perte ou dommage couvert par la présente politique résultant de ces causes antérieures. »

Et heureusement, car la plupart du temps, une défaillance mécanique en vol entraîne un atterrissage forcé, souvent à l'extérieur d'un aéroport, dans un champ, une route, un lac ou pire, entraînant inévitablement de nouveaux dommages à l'aéronef, dans certains cas, perte totale de l'aéronef et / ou blessure corporelle des passagers et du pilote. D'un autre côté, la moitié de ces pilotes, avec un peu de compétence et de chance, se dirigent vers un aéroport voisin et atterrissent en toute sécurité sans aucun autre dommage à l'aéronef.

Comment la police d'assurance de votre aéronef réagit-elle à un accident causé par l'usure ou une défaillance mécanique ? En fait ça dépend. Pour tenter de simplifier les choses, consi-



dérez trois scénarios différents :

Premier scénario, un aéronef souffle un cylindre dans le circuit. Le pilote prend les précautions appropriées et atterrit en toute sécurité sans autre incident. Malgré le cylindre cassé qui doit être remplacé, l'aéronef ne subit aucun dommage supplémentaire. Selon l'exclusion standard de l'usure et de la déchirure, le composant défaillant n'est pas une perte assurable en vertu de la police. En tant que tel, la couverture pour un nouveau cylindre et la main-d'œuvre associée, si importante soit-elle, ne s'appliquerait pas.

Deuxième scénario, le même aéronef effectue désormais un vol voyage au moment de la panne et n'a pas d'autre choix que de tenter un atterrissage hors aéroport dans le champ de soja d'un agriculteur. Heureusement, le pilote avait récemment pratiqué des atterrissages forcés avec son instructeur. Il était donc bien préparé à l'urgence réelle. Il a fait un excellent travail en choisissant un champ propre et en atterrissant sans autre incident. Son mécanicien s'est rendu sur le terrain pour évaluer les dégâts. L'estimation des réparations était de 10 000 \$, le coût de l'enlèvement des ailes et de la récupération de l'aéronef était de 5 000 \$ supplémentaires et

l'agriculteur a insisté pour qu'il soit remboursé de 5 000 \$ de dommages à sa récolte de soja.

Lorsque le pilote a appelé pour signaler l'incident, il a été déçu de constater que le coût d'un nouveau cylindre ne serait pas couvert. Cependant, il a été soulagé d'apprendre qu'il avait une disposition spéciale dans sa politique VIP COPA Gold pour les atterrissages forcés :

« Atterrissage forcé — Si...les déclarations indiquent que l'assuré a acheté une couverture en mouvement, l'assureur accepte qu'en cas d'atterrissage forcé d'un aéronef dans un endroit où un décollage sécurisé ultérieur est impossible, l'assureur paiera les coûts du retrait de l'aéronef vers l'aire de décollage appropriée la plus proche, à condition que la responsabilité de l'assureur pour ces coûts et pour toute perte ou tout dommage physique causé à l'aéronef ne dépasse pas la valeur convenue de l'aéronef, même si aucun dommage n'a été causé soutenue par l'aéronef. »

Il était encore plus heureux de découvrir que la compagnie d'assurance s'occuperait de tout dommage causé au champ de l'agriculteur dont il pourrait être responsable. Ainsi, bien qu'il n'y ait aucune couverture pour les dommages physiques à l'aéronef,

certaines dépenses étaient toujours couvertes.

Dans le troisième et le pire des scénarios, au moment de la défaillance du cylindre, il n'y a pas de champ approprié en vue et le pilote est contraint de quitter l'aéronef, entraînant une perte totale pour lui et son passager. Pour aggraver les choses, pendant la descente, ils coupent des lignes électriques et provoquent une panne de courant massive dans une municipalité pendant les 12 prochaines heures.

Bien que la cause initiale de la perte soit une défaillance mécanique dont nous savons maintenant qu'elle est exclue en vertu de la police, il existe une couverture pour tous les dommages en résultant et la responsabilité associée, y compris les blessures des passagers et toute perte raisonnable causée par la panne de courant.

Cependant, les dommages résultant d'une défaillance mécanique ne sont pas toujours évidents. Souvent, déterminer ce qui est couvert et ce qui ne l'est pas peut devenir très complexe. C'est souvent le cas lorsqu'un composant défaillant endommage un autre composant. Il incombe à l'expert en sinistres et aux autres experts de l'aviation d'étudier la séquence des événements afin de déterminer si le deuxième composant est effectivement un dommage ou non.

La plupart des polices d'assurance aéronautique définiront un moteur comme une unité unique pouvant parfois aider à déterminer ces conditions. Récemment, nous avons revendiqué un nouvel avion de construction amateur qui, à première vue, semblait avoir une panne de moteur catastrophique lors des essais initiaux. Initialement, le moteur endommagé était considéré comme non couvert. Après une enquête plus approfondie, il a été déterminé qu'une défaillance du régulateur d'hélice avait entraîné une survitesse du moteur, détruisant ainsi le moteur. À la suite de cette constatation, les dommages subis par le moteur ont finalement été couverts, mais les propriétaires d'aéronef ont dû

payer eux-mêmes un nouveau régulateur d'hélice, car il s'agissait d'une défaillance mécanique.

On ne s'attend pas à ce que la personne normale comprenne la complexité des pannes de moteur et d'autres types d'usure et de détérioration.

Toutefois, il est conseillé de se familiariser avec votre police d'assurance à l'avance pour éviter des pertes et des

surprises imprévues.

Pour toute question sur ce sujet ou sur l'assurance des aéronefs en général, veuillez contacter le groupe Magnes au 1-888-772-4672 ou consulter le site magnesgroup.com.

Magnes est fière d'être le courtier de choix du programme d'assurance VIP de la COPA.

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COPA CONTINUES PROPELLER PITCH OVERHAUL EXEMPTION ALTERNATIVES EXPLORED

Numerous COPA members have been anxiously awaiting a TCCA decision with respect to our request to grant private owners of privately used small aircraft an exemption to the mandated 10-year variable pitch propeller overhaul. COPA submitted the request for exemption in November 2017, TCCA completed their assessment in March 2018, COPA and TCCA met in April to discuss the result of this assessment. At first glance, TCCA does not support COPA's initial request for exemption.

Mr Jeff Phipps, Chief, Operational Airworthiness, Standards Branch, participated in the COPA convention in Saint John, NB, delivering a presentation on aircraft maintenance requirements on June 22. Mr Phipps addressed the specific issue of our request. He cited two main reasons for not supporting our request for exemption for now: lack of data and conflict with current Instruction for Continued Airworthiness (ICA) recommendations that come from the manufacturer. ICA recommendations are precisely that: recommendations. These recommendations are typically used to provide guidance in the development of aircraft maintenance requirements and programs. COPA recognizes that the airworthiness authorities often mandate these recommendations, but not necessarily in all cases. These same authorities will occasionally review the criteria of ICA recommendations and may from time to time support a more flexible approach.

With respect to lack of data, COPA has a different perception. Ours reflects the FAA's approach. The US General Aviation (GA) fleet of privately utilized aircraft numbers are

well beyond the equivalent Canadian fleet. The US annual flying hours for GA on variable pitch propellers are far in excess of those in Canada yet the US do not have a mandated 10-year variable pitch propeller overhaul. COPA's investigation indicates that the US GA fleet does not exhibit problems related to variable pitch propeller failures. Through our investigation in preparing our submittal to TCCA, we know there are currently no statistics or data relevant to variable pitch propeller failures of significant value within the context of this discussion. In fact, aviation insurance companies such as AIG for instance, one of the most important aviation insurers, cannot provide specific statistics on this due to the lack of insurance claims concerning aircraft accidents resulting from variable pitch propeller failures as these do not occur enough to generate meaningful statistics. Considering that aircraft and aircraft components used in Canada originate almost exclusively from the US, COPA believes it would be appropriate to consider the US experience as a suitable source of reliable data. At this conjecture, COPA is wondering what approach TCCA will use to collect any relevant data if any, and how long this will take. COPA has offered to help on getting some data from our members.

Mr Phipps, in his presentation, also identified some future steps. TCCA



▲ Kevin Maher pulls through the prop on the vintage Stearman he flies in air shows.

will look at options other than an overhaul, the possibility of developing an internal inspection task (hopefully not requiring dismantlement of the propeller) that could result in either continued monitoring or overhauling depending on findings, and further exploratory discussions on other options. They are looking to present something to us by the end of this year. COPA wishes to reassure its membership that we will keep TCCA to their commitments and continue our discussions with them in finding a safe and less financially cumbersome solution than an unwarranted prop overhaul. 🛩️

SUIVI : EXEMPTION DE RÉVISION DES HÉLICES À PAS VARIABLE

De nombreux membres COPA attendent impatiemment la décision de l'Aviation civile de Transports Canada (ACTC) concernant la demande de COPA d'accorder une exemption aux usagers de petits avions privés visant l'obligation de faire une révision (remise à neuf) de leur hélice à tous les 10 ans. COPA a soumis cette demande en novembre 2017, ACTC a complété son évaluation en mars 2018 et COPA et TCCA se sont rencontrés en avril pour discuter des conclusions de cette évaluation. À première vue, ACTC n'accordera pas la demande initiale de COPA pour une telle exemption.

M. Jeff Phipps, Chef, Navigabilité Opérationnelle, Division des Normes, participait à la convention de COPA à Saint Jean, NB, en juin dernier. Il y a présenté les requis associés à l'entretien d'avions, incluant le sujet de la révision des hélices à pas variable. Il indiqua deux raisons principales pour ne pas supporter de notre demande d'exemption à ce moment: l'absence de données et le conflit avec les recommandations visant les instructions pour le maintien de la navigabilité (ICA) émises par les manufacturiers. Or, les recommandations ICA sont précisément çà : des recommandations. Ces dernières fournissent typiquement les conseils nécessaires pour développer les programmes d'entretien d'avions et leurs requis. COPA reconnaît que les autorités imposent généralement ces recommandations, mais pas nécessairement dans tous les cas. Ces mêmes autorités revoient parfois l'application des recommandations ICA et peuvent opter pour une approche plus flexible.

Du point de vue du manque de données, COPA a une autre perspective qui reflète l'approche de la FAA aux



États-Unis. La flotte d'avions privés équipés d'hélices à pas variable dans l'aviation générale (AG) américaine dépasse largement en nombre la flotte équivalente canadienne et le nombre d'heures accumulées sur ces avions américains dépasse aussi de beaucoup les nombres canadiens, toutefois la FAA n'impose pas une révision systématique. Les recherches de COPA indiquent que la flotte d'AG américaine ne souffre pas de problèmes associés à des défaillances d'hélices à pas variables. Dans le cadre de nos recherches préliminaires à la soumission de notre demande d'exemption à ACTC, nous en avons conclu qu'il n'y a pas de données adéquates concernant les hélices à pas variable dans le contexte qui nous importe. En fait, les compagnies d'assurances telles AIG, l'un des plus importants assureurs en aviation, ne sont pas en mesure de fournir des données précises sur ces cas puisque ces événements sont tellement rares qu'ils ne génèrent pas de statistiques valables. Étant donné que les avions et les composants d'avion utilisés au Canada proviennent presque exclusivement

des ÉU, COPA croit sincèrement que l'expérience américaine constitue une source adéquate et suffisante de données pour notre étude. À ce stade, COPA s'interroge sur l'approche que prendra ACTC pour obtenir des données appropriées s'il y en a, et combien de temps sera nécessaire pour y arriver. COPA a déjà offert son aide en trouvant des données auprès de nos membres.

Dans sa présentation, M. Phipps a mentionné quelques étapes futures. ACTC évaluera des options autres que les révisions comme la possibilité d'une inspection interne (préférentiellement sans démonter l'hélice) qui pourrait mener à une vérification régulière ou à une remise à neuf selon la condition de l'hélice, et des discussions exploratoires cherchant d'autres options. ACTC s'attend à nous proposer quelque chose d'ici la fin de l'année. COPA tient à rassurer ses membres que insisterons pour que ACTC respecte ses échéanciers, tout en continuant nos discussions avec eux à la recherche d'une solution sécuritaire et financièrement moins lourde qu'une révision d'hélice non requise. ✈️

ON THE HORIZON

SEPTEMBER 2018

SEPTEMBER 1ST, THREE HILLS, AB: Three Hills Flying Club will be hosting a monthly (first Saturday of the Month) Coffee Break Fly-in from 9:00 until 12:00 at the Three Hills Airport in Alberta (CEN3). Contact: Dennis Fox at dennis77fox@gmail.com.

SEPTEMBER 3RD, BRAMPTON, ON: Brampton CNC3—18:00 pm Grand Finale, Fall Feast. The last Monday night BBQ of the season. One of the largest turn-outs. Last year had roast beef and pork, roast and mashed potatoes, fresh corn on the cob. Nominal cost. RAA-TR Hangar, north end of Brampton airport CNC3. Pres. Fred Grootarz, 905 212-9333, fred@acronav.com ; V.P. Alain Ouellet, 416-709-2020, aouellet@icecanada.com

SEPTEMBER 6TH - 9TH KILLARNEY, ON: Northern Lake Amphibian Pilots' Fly-In & Safety Seminar. Held at Killarney Mountain Lodge in Ontario from September 6th to 9th, 2018. Pilot sessions focus on safety, maintenance and flying tips. Come visit Ontario, Canada. Enjoy the beautiful scenery and the amenities of the newly renovated lodge. Consult www.northernlakeamphibianpilots.com for more information.

SEPTEMBER 8TH, CHATHAM, ON: COPA flight 203 will be holding a COPA for kids event on September 8th (with a rain date of September 9th). The event will be held at Chatham Airport (CYCK)

SEPTEMBER 8TH, HANOVER, ON: Flight 54 COPA for Kids - CYHS Hanover Saugeen COPA For Kids 08:30am Registration - 09:30am Flying Start - 02:00pm Flying Finish

SEPTEMBER 8TH, BRANTFORD, ON: Flight 148 will be hosting a COPA for Kids event at the terminal building at the Brantford Municipal Airport from 9:00 a.m. to 2:00 p.m. For information and registration e-mail gcormick@interlynx.net. The rain date will be Sunday Sept. 9

SEPTEMBER 8TH, PARRY SOUND, ON: (CNK4)15th Annual Fly-In and Drive-In. Hope to see you all again this year and if you haven't made it out yet, come on over to the great family event. Planes, helicopters, cars, bikes, flights, lots of food, games and surprises. For more information please contact Neil or Berny at 705-378-2897 or parrysoundairport@gmail.com. Updates will be posted on Facebook.

SEPTEMBER 8TH, MANITOU, MB: (CKG5) September 8th. Fly in for breakfast during the 17th Annual Pembina Valley Honey,



Garlic & Maple Syrup Festival 0800 to 1000. Transportation provided to and from the airport. First eight pilots eat free compliments of the Manitou Flying Club plus draws for prizes. Free admission to this unique festival that you don't want to miss. Anyone looking for info about the fly-in can contact Richard Brown 204-246-2302 or Ron Bamford at bamfordron@gmail.com for information on the Festival, contact: evelynlea@icloud.com

SEPTEMBER 8TH, GREENFIELD, NS: South Shore Flying Club (CYAU) is hosting a Fly-In, Drive-In Breakfast, and Saturday September 8th (rain date Sunday September 9th). Starts 8:00 am until Noon. To be held in our newly renovated Clubhouse, located in Greenfield, N.S. Please contact Dave Oickle at 902-685-3242 or email ssfcns@gmail.com for more details

SEPTEMBER 9TH, PITT MEADOWS, BC: BC Coast 99s Poker Run — (CYPK) postponed from June. Pitt Meadows and 7 other airports. Open to all pilots, everyone welcome. Support aviation scholarships and have a great day flying for prizes! Coordinates N49 12 58 W122 42 46. For more information visit www.bccoast99s.com or BC Coast 99s on Facebook, or email bccoast99s@gmail.com

SEPTEMBER 9TH, BONNYVILLE: COPA Flight 90 in Conjunction with Mr.Mikes Steak House will be holding it annual Young Eagles Event for Kids Ages 8-17. COPA For Kids aviation program provides — free of charge — an introduction for Canadian youth into the world of general aviation. For more information please check out our facebook page. Our Rain Day is scheduled for September 10, 2018.

SEPTEMBER 9TH STANDSTEAD/WELLER, QC: Rendez-vous aérien à/Fly-in at Standstead Weller CTQ. Vous êtes cordialement invité au huitième rendez-vous aérien à CTQ2 (Standstead Weller) le dimanche 9 septembre 2018. Si vous décidez de rester pour la nuit avec la tante sous l'aile de votre avion, vous êtes les bienvenus. Pour ce qui est de la nourriture, il y aura des hamburgers Beefalo (bœuf d'élevage hybride de Bison et bœuf) avec salade et blé d'Inde à volonté pour 15 \$. Vous trouverez toute l'information concernant l'aéroport Standstead/Weller CTQ2 dans le CFS. Dernières nouvelles au site web CTQ2.ORG.

Our eighth annual meeting at CTQ2 (Standstead Weller 2,600 of good grass) on Sunday, September 9, 2018. If you wish to stay for the night in a tent under your plane's wing, you are more than welcome. Regarding food, there will be our grass fed Beefalo hamburgers, salad and corn on the cob, all from the farm as much you want for 15\$. We also have farm items for sale: sweet cider in season, Golden Retriever puppies, u-pick garden produce (pick, weigh on scale, check price sheet, pay into jar), and orchard apples and pears, trout fishing. Don't forget our special own variety of potatoes- "Golden Delicious". We should have a cabin for rent on one of our ponds too. You will find all the information for Standstead/Weller CTQ2 airports in the CFS. Check latest news at website CTQ2.ORG

SEPTEMBER 9TH, ORONO HAWKFIELD, ON: 0800 - 1700. Come on out to the RAA Oshawa District Recreational Aircraft Association organized Fly-in at Hawkefield, CHF4, N 44 00, W 78 39, 620 asl (private

ON THE HORIZON

strip) 3000 ft grass. Ultralights, amateur-built, Warbirds and certified aircraft from all parts of southern Ontario. Overnight camping on field is available, if required (no facilities). Info in CFS under Orono Hawkefield, radio 123.2 For more info contact James Morrison jamesmorrison190@gmail.com

SEPTEMBER 15TH, RED DEER, AB: COPA flight 92 will be holding a COPA for kids event in Red Deer, Alberta on September 15, 2018 at 9:00 (Rain date of September 16). Red Deer Regional Airport (CYFQ). Contact Robert Orr at 403-350-1011.

SEPTEMBER 15TH, KAMLOOPS, BC: COPA 4 KIDS — Sept 15 — We welcome COPA Member Pilots with aircraft & non-pilots to join in and give kids their introduction to aviation. 0900 First Session and 1300 for the second. Contact: kamloopsflyingclub@gmail.com or www.kamloopsflyingclub.com

SEPTEMBER 15TH, AERO GATINEAU-OTTAWA, GATINEAU, QC: Join us for Aero Gatineau-Ottawa on September 15, 2018 to celebrate a Century of Aviation in Canada and experience an afternoon of exhilarating performances and enjoyable family fun! Aero Gatineau-Ottawa preliminary schedule — September 15, 2018 Gates Open: 9:00 a.m. Air Show noon until 4 p.m. Gates close: 5:00 p.m.

SEPTEMBER 15TH, CORNWALL, ON: COPA for Kids event in Cornwall, CYCC on September 15th. Please contact Eric Lamontagne at lamontagnebellavance@gmail.com

SEPTEMBER 15, STEINBACH, MB: Steinbach Airport Open House. Saturday September 15 10:00-3:00 Free Admission — Fly in or drive in, come see various aircraft on static display including WWII Harvard, T28, STARS Air Ambulance Helicopter and many locally built experimental aircraft. Food available. matthew_penner@hotmail.com 204-355-8842

SEPTEMBER 22ND, HINTON, AB: Flight 126 COPA for Kids — COPA for Kids event September 22, 2018 (Rain date September 23, 2018) at the Hinton Entrance Airstrip (CEE4). Contact: Brad Armstrong Cell: 780-817-8435 or email at helicopt@gmail.com.

SEPTEMBER 29TH, PEMBROKE, ON: Pembroke & Area Airport will be having their Monthly Breakfast at 176 Len Hopkins Drive in Petawawa from 9:30 to 12:30. 15\$ per person and cash only. Visit www.flycyta.ca

OVER THE HORIZON — 2018

OCTOBER 2018

OCTOBER 13, WIARTON, ON: Flight 68 is hosting a Flying Farmers potluck luncheon.

OCTOBER 18TH TO 20TH OTTAWA, ON: Canadian Warbird Operator Conference, October 18th to 20th, 2018. Infinite Conference Center in Ottawa, Ontario. Contact warbirdconference@gmail.com for more info.

OCTOBER 20TH, PEMBROKE, ON: Pembroke & Area Airport will be having their Monthly Breakfast at 176 Len Hopkins Drive in Petawawa from 9:30 to 12:30. 15\$ per person and cash only. Visit www.flycyta.ca

NOVEMBER 2018

NOVEMBER 8, SAINT-HUBERT, QC: Soirée réseautage de l'AQTA et hommage à la famille Fecteau le 8 novembre au complexe Airmedic de Saint-Hubert. Notre invité d'honneur M. Thomas Fecteau pionnier et légende de l'aviation de brousse. Invitation spéciale au tarif membre à tous les adeptes de l'aviation de brousse! Appelez-

nous au 418-871-4635 ou visitez le site de l'AQTA à aqta@acta.ca

DECEMBER 2018

DECEMBER 8, BRAMPTON, ON: CNC3--Christmas Dinner & Silent Auction, Cocktails @ 6pm, Dinner @ 7pm The Do-Not-Miss event of the year in the Wings Restaurant. Completion, and First Flight awards are presented, among other recognition awards, followed by a key-note speaker. Donations to the Silent Auction gratefully received. All proceeds to RAA-TR. Pres. Pres. Fred Grootarz, 905 212-9333, fred@acronav.com ; V.P. Alain Ouellet, 416-709-2020, aouellet@icecanada.com

JULY 2019

QUALICUM BEACH AIRPORT AIRSHOW Saturday, July 13, 2019. There will be static aircraft on display, food trucks, flybys, flight simulators, Aviation booths, etc., and other aviation related events taking place at the show. Contacts: Paul Connor, Airshow Chair, 250-954-7777, email: evcon1259@gmail.com Geoff Graham, Air Boss, 250-2228-2955, email: kiraco47@shaw.ca Fred Evoy, COPA Flight #76, 250-248-7680, email: gwfevoy@shaw.ca



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ON THE HORIZON

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 web-site www.airdrieflyingclub.ca or email us via the web contact form.

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

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

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

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

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

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

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

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

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

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

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

CHARLOTTETOWN, PEI (CYYG): COPA Flight 57/PEI Flying Assoc. Every Saturday at 0800 hrs join our members for breakfast at

Razzy's Roadhouse, 161 St. Peters Rd., Charlottetown. Also on the first Saturday of the summer months we have our Saturday Fly-in & Burgers from 1200 until 1400 hrs. No Ramp or landing Fees. For more information or to arrange a ride from Apron 2, please contact Brian at 902-626-6963 or Barry 902-626-5882, pound@pei.sympatico.ca.

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

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

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

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

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

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

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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.

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 Linthicum at 306-421-7629 or nealandndine@hotmail.com.

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

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

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

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

HAVELOCK, NB: COPA 27-The Havelock Flying Club invites you to fly-in or drive-in for breakfast any Sunday of the year. Our weekly Breakfasts are served between 0800

and 1000. For more information check out our website at www.havelockflyingclub.ca

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

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

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

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

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

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

KELOWNA, BC (CYLW): COPA Flight 36, Kelowna Flying Club, Apron III Event General Meeting, 1st Tuesday of each month. Pre-meeting BBQ starts at 1800; meeting starts at 1900. Join us for news and updates, guest speakers and fellowship! For more information, please contact John Itterman at Info@kelownaflyingclub.com or go to our website at <http://kelownaflyingclub.com>. The Third sSunday of every month until the end of October we are having a Fly-In Drive-In Pancake Breakfast. Join us from 09:00 -12:00 at 6135 Airway Way, Kelowna, BC.

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

KITCHENER, ON (CYKF): COPA Flight 26, Breslau Flyers. Monthly meetings are held on the second Tuesday of each month (September-June) at 1900 hrs in an upstairs classroom at the Waterloo Wellington Flight Centre. A variety of speakers present a range of interesting aviation topics. All are welcome. For more information, please contact Flight



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Captain Gordon Millar at gordon.millar@rog-ers.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 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, or visit the Kawartha Lakes Flying Club at klfc.ca.

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

MIRAMICHI, NB: Flight 39. Monthly meetings 1st Wednesday of every month at 7:30 pm at the clubhouse. Contact nbdbrown@nbn.net.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. Coordinates are lat 49.1683°, long -124.0357°. For more information, please contact Don at 250-758-3540 or president@nanaimoflyingclub.org. Visit our website www.nanaimoflyingclub.org.

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

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

OKOTOKS, AB (CFX2), Foothills Flying Club, COPA Flight 81 regular meeting at 1930, last Monday of the month, Okotoks Elks Hall, 58 Elizabeth St. Okotoks AB. For more information, please contact Robert at foothillsflyingclub@icloud.com or 587-226-9753, or visit our website at <http://www.foothillsflyingclub.com/>

OLDS/DIDSBURY, AB (CEA3): Monthly Meetings held every first Tuesday of the month at Olds-Didsbury Airport at 1930 hrs. COPA Flight 142 fly-in second Saturday of each month 0900 until 1300hrs. Discounted Fuel, coffee and donuts. Everyone welcome to come and meet fellow pilots and take advantage of the discounted fuel. For more information, please contact Ed Shaw at 403-701-1600.

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

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

PONOKA, ON: COPA Flight 187 monthly meeting is held on the first Monday of every month at 1900, at the airport terminal. Penticton, BC (CYF): Penticton Flying Club / COPA Flight 50 holds its monthly

meeting on the second Tuesday of the month at 1900 hrs at the club house on 126 Dakota Way. All pilots and members of the public interested in aviation are welcome. We also meet every Thursday morning at 1000 hrs for an informal coffee chat at the club house. Fly-ins are always welcome! For more information about both events, please contact Ron Johnson, ronjohnson@telus.net 250-493-0441.

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

PICTON, ON (CNT7): COPA Flight 53, breakfast on the second Sunday of every month starting at 0800 a.m. April-December. Located at the Prince Edward Flying Club, co-ordinates N 43 59 21 W77 08 21. For more information, please call Jeff & Jackie Douglass at 613-471-1868.

PITT MEADOWS, BC (CYPK): Aero Club of BC is holding its traditional fly-in and fuel sales. Every 3rd Sunday of the Month 09:00 to 18:00. Free hot dogs and coffee between 1100 and 1500. Regular Meetings are held on every (first) 1 Wednesday of the month 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

ON THE HORIZON

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.

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.
Sarnia, ON: Flight 7 Monthly meetings at 1900, every fourth Monday of the month at the Naval Association located at 403 Wing, 1430 Lougar Avenue, Sarnia.

SEDGEWICK, AB (CEK6): Iron Creek Flying Club, COPA Flight 157 regular monthly meeting, second Thursday of each month at 1930 at the Flagstaff Regional Airport terminal building. Drive or fly in. Cardlock fuel available 24 hours and courtesy vehicle. Everyone welcome. For more information, please contact Shelley at shelley@cciwireless.ca. Monthly Fly-In every third Saturday, 157. Fly-in for coffee, goodies and visiting 1000 - 1300.

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



and Events tab at www.sfflyingclub.com. Email sfflyingclub@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 anytime at terminal-self serve. For more information, please contact Myron Bignold at 403-638-7370 or winnmy@telusplanet.net.

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

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

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

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

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

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

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

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

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

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

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

WIARTON/GEORGIAN BLUFFS, ON: COPA Flight 68 monthly meeting is held the 1st Saturday of the month at 0930hrs at the 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

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.

MAID IN THE SHADE

HISTORIC B-25 VISITS PETERBOROUGH

PHOTOS BY GUSTAVO CORUJO



The Arizona Commemorative Air Force Museum (CAF) B-25 Maid in the Shade was at Peterborough Airport from July 27-29. It was there as part of its Flying Legends Victory Tour.

Tours and rides of the vintage bomber were available during the visit and visitors were able to get on board the aircraft and talk to the crew.

This aircraft is a North American Aviation B-25J and was built in early 1944. It is one of 34 B-25Js still flying. Nearly 10,000 were built.

Hundreds of spectators and participants turned out to see the aircraft and pay respect to the thousands who flew combat missions in the Second World War. 🇺🇸



BORDEN HOSTS FIRST C4K

VOLUNTEERS FLY 66 KIDS AT EDENVALE

PHOTOS BY GUSTAVO CORUJO



The Borden Flying Club/COPA Flight 84 hosted their first COPA For Kids event July 21 at the Edenvale Aerodrome.

On a beautiful sunny day, nine airplanes, 11 pilots and a great number of volunteers were the perfect combination to put big smiles on the faces of 66 kids.

It was a full day of activities for the young aviators. After registration, the kids participated in a formal ground school where they learned about safety and the operation of an aircraft.

Dozens of COPA flights across the country hold similar events every year giving thousands of kids aged 8-17 an opportunity to experience aviation. ✈️



FIRST FLIGHTS

OKANAGAN C4K EVENT DRAWS OVER 100 YOUNGSTERS

BY MARION L. ROSS



▲ Eleven aircraft and 12 pilots, including COPA Board Chairman Dave McElroy took part in the event.



Why do pilots donate their time, aircraft and fuel to take kids flying with the COPA for Kids (C4K) program? Usually it's because they can remember the first time they were in a small plane and the absolute thrill that it was. It is the ultimate in "pay it forward", and the members of the Vernon Flying Club – COPA Flight 65 are an enthusiastic bunch, willing to share their passion for flight with the next generation of aviators.

Saturday, July 21, was a perfect day to hang out at the Vernon airport (YVK). Members of the Flight arrived early to set up the check-in tables and welcome desk as well as the two aircraft used for demonstrating the principles of flight during the mandatory safety briefing and special ground school. The C4K ground school exposes the junior aviator to a short lesson in the parts of the airplane, how it flies and how to be safe at an airport.

Loadmasters gathered their clipboards and prepared to help the youngsters into their assigned aircraft. Eleven aircraft participated with 12 pilots kept safe under the watchful eye of the Air Boss. Boarding gate attendants kept the departure lounge organized so that the junior aviators all got through in an orderly fashion. Photographers snapped away to record the grins and thumbs-up of junior aviators and their parents. Rob McDicken, event coordinator, monitored the rally, troubleshooting as necessary as he went from station to station.

For the younger ones, the Barrel Aeroplanes (kiddie planes towed behind a garden tractor) were operating non-stop all morning. Some of the wee ones refused to leave until they'd "flown" in every plane.

Thanks again to all the volunteers, especially the pilots who donated their time and aircraft; without the pilots there would be no C4K program. A special thank-you to Dianne Usher who baked and decorated airplane-shaped cookies for everyone, and thanks to Buy-Low Foods in the Landing Plaza for its continuing support of C4K. 🍪

KELOWNA'S COPA FOR KIDS

AIRPORT COMMUNITY PITCHES IN

BY RUPERT GRUEN

On June 16, 172 kids aged 8-17 (together with their somewhat envious and sadly-underaged siblings), smiling parents, family and friends all heartily embraced the pristine blue Okanagan Valley skies at Kelowna's Flight 36 — 2018 COPA for Kids event.

COPA Flight 36 — Kelowna Flying Club is uniquely blessed as we enjoy a wonderful working relationship with a very busy international airport. Kelowna airport (YLW) controllers enthusiastically accommodate our COPA kid-carrying aircraft seamlessly into the extremely busy schedule of airline traffic, year after year, for which we are very grateful.

Our local emphasis and mantra at this "FLYLOW" community event is simple: Flying! — Food! — Fun! Every year we fully embrace the privilege and responsibility of getting kids high in the truest and quintessential meaning of that term. We do not do this alone, however.

A Westjetter, as defined by WestJet management, is any individual who draws a paycheque from this iconic airline and who volunteer as "Caring for our Community" individuals at local events of all kinds. Our local WestJet pilots, ground crew and customer service associates have enthusiastically checked in to our C4K Junior Aviator event as part of their community contribution to Kelowna.

We've had great success involving aerospace-related associates at YLW, together with community-minded businesses and other groups, who are willing to assist us educate, inspire and direct young people towards all things with wings. Naturally, our prime focus is to get kids ages 8 to 17 airborne and back safely. We've done



this for the past 25 years, and COPA Flight 36 — Kelowna Flying Club aims to continue this worthwhile tradition for many years to come. Kudos to all volunteers, sponsors and suppliers who helped make all this happen.

We commandeered photographers from our local Central Okanagan Photographic Society to capture all our kids, pilots, volunteers and things with wings, and we were not disappointed. We made all the photos available to the parents who had flying kids via a drop box so they could download a record of this memorable occasion in their child's life.

We try to cater as much for the non-flying kids as the flying ones, and this approach has worked extremely well. We had four sectors of our local emergency services come and hang out for the day with appropriate sirens and flashing lights, high pressure water cannons and big red and green machines with lots of shiny chrome and polished paintwork, together with their crews in full gear. Two RCMP cruisers, a large new firetruck from a volunteer unit, a B.C. Ambulance Services ambulance and an RCMP turboprop Kodiak made up this formidable contingent. Our YLW \$3.5 million airport fire emergency unit topped it all off.

We used 14 aircraft flown by 18

pilots to fly the kids, and we had over 450 people pass through the gates.

We were able to get all permissions from YLW and Nav Canada to have a camera drone capture the action. A video is in the pipeline as this goes to press.

Our very own locally constructed kiddies' barrel C4K Squadron, consisting of five custom built units with 3-bladed, pilot-operated turning props on 6-cylinder radial engines kept the two- to seven-year-old contingent totally occupied and wonderfully excited while their older siblings were hoisted aloft.

Fortis, a local utility provider, donated a very large and manned bucket lift truck from which photographers took great aerial shots of the ramp activities. Fortis is all over coming back next year. A static display of two helicopters and a good number of fixed-wing aircraft all stood alongside a 75-foot wingspan Stemme motor glider on Apron 3.

Our YLW COPA for Kids event has galvanized some serious traction within our community over the past decades, and there is real anticipation for it to grow even more. We will continue to add new features to this event, all with the objective of enhancing Canadians of all ages to enjoy their freedom to fly over this amazing country of ours. 🇨🇦

FLOAT FLY-IN

ON THE WATER IN MANITOBA



Warm temperatures and an endless Manitoba sky greeted participants in COPA Flight 103's (Lac du Bonnet) annual floatplane fly-in.

A total of 28 people attended the popular event, arriving in more than a dozen aircraft.

After tying up on the sandy beach, they enjoyed a lunch and afternoon of socializing at the beautiful spot.

George Lake in a corner of Whiteshell Provincial Park, about 160 km. northeast of Winnipeg.

It's a popular tourist area with plenty of resorts and camps catering to outdoors enthusiasts.

Lac Du Bonnet is the main population centre in the area. 🇨🇦

AEROBATICS INCUBATOR

YOUNG PILOTS JOINING RANKS IN ALBERTA



Perhaps inspired by the example of air race pilot Scott Holmes, young pilots in Alberta are developing their aerobatics skills.

The aerobatic community in Alberta is alive and well," Holmes told COPA Flight. "I count 5 pilots in their 20s or early 30s that are aerobatic aircraft owners."

Holmes races his little Cassutt home-built in the Formula One class at the National Championship Air Races in Reno every September and was also at the inaugural race of a new series in Thailand.

He said Formula One racing is one of the most accessible ways of

developing aerobatic skills and there is a growing movement of organized aerobatic activity in Canada.

Holmes has trained with aerobatic champion Luke Penner in Manitoba, who won a major U.S. aerobatics competition in 2016 and is advancing in classes for future competitions.

Holmes said aerobatic training is valuable to all pilots because it teaches recovery from a wide range of unusual attitudes and emergency situations. Holmes has been actively recruiting new pilots to the sport. 🇨🇦

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C-47/DC-3 OPEN HOUSE

ST-HUBERT'S H-18 FBO -HOUSES RESTORATION PROJECT

BY JEAN-PIERRE BONIN



Both the online Avialogs digital library (avialogs.com) and the C-47/DC-3 restoration project are housed in St-Hubert's H-18 FBO. FIFI's visit was a great occasion to open the DC-3 to the public. C-FDTD had been decaying for years in YHU but Benoît de Mulder and a few volunteers are now at work rejuvenating it.

An historic plane it is. It flew as RAF FZ668 on June 5, 1944 to drop troops behind enemy lines on the eve of D-Day. It participated in operational missions (e.g. Market Garden) and many humanitarian flights in the months that followed. As Canadair brought back some C-47s and converted them to civilian DC-3s, it flew as CF-TER for

▲ A former Department of Transport DC-3 got a little sun on its wings for a static display at St-Hubert Airport.

Trans-Canada Airlines and finally as C-FDTD for the Government of Canada's Department of Transport before retiring in the late 1980s. More than 500 aviation fans were welcomed to visit and learn about this historic Canadian airplane.

Avialogs (a non-profit organization) welcomes volunteers and sponsors in order to continue their dedicated work of digitizing historic aviation documents and the restoration of this historic DC-3 to airworthy condition. 🛩️

LE PUBLIC INVITÉ À VOIR UN AVION HISTORIQUE À SAINT-HUBERT, LE DC-3 D'AVIALOGS

Un avion historique est actuellement en cours de restauration à Saint-Hubert (YHU). Avialogs, un OBNL, y travaille sur un projet d'envergure : ramener le DC-3 qui se dégradait sur les lieux de l'aéroport depuis plusieurs années à l'état de vol. La bibliothèque d'Avialogs et le DC-3 sont actuellement abrités chez Services YHU H-18 (FBO).

Cet appareil, un C-47 de la RAF, à l'origine immatriculé FZ668, a participé aux opérations pré-débarquement du Jour-J et aussi à des opérations telles que Market Garden et de nombreux vols humanitaires pendant les mois qui suivirent. Transformé par Canadair en DC-3 pour Trans-Canada Airlines, il finit sa carrière pour le Ministère du Transport du Canada. Plus de 500 amateurs d'aviation ont pu visiter et se renseigner sur cet appareil historique.

Avialogs est actuellement à la recherche de bénévoles et de commanditaires pour mener à bien sa mission d'archivage de documents historiques et de restauration de son DC-3. 🛩️

FIFI-MANIA IN MONTREAL

COMMEMORATIVE AIR FORCES'S B-29 SUPERFORTRESS ARRIVES

BY JEAN-PIERRE BONIN AND PHILIPPE COLIN | PHOTOS BY PHILIPPE COLIN



The Commemorative Air Force's B-29 Superfortress "FiFi" is presently making its first ever Canadian tour and chose Montreal/St-Hubert (YHU) as its first stop. Thanks to the efforts of Annemarie Mercedes Heikenwälder at FBO H-18, close to 4,000 visitors had the opportunity to get a close look inside and out at this World War II-era bomber. (We'll bet that rare are the Quebec-based pilots who won't have heard of this fairly new yet award-winning FBO after FiFi's visit.)

During its week-long stay in St-Hubert, seats were available on four scheduled flights that took place over the Montreal area. Due to popular demand,

two additional flights were added. With this first stop in Quebec being such a success, no doubt the organizers from the Texas-based Commemorative Air Force will want to repeat this experience with a different aircraft.

This event attracted the "who's who" of aviation photographers in the Montreal area, but St-Hubert-based photographer Philippe Colin was outstanding in his dedication to documenting this event all through the week. Colin even accompanied FiFi during its transition to Gatineau for its second Quebec stop of the tour. The aircraft spent August in Ontario before it was scheduled to return to Texas in early September. 📷

FIFI À MONTRÉAL

LE B-29 DE LA CAF FAIT UN TABAC À YHU

FiFi, le B-29 Superfortress de la Commemorative Air Force a entamé sa première tournée au Canada en atterrissant à l'aéroport de Saint-Hubert/Montréal. Avec près de 4 000 visiteurs et six vols au lieu des quatre initialement prévus, sa venue chez Services CYHU H-18 (FBO) est loin d'être passée inaperçue. Mille mercis à Annemarie Mercedes Heikenwälder de H-18 pour son travail acharné rendant cet événement possible.

Tout le gratin de photographes d'aviation du Grand Montréal était sur place pendant la semaine mais c'est à Philippe Colin que nous cédon la place pour vous présenter ses photos d'exception, résultat d'une présence assidue chez Services CYHU H-18 où il a documenté non seulement la présence de FiFi à Saint-Hubert, mais aussi son vol de convoyage vers Gatineau. 📷

AIRPORT INFRASTRUCTURE IMPROVEMENTS

ATLANTIC AIRPORTS GET MAJOR FEDERAL FUNDING

Atlantic Canada airports are the big winners in a new federal arrangement that will allow smaller airports to tap into infrastructure funding.

Three Maritimes airports are getting a total of \$23.1 million from the National Trade Corridors Fund for runway, taxiway and safety area improvements and a fourth is getting money from the New Building Canada Fund for terminal expansion.

The tweaking of funding programs was the result of smaller airports falling behind in necessary improvements since the federal government privatized them 20 years ago. The smaller airports in the National Airports System couldn't keep up with the upgrades they need because of their smaller revenue bases and the changes have addressed that.

"Canada's airports' model has allowed airports to invest in their facilities, improve services for travellers and ensure capacity for the tremendous growth in air traffic we have seen over the past 25 years," Atlantic Canada Airports Association (ACAA) President Reg Wright, who is also the president and chief executive officer of the Gander International Airport said in a news release. "Infrastructure funding reform has been an ACAA priority for several years. Allowing airports to participate in federal funding programs makes sense, we are integral to Canada's transportation system and drive economic development in our communities."

Gander Airport is getting \$5 million to repave a runway, taxiways and ramps. Saint John Airport is getting \$10 million for runway, taxiway and



ramp rehabilitation along with the construction of runway end safety areas. Charlottetown got \$8.1 million to rebuild the main runway and associated taxiways and Fredericton Airport received \$9 million for the terminal expansion.

Money has also been found for improvements at Sault Ste Marie, Red Deer, Kingston and London.

The ACAA represents 13 airports in Newfoundland and Labrador, Nova Scotia, New Brunswick and Prince Edward Island. The region's airports nearly 8 million passengers and approximately 60,000 metric tons of cargo annually and account for over 46,000 jobs in the region. Atlantic Canada's airports are significant economic generators with passenger and cargo traffic generating over \$4.4

billion annually into the Atlantic Canada economy.

The funding announcements are part of a larger effort to get all of Canada's airports in good shape to deal with rapidly expanding passenger traffic.

"Small airports across the country are integral to tourism and trade in the communities they serve," said Sam Samaddar, chair of the Canadian Airports Council (CAC) and airport director of the Kelowna International Airport. "They connect Canada's smaller communities to larger centres, as economic enablers contributing to job creation and regional development. But many have faced greater challenges in funding capital needs while keeping costs for travellers low." 🌱

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REPEATING AIRMAIL HISTORY

AMERICAN KATHERINE STINSON WAS A CANADIAN PIONEER
BY JOHN CHALMERS

On July 9, 1918, American-born aviatrix Katherine Stinson flew a mailbag containing 259 letters from Calgary to Edmonton in western Canada's first airmail delivery. Stinson could never have known that decades later an exact replica of her unique aircraft, the Curtiss Special, would be built at the Alberta Aviation Museum in Edmonton. Nor could she have known that her historic flight would be re-enacted not once, but twice.

Katherine Stinson was the fourth woman in the United States to earn a pilot's licence. While performing demonstration flights at the Calgary Industrial Exhibition in 1918, opportunity arose to fly mail to Edmonton. The aircraft used for the flight was one-of-a-kind, built for her in 1917 by the Curtiss Aeroplane & Motor Company of Buffalo, New York. Eighty-eight years later, on July 9, 2006, that historic flight was re-enacted, and the replica Curtiss Special was rolled out at the Alberta Aviation Museum. The re-enactment flight and the rollout of the aircraft were projects of the Alberta Aviation Museum and the Western Chapter of the Canadian Aerophilatelic Society (CAS).

THE FIRST RE-ENACTMENT

The 2006 re-enactment was done with a Cessna 172 flying from Edmonton to Calgary to pick up 259 specially stamped letters, or "covers," in a vintage mailbag. The pilot was Audrey Kahovec, then a flying instructor with the Edmonton Flying Club. She returned with the mail to Edmonton's City Centre Airport (YXD), the location of the Alberta Aviation Museum, housed in a 1941 hangar of the wartime British Commonwealth Air Training Plan, and now an officially designated historic site. In 2013 the airport was closed by Edmonton's city council and land that was once a busy airport is now under redevelopment.

FLYING CAREER ENDED TOO SOON

From early July to the beginning of August, 1918, Katherine Stinson flew at Calgary, Edmonton, Red Deer, Camrose, Lethbridge and Medicine Hat. After arriving in Edmonton, she drove one of the race cars appearing at the Exhibition track and set a Canadian women's record for the mile at one minute and 15 seconds.

1918 was a busy summer for Katherine Stinson in Canada. She flew at many fairs and exhibitions in the prairie provinces with her custom-built biplane. In addition to the six Alberta locations in the summer of 1918, Stinson flew at Saskatoon, Moose Jaw, Regina, Brandon and Peterborough. Wherever she flew, she was front-page news in local daily and weekly newspapers, along with stories about World War One.

Sadly, her flying days would soon be over. Eager to fly in the war, she was not allowed to do so. Instead, she drove an ambulance for the Red Cross in France. While there, in November 1918 she contracted influenza, which developed into tuberculosis. After returning to the United States, she spent six years recovering in a sanitarium in Santa Fe, New Mexico, and never flew again as a pilot.

Katherine was born on February 14, 1891 in Fort Payne, Alabama and died on July 8, 1977 at the age of 86, after a long career as an architect. She and her husband Miguel Otero, whom she married in 1927, are buried in the National Cemetery at Santa Fe, New Mexico. While both Katherine and her unique aircraft were American, they both hold a special place in the aviation history of Canada. Her flight to Edmonton of July 9, 1918 was more than just an airmail flight. It was also the first non-stop cross-country flight between two major western Canadian centres.

The contribution of Katherine Stinson to Canadian heritage remains in more than just historical accounts of flying. The Curtiss Special on permanent display at the Alberta Aviation Museum is a reminder of an aviation pioneer and heroine who helped establish the place of women in aviation.



The original 1918 flight was not without incident. Shortly after takeoff, fuel problems necessitated a forced landing on a farmland now incorporated at the north end of the Calgary International Airport (YYC). A technician was brought from Calgary and, after having the Curtiss Special serviced, Katherine Stinson flew back to Calgary over her starting point at the Crescent Heights area, then continued non-stop to Edmonton. Following the CPR tracks, she landed some two hours later at the infield of the racetrack at the Edmonton exhibition grounds, just after 8:00 p.m. to a cheering crowd.

The next day, the Edmonton Journal reported that, "Flying as true as an arrow, the bird-like figure hove into sight from the south, and it was only a few minutes before the whirling of the propeller could be easily heard. Flying at a great height Miss Stinson gracefully circled the grounds, coming down by easy stages until in a favourable position to land against the wind."

At the July 9, 2006 rollout of the Curtiss Special, featured speaker for

the large crowd in attendance was Edmonton historian Tony Cashman, who had completed a full tour of duty with the RCAF as a navigator on Halifax bombers. At the time, he stated, "If Calgary airport expands its property any more on the north side to include the farmland where Katherine made her forced landing, we can then claim that Katherine Stinson made the first landing at the Calgary International Airport" His prediction appears to have come true.

THE SECOND RE-ENACTMENT

On July 9, 2018, exactly 100 years after Katherine Stinson's historic flight in Alberta, a second re-enactment occurred. Organized by Gordon Mallett of the Canadian Aerophilatelic Society, and using the same mailbag as in 2006, 259 specially-stamped covers were again flown from Calgary to Edmonton. Included in each envelope was information about the event and a copy of a letter from Calgary mayor Naheed Nenshi to Edmonton mayor Don Iveson. In 1918, one of the letters



flown was from the acting mayor of Calgary, Frank R. Freeze, to Edmonton mayor Harry M.E. Evans.

Included in the mailbag was a letter in its original envelope, mailed in 1918 from Henry Waterhouse in Calgary to his wife, Arabella, who was visiting a relative in Edmonton at the time. Aerophilatelist and project organizer Gordon Mallett had acquired the letter from the writer's grandson Michael Waterhouse in Texas, promising it would make the flight a second time.

Just as in 1918, a woman was at the controls of the flight. Two women, in fact. This time the mail was in the cockpit of a Bombardier Q400 flown by WestJet Encore, with two women captains of the airline piloting the aircraft, Athenia Jansen and Janna Becker-Kettner. With full cooperation from WestJet and the Calgary International Airport, the commemorative event began at the airport's departure area with a presentation about the significance of the flight. Again, as in 1918 and 2006, the mail was flown on



a perfect day for flying.

Each WestJet passenger and all crew members received one of the 259 special covers prepared for the event. The remaining covers were all specifically addressed and bore a special stamp created by Canada Post. Upon arrival in Edmonton, along with additional letters in the mailbag from the Calgary Philatelic Society, they were taken to Canada Post for distribution.

▲ Athenia Jansen and Janna Becker-Kettner flew the mail flight re-enactment.

All except one, that is — the personal letter from Calgary's mayor was hand delivered to Edmonton's mayor. 📬

John Chalmers is Historian for Canada's Aviation Hall of Fame and Membership Secretary of the Canadian Aviation Historical Society.

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AVIATION CAREERS

THE AVIATION SECTOR IS LOOKING BRIGHT

“GREAT THINGS HAPPEN HERE”

BY: LIEUTENANT DARIUS SOO LUM,
CANADIAN ARMED FORCES PUBLIC AFFAIRS



The motto of Canadore College, “Great Things Happen Here” is certainly no exaggeration. One of those “Great Things” is the dynamic aviation training for 130 Air Cadets from across Canada that occurs every summer. One of these exceptional youth is seventeen year-old Michael Jacobs from Olds, Alberta.

The Advanced Aviation Technology Courses (AATC) exist as a partnership between the Department of National Defence (DND) and Canadore College. The two courses, Airport Operations and Aircraft Maintenance, are 6-week long national courses in which Air Cadets partake in from across Canada. Through a long selection process, the cadets selected are amongst the most passionate for the aviation sector. With the help of Canadore College, DND is training the next generation of the aviation sector here in North Bay, Ontario.

▲ Air Cadet Michael Jacobs at Canadore College's Aviation Campus during the Airport Operations Course July 17, 2018.

Cadet Jacobs may be young, but he has ambitious goals. He has been a cadet with 185 Olds Royal Canadian Air Cadet Squadron (RCACS) for four years, having joined out of curiosity for what his friends were up to once a week on cadet training nights. “I really like Air Cadets. It was one of the best decisions I ever made,” Jacobs says with a smile. Since joining, he had a multitude of unique experiences that a teenager could not find anywhere else. Now he pursued the Airport Operations Course at AATC Canadore with the hopes of pursuing Air Traffic Control as a future career in the Canadian Armed Forces (CAF).

“I've always had a passion for aviation, because my dad was a

pilot” said Jacobs. “Cadets directly influenced all my career and education decision actually, and so far the Airport Operations course is helping me learn aviation on the ground and that really is my specific interest and passion.”

To be one of the 130 selected out of close to 1000 applicants is a great achievement. One can only imagine how elated Michael Jacobs was when he received his acceptance to the course. It took months of preparation in order for Jacobs to be at AATC; he studied for the merit review board by reading and learning as much about airport operations as possible. “I had to know the course before taking the course essentially,” he said. The competition certainly was tough, but Jacobs’ determination turned adver-

CADET JACOBS MAY BE YOUNG, BUT HE HAS AMBITIOUS GOALS

sity into a challenge by choice that he clearly overcame.

Since 2008, Canadore College has hosted AATC. The Airport Operations course is excellent for the future Air Traffic Controller like cadet Jacobs. Since beginning this course, Jacobs has touched on all aspects of airport operations from air traffic flow, meteorology, to airport security. He even got the chance to taxi, marshal, and refuel aircraft as part of ground handling training.

The future looks bright for the aviation sector with youth like Jacobs soon to join the industry. However, the memories and unique experiences that he received as a Cadet will never fail him no matter what future he chooses. Nevertheless, through the Air Cadet Program and Canadore College, bright and passionate youth are being empowered to pursue their aviation dreams. 🛩️

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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's 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.

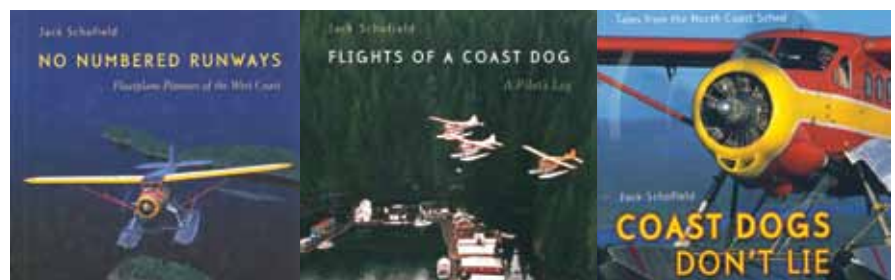
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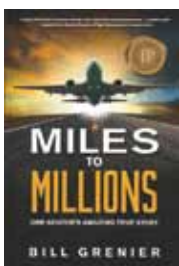
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1979 Archer II, 18484TT, 2278SM, Commercial Training Aircraft!	\$40,000 CAD	Decathlon8KCAB, CallForPictures/Details!	\$50,000 USD
1979 C30A, 5318TT, 123.3 RAM VII/Hartzell Simitar Plus! Avionics Upgraded!	\$349,900 USD	1956 Apache, 3568TT, 283/6975SM, Props OH in 2015!	\$38,900 USD

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1973 AEROSTAR 600, TTSN 5180, LE-564, RE-1092, SPOH 105 (2016), Garmin GNS530/430, GMA347, GDL69A, Insight strikefinder, Insight graphic engine monitor, Monroy ATD-300 traffic watch, XM weather, HSI, ADF, engine heaters, passenger DVD player, over 200 knot cruise, NDH, always hangered, May 2018 annual, \$110,000 CDN, 416.254.3581
(2798.16550)



ANDREASSON BA-4B HAWK 0235-L2C 118 HP, "O" SMOH. Dual "P" Mags. Prop "o" time SOH. EZ-PILOT Single axis AUTOPILOT, Slaved to Garmin 296 GPS. Mode "C" Full Electrics, Flaperons, Cabin Heat, Electric Pitch Trim, Strobes, 14.5 US gal. Tank. Ready to fly off 25 HRS. Located Calgary, Alberta. PRICE 23,500 OBO. E-Mail george7@hughes.net for complete specs. (2674.17092)



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



CUBY HOMEBUILT 1983, 0-200, metal prop 72-42, under carriage PA-18, Two 12 gal. U.S. wing tanks and one 2 gal., large luggage compartment, wing droop tips. \$25,000 vaillantmimi@hotmail.com (Quebec) (3037.17097)



1974 WARRIOR PA28-151 C-GUBX, TTSN 2923, TSO 710, last Annual Inspection: Nov. 2017, A/C located at YKF in very good condition, well maintained and all applicable AD's complied with. **New Price \$55,000 CDN**. For detailed information/pictures please contact Mirek Stehlik (owner) at (519)743-4882 or m.stehlik@sentex.ca (3196.17088)



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1949 BELLANCA 14-13-3X TTSN 1916, SMOH 121. 165 Franklin, Sensenich W74RR-60. Rebuild/restoration completed 2010. Becker COMM & XPDR, Mode C. Excellent condition, Wing and fuselage covers. Owner Maintenance. \$29,900. hmart1@mymts.net (3323.17102)



AERONCA 7AC CHAMP PROJECT 65 H.P., Airframe 3041, prop O.H. 2014, Eng 953 since overhaul, most of the hard work is done. 705-528-7358 scobie@encode.com (3289.17136)



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 xprd, 406 ELT, shoulder harness., \$65,000. Call 514-770-0338 (3264.16817)



1976 MOONEY M20C, 5750TTSN, 780SMOH, 150SPOH, KX170B, MAC1700Digital, KN64 DME, Garmin GX55 GPS, Intercom, JPI800 Engine Monitor, \$64,750, Consider vehicle, RV, boat, on trade. Yorkton, Sk. email paul.smo@sasktel.net, 306-641-5464 (3262.17072)



1973 AZTEC "E" TTSN 4802, Props due 2026. Deiced, 6 pl O2, LRF 192 gal, IFR GTN750, Alt V AP/FD, HSI, KX175B, ADF, WX 1000+, RMI, DME, GEM. Leather. \$139,000CDN 905-945-0802 matessier@cogeco.ca (2949.16991)



1979 PIPER PA-38 TOMAHAWK Contact owner in Sechelt BC for details wzatylny@telus.net (3321.17060)



2005 FLIGHT DESIGN CTSW Well equipped, low time, high performance AULA, 10/10. TTSN 250 hrs on Rotax 912ULS. Dynon EFIS D10A, Avmap GPS, Garmin radio/intercom/transponder, ballistic chute, Neuform adjustable prop, leather interior. Hangered CYRP Ontario, \$79,500. Ph 613-832-4696 or e-mail taduxbury@gmail.com (2473.17057)



1990 RAF 2000 GYROPLANE, Subaru EA82, Warp Drive Ivoprop 1.4 HRS TTAf \$5,500 CAD Contact: Kyle Cameron kgc.nomadair@gmail.com or (867) 334-3365 (3057.17052)

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1979 CESSNA TR182 1400hrs on new 235hp Lycoming engine. Hangered, TT3356, last annual April 2017, special option package. \$110,000. Phone 306-291-1800 or email rollyh@rddry.ca (3440.17124)



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1975 PA-28-151 180 HP 0-360 conversion Hartzel 2 blade CS prop. NDH. Always hangered. 3215TTSN, 1535SMOH. Ann. Oct 5 '17. Oil pan engine heater, Insight G3 engine monitor, PS Eng. PMA 2000BT audio panel with Bluetooth, TKM MX170C NavCom. Asking \$64,000. For more details see canadianplanetrade.ca Email: georgiopanici@gmail.com or Call: 905-941-3825 (3311.17045)



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1946 PIPER CUB W/ PA-11 STCs 5450 TT, 550 SMOH, O-200 100hp, EDO 1400 floats, hydraulic Federal 1500 wheelskis, electric starter, mode C, excellent condition int/ext, April 2018 annual, fun stick & rudder. \$63,000. 647-455-5217 (3108.17067)



1947 C-140, 5167 TT, TSO 946, TSTOH 16, cyl 78/79/78/79, new prop, mogas STC, C150 exhaust, 800 and 600 tires, good fabric, heater/covers incl, fed 1500 skis neg, based at CJL5 (MB), \$23000 OBO dahlworld@yahoo.ca (3308.17108)



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1975 CESSNA 172M 1975 Cessna 172M (C-GUIM) For Sale Serial #17264665 Engine Lycoming: O- 320 E2D (150 HP) Total Air Time: 6941:35, Total Engine Time: 1289:10 Long-range fuel tanks, Annual Inspection: July 12, 2017, Some spare parts included. Call 506-843-6161 or email waynesheilholt@gmail.com (3324.17083)



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120 - MOONEY



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135 - PIPER

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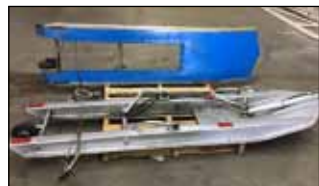
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- | | |
|--|---|
| ACair condition | MBSee 3LMB |
| A/Caircraft | MKMark (model of equipment) |
| ADAirworthiness Directive | MPHmiles per hour |
| ADFautomatic direction finder | NAVnavigation |
| A&Eairframe & engine | NAV/COMnavigation/communications |
| alc.alcohol (as in alc. prop) | NDBnon-directional beacon |
| APauto(matic) pilot | NDHno damage history |
| ATSautomatic throttle system | OAToutside air temperature |
| ASIairspeed indicator | OBOor best offer |
| 360CH360 channel radio | O/Oxyoxygen |
| 720CH720 channel radio | P&WPratt & Whitney (engine) |
| CGcentre of gravity | RMIradio magnetic indicator |
| CHTcylinder head temperature | RNAVarea navigation |
| Comm/comcommunications | SCTOHsince chrome top overhaul |
| ContContinental (engine) | SCMOHsince chrome major overhaul |
| CSconstant speed propeller | SFREMAM/
SFRMsince factory remanufacture |
| DGdirectional gyro | SMOHsince major overhaul |
| DMEdistance measuring equipment | SPOHsince prop overhaul |
| EGTexhaust gas temperature | STCsupplemental type certificate |
| ELTemergency locator transmitter | STOHsince top overhaul |
| Enc Altencoding altimeter | STOLshort take off & landing |
| FBOfixed base operation | T&Bturn & bank |
| FDflight director | TBIturn & bank indicator |
| FREMAN,
FREMfactory remanufacture | TBOtime between overhauls |
| GEMgraphic engine monitoring | TTtotal time |
| GPHgallons per hour | TTAE or
TTEtotal time aircraft engine |
| GRglide ratio | TTAF or
TTAtotal time aircraft frame |
| GSGlide slope | TTSNtotal time since new |
| HPhorsepower | VFRvisual flight rules |
| HSIhorizontal situation indicator | VHFvery high frequency |
| IFRinstrument flight rules | VORvery high frequency
Omni-Range
xpdrtransponder |
| ILSinstrument landing system | |
| 3LMB/MB3 light marker beacon | |
| LOClocalizer | |
| LRFlong range fuel (capacity) | |
| LycLycoming (engine) | |

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