

COPA Flight

The Journal of the
Canadian Owners and
Pilots Association

OCTOBER 2018

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(P.50)

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ON THE COVER: Kyle Fowler's Long Ez cuts a unique swath across the sky and is a big part of the young air show performer's success. *Photo by Jeremy Cartledge, Canadian International Airshow.*



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FEATURE

42 SOMETHING DIFFERENT

There's a lot of talent and money invested in air show acts and Kyle Fowler knew he'd have to stand out from the crowd to succeed as a performer. With his bright yellow Long Ez and a winning attitude, he's quickly risen to the top ranks of air show acts and the future is looking promising.



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TAKING THE PULSE OF THE FLIGHTS

REACHING OUT TO HEAR FROM THE MEMBERS

COPA FLIGHTS

As you will read in this month's Chairman's Perch, the success of our organization and for us to fulfil our mission relies on a cohesive alignment of all of our parts. COPA Flights (called "Clubs COPA" in Quebec) have been around for almost as long as the association. Our COPA Flight #1 of Guelph, Ontario was founded in 1964 and since then we have grown to close to two hundred Flights across the country. Our Flights are a significant asset of our association. Though some are extremely active and vibrant in their community, others are just on the brink of closing and barely have any activities. As I mentioned many times before, our Flights are the conduit to our members and the communication tool to lead the way, spread the word and make us stronger across the country. This is where you get your voices heard, this is where COPA members have their say, this is where everyone is on equal footing. I and/or Carter are again going out this year to do Flight consultations to get the pulse and hear how we can make our association better and make better use of our local foundations, our Flights.

406 ELTS

While we are awaiting new regulations, why not review your installation and, by the way, turn it on! Many studies have come out about the drastically poor record of 406MHz ELTs. We sort of take that for granted, after all that we have seen over the years and

as a push-back campaign from many organizations and even us, COPA. We also know that TCCA has been looking at mandating these ELTs for the last few years, but nothing has come out yet in the regulations and, if so, it should be a few years before we need to comply. And there will be a race between newer technologies (ADS-B/solid-state g-switches/transponders) and these antiquated mechanical g-switch gizmos. In the meantime, we know that, like me, about 50 percent of our members have now equipped themselves with these new 406 MHz ELTs 'just in case'. This is for you.

A long-time COPA member and friend of mine who is an avionics specialist and purist in all he does, has often tried to shed light on the fact that these 406 ELTs may not be so bad, that their poor record is mainly caused by human factors. They are just not properly installed by unknowledgeable individuals or not even turned on. In fact, when I got mine installed, I compared the installation diagram with what I saw on my plane and I had a hard time matching the two. Take a look at your ELT and the way it's installed and, if you have any doubts, ask your AME how it corresponds to the TSO installation; your survival may depend on it. If you have read the TSB report about the mid-air in St-Hubert near Montreal, both ELTs were actually in the OFF position! So, go ahead and take a good look at your installation, make sure it is on and test it via email as you should. 🛩️

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EN PRENANT LE POULS DES CLUBS

NOUS ÉCOUTONS LES COMMENTAIRES DES MEMBRES

CLUBS COPA

Comme vous pourrez le lire dans le numéro de ce mois-ci, le succès de notre organisation et de notre mission repose sur un alignement cohérent de toutes nos composantes. Les Clubs COPA (appelés « COPA Flights » ailleurs au Canada) existent depuis presque aussi longtemps que l'association. Notre Club COPA no 1 de Guelph en Ontario a été fondé en 1964 et depuis, nous comptons sur près de deux cents Clubs partout au pays. Nos Clubs sont un atout important de notre association. Bien que certains soient extrêmement actifs et dynamiques dans leur communauté, d'autres sont presque sur le point de fermer et peinent à attirer des membres. Comme je l'ai mentionné à maintes reprises, nos Clubs se veulent le canal de communication avec nos membres, l'outil pour les informer, partager nos messages et nous aider à grandir partout au pays. C'est dans les Clubs que votre voix doit se faire entendre, c'est là que tous les membres de COPA sont sur un pied d'égalité. Carter Mann et / ou moi-même allons encore une fois cette année faire des consultations auprès des Clubs pour prendre le pouls de notre association, voir comment nous pouvons l'améliorer et mieux utiliser nos fondations locales.

406 ELT

Pendant que nous attendons une nouvelle réglementation, pourquoi ne pas examiner votre installation et euh... allumez-le donc ! De nombreuses études ont mis en évidence le dossier de cancre des ELT 406MHz. Nous prenons ce statut pour acquis

après tout ce que nous avons vu au fil des ans et même suite aux pressions d'organisations comme la nôtre (COPA). Nous savons également que TCAC envisage de rendre ces ELT obligatoires depuis quelques années, mais rien n'est encore sorti dans les règlements et, si jamais c'est le cas, il faudrait encore quelques années avant de s'y conformer. Il y a aussi une course entre les nouvelles technologies (ADS-B / g-switches / transpondeurs à semi-conducteurs) et ces gadgets mécaniques désuets que nous possédons. En attendant, nous constatons qu'environ 50 pourcent de nos membres (j'en suis un) se sont équipés de ces nouveaux ELT 406 MHz « juste au cas où ». Ceci est pour vous.

Un membre COPA de longue date et un ami, spécialiste en avioniques et puriste dans tout ce qu'il fait, a souvent tenté de m'éclairer sur le fait que ces 406 ELT ne sont peut-être pas si mauvais. Ils ne seraient simplement pas adéquatement installés par des gens mal informés. En effet pour le mien, j'ai comparé le schéma d'installation à ce que j'ai vu sur mon avion et j'ai eu du mal à voir un lien. Jetez un coup d'œil à votre ELT et à la manière dont il est installé et demandez à votre mécano s'il correspond bien à l'installation recommandée et n'hésitez surtout pas, votre survie peut en dépendre. Si vous avez lu le rapport du BST sur la collision en plein vol à St-Hubert près de Montréal, les deux ELT étaient en position OFF ! De grâce, assurez-vous que votre ELT est en marche et faites un test via un courriel comme il se doit. ✈️



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MAKING COPA BETTER NEW STRATEGIC PLANNING UNDERWAY

As you read this column, COPA's 15 directors and six staff members will have just completed a Strategic Governance Retreat in Ottawa. We arranged this gathering for the entire weekend of Sept 21-23 to talk about the future of COPA. Why?

You may recall me writing last month that I see my first task is ensuring all four component parts of COPA (members, Fights, board and staff) are aligned and pulling in the same direction. Obviously, this must start with the COPA board and staff. We have six new directors, and four of our staff (all except Bernard Gervais and finance manager Tanya Storing) have been with us less than two years. In any organization, it's key that all moving parts understand each other and the roles all need to play.

So — Job 1 for the weekend has been to get to know each other and understand how we'll best work together for the good of COPA members. That's the governance part of the retreat. Once we worked through that on the Saturday, we moved on to the next important part of our discussions — the strategy part.

COPA embarked upon a new three-year strategic plan in 2016. This summer, we recognized that most of the low-hanging fruit identified in that document has been grasped, and the rest of it is getting a bit long in the tooth. We also recognized that, with many new players now on the scene, and a number of important issues facing us, we need to set out a new, bold three-year plan, one which will set COPA up for enhanced performance and growth into the 2020s.

It's a truism that any organization, whether a nation, corporation, society or person, never stays the same. All organisms either get better or get



*I WILL BE WORKING
HARD ALONGSIDE ALL
MY COPA COLLEAGUES
TO MAKE IT A REALITY*

worse; nothing remains static. I'm a firm believer in continually striving for improvement, because to stagnate is to perish. So we took the opportunity on our weekend retreat to challenge ourselves, and each other, to MAKE COPA BETTER. This may well become a theme song; certainly, I will be working hard alongside all my COPA colleagues to make it a reality. I believe that, by working together collaboratively, and better coordinating our considerable resources, we'll become capable of doing an even better job going forward, for our members and for GA across Canada.

We take our responsibilities seriously. We consider ourselves in the run-up phase of our job. Our next steps are to line up, apply power, accelerate, get airborne and form up with COPA staff, Flights and members. All this so we can get on with delivering the COPA Mission with flair and excellence: To Advance, Promote and Preserve the Canadian Freedom to Fly. We'll be watching our six o'clock as you join the squadron; please bring your friends. ✈️

AMÉLIORER LA COPA

NOUVELLE PLANIFICATION STRATÉGIQUE EN COURS

En lisant cette chronique, les 15 administrateurs et six membres du personnel de la COPA viennent de terminer une retraite stratégique sur la gouvernance à Ottawa. Nous avons organisé ce rassemblement pendant toute la fin de semaine du 21-23 septembre pour parler de l'avenir de la COPA. Pourquoi ?

Vous vous souviendrez peut-être que le mois dernier, je me suis rendu compte que ma première tâche consistait à faire en sorte que les quatre composantes de la COPA (membres, clubs, membres du conseil et personnel) soient alignées et tirent dans la même direction. De toute évidence, cela doit commencer par le conseil d'administration et le personnel de la COPA. Nous avons six nouveaux administrateurs et quatre de nos employés (tous sauf Bernard Gervais et la directrice des finances, Tanya Storing) sont avec nous depuis moins de deux ans. Dans toute organisation, il est essentiel que toutes les parties en mouvement se comprennent et que tous doivent jouer les rôles.

Donc, Tâche 1 pour la fin de semaine a été de faire connaissance et de comprendre comment nous allons travailler ensemble pour le bien des membres de la COPA. C'est la partie gouvernance de la retraite. Une fois que nous avons travaillé sur cela le samedi, nous sommes passés à la prochaine partie importante de nos discussions — la partie stratégie.

La COPA s'est lancée dans un nouveau plan stratégique triennal en 2016. Cet été, nous avons reconnu que la plupart des objectifs facilement atteignables dans ce document l'ont été et que le reste était devenu obsolète. Nous avons également reconnu que, avec de nombreux nouveaux acteurs sur la scène et un

certain nombre de problèmes importants auxquels notre organisation est confrontée, nous devons élaborer un nouveau plan triennal audacieux qui permettra à COPA d'améliorer ses performances et sa croissance à partir de maintenant et à la prochaine décennie.

Il est évident que toute organisation, qu'elle soit une nation, une entreprise, une société ou une personne, ne reste jamais la même. Tous les organismes s'améliorent ou empirent - rien ne reste statique. Je crois fermement qu'il faut constamment s'efforcer d'améliorer, car stagner, c'est périr. Nous avons donc profité de notre retraite de fin de semaine pour nous mettre au défi, nous-mêmes et l'un l'autre, de FAIRE UNE MEILLEURE COPA. Cela pourrait bien devenir une chanson à thème. Certainement, je travaillerai avec assiduité avec tous mes collègues de la COPA pour que cela devienne une réalité. Je crois qu'en travaillant ensemble et en coordonnant nos ressources considérables, nous pourrons faire un travail encore meilleur pour nos membres et pour l'AG à travers le Canada.

Nous prenons nos responsabilités au sérieux. Nous nous considérons dans la phase de démarrage de notre travail. Nos prochaines étapes consistent à s'aligner, à mettre pleine puissance, à accélérer, à décoller et à faire une formation de vol avec le personnel, les clubs et les membres de la COPA. Tout cela pour que nous puissions livrer la mission de la COPA avec flair et excellence : faire progresser, promouvoir et préserver la liberté canadienne de voler. Nous surveillerons nos six heures lorsque vous rejoindrez l'escadron. Si vous plaît, emmenez vos amis. ✈️



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✉ FIRST FLIGHT TRANSFORMS YOUNGSTER

I can't remember ever having judged a person as wrong as the young fellow who showed up at our annual COPA for Kids event at the South River-Sundridge airport (PE6) with his grandmother. He looked miserable. His shoulders were slumped and his head hung low. I wondered to myself why he was there.

Duties on the field soon took my mind off the young fellow but when his turn came to fly, I struck up a conversation with his grandmother. She explained that her grandson had recently move from Japan and was adjusting to life in Canada. Once again, I returned to my duties on the field. As luck would have it, I was back with his grandmother when he landed. What stepped out of that plane was not the same young man who had entered it. His head was held high, his face beaming, and was smiling from ear to ear. His grandmother told me that this was the first time she had seen her grandson smile since moving to Canada.

As an added bonus, our event, put on by the South River-Sundridge Flying Club and COPA Flight 23, had two pilots who were new to flying in the program. I noticed that their smiles were almost as broad as those on the kids they flew. What I experienced this weekend is what the program is all about. For an old fellow with a lifetime of experiences, it is rare be rewarded with such a sense of accomplishment. It gives me great pride to be a part of such a great program.

*Gary Blanchett
Director, COPA Flight 23*

✉ RE: KEEP IT SIMPLE (COPA FLIGHT, AUGUST 2018)

Mac Mazurek nails the economic brick wall looming for GA pilots. The prospect of increasingly burdensome and

very costly compliance, coupled with the widely reported growing shortage of pilots and instructors, add up to a veritable perfect storm threatening the survival of GA in Canada. And I have not seen a single, straightforward statement of justification from the regulators (TCCA), who we trust are not bent on regulating us into oblivion.

A mandated equipment installation costing even \$1,000 for a Cessna 150 worth \$20,000 or less, is hard to justify; \$8,000 is show-stopping. The Canadian GA accident rate is miniscule by any measure, exemplifying GA pilots' predominately high degree of safety consciousness.

The great majority of GA pilots, as Mazurek describes, do not deliberately fly into dangerous situations. They rarely even embark on long distance trips, and when they do, it's mostly just to go flying for fun of it (the \$100 burger typically being the objective at a local airport) and, communally, all wish to eventually be old pilots.

The people at TCCA, some of whom we imagine are GA pilots themselves, know all this full well. So why are they pursuing this regulatory course?

As written in these pages before, if one true route to safe flying is sought, it lies in raising the bar in ab initio flying training. No amount of electronic wizardry, whether installed in the cockpit, on the ground or in orbit around the planet, along with all of the associated infrastructure needed to run it, can match a well-trained pilot's ability to avoid and extricate him/herself from hazardous situations.

As is the case in any organization, the absence of clear communications between management and the rank and file will lead to speculation, which inevitably engenders rumour mongering, invariably baseless.

David Green

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.

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RESPONSIBLE AERODROME DEVELOPMENT

SECOND PHASE OF AERODROME REGULATION MODERNIZATION UNDERWAY

BY CARTER MANN, *MANAGER OF GOVERNMENT AFFAIRS*


The next phase of rule-making to modernize Canada's aerodrome regulations is about to get underway.

In early August, Transport Canada posted a Preliminary Issue and Consultation Assessment Form (PICA 2018-002) to the Canadian Aviation Regulations Advisory Council (CARAC), soliciting stakeholder comments on Phase II of the Responsible Aerodrome Development (RAD) file. COPA members might recall a concerted battle by our organization in 2013 for Phase I against unfair and inappropriate proposals for future aerodrome construction and expansion. After a lengthy advocacy campaign by COPA and others, Transport Canada modified the

proposal to a more simplified regulatory regime with very specific triggers to the public consultation process.

Phase II seeks to strengthen the guidance material and introduce a similar mechanism for developers of projects in the vicinity of aerodromes, such as cell towers and wind turbines, to consult aerodrome operators early in the planning process, before construction begins. Particularly affected by RAD 2 are owners and operators of unregistered aerodromes (not in the CFS), whose location and nature of operations are not always immediately apparent, and who do not necessarily have the protection of an Airport Zoning Regulation, or AZR. COPA will be working hard to

ensure a new process respects the right of unregistered aerodrome operators to remain unregistered, while providing developers with a mechanism to determine where these aerodromes are to facilitate the consultation process.

As the CARAC process unfolds, COPA will be consulting with our COPA Flights and other members on this topic to ensure that the community's concerns are voiced and addressed. The initial comment period for the PICA closes September 28, after which a focus group will be struck, likely in the new year. COPA members wishing to have their comments included in our submission should send them to: takeaction@copanational.org. 

AMÉNAGEMENT RESPONSABLE DES AÉRODROMES

DEUXIÈME PHASE EN COURS

La prochaine phase de réglementation visant à moderniser la réglementation concernant les aéroports au Canada est sur le point de démarrer.


Au début d'août, Transports Canada a publié une Évaluation préliminaire de la question et de la consultation (EPQC - 2018-002) auprès du Conseil consultatif sur la réglementation aérienne canadienne (CCRAC). Les membres de COPA se souviendront d'une bataille concertée que nous avons menée en 2013 à la phase I contre des propositions injustes et inappropriées pour l'aménagement ou l'expansion d'un aéroport. Après une longue campagne de sensibilisation menée par COPA et d'autres organisations, Transports Canada a proposé une réglementation plus simplifiée, comportant des

éléments déclencheurs très précis du processus de consultation publique.

La phase II vise à améliorer les documents d'orientation et à introduire un mécanisme de consultation similaire, permettant aux développeurs de projets à proximité d'aéroports tels que les tours de téléphonie cellulaire et les éoliennes, de consulter les exploitants d'aéroports au début du processus de planification. Principalement concernés sont les propriétaires et les exploitants d'aéroports non enregistrés (pas dans le CFS), dont l'emplacement et la nature des opérations ne sont pas toujours évidents et qui ne sont pas nécessairement protégés par un règlement de zonage des aéroports (AZR).

COPA voudra s'assurer qu'un nouveau processus respectera le

droit des exploitants d'aéroports non enregistrés de ne pas l'être, tout en fournissant aux développeurs externes un mécanisme pour déterminer où se trouvent ces aéroports, facilitant ainsi le processus de consultation.

Tout au long du processus du CCRAC, COPA consultera ses Clubs COPA et d'autres membres à ce sujet afin de s'assurer que nos préoccupations soient entendues. La période de commentaires initiale pour l'EPQC se termine le 28 septembre, après quoi un groupe de discussion sera probablement formé, probablement au cours de la nouvelle année. Les membres de COPA souhaitant joindre leurs commentaires à notre soumission peuvent les envoyer à : takeaction@copanational.org. 



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INCIDENTS + ACCIDENTS

PRAIRIE AND NORTHERN REGION

A report was received from Nahanni Butte, NT (CBD6) airport manager (APM) that a 3119378 Canada Inc. Cessna TU206G (C-GANE) heading to Nahanni Butte, NT (CBD6) crashed near the threshold of the runway in the trees. There were 4 passengers on board (POB), 3 people injured, and no fatalities. Emergency services were notified, and were attempting to access site. Emergency locator transmitter (ELT) signal was activated and turned off. The Joint Rescue and Coordination Centre (JRCC) Victoria was notified. No flight plan information on file, and the departure (DEP) point and intended destination (DEST) was unknown.

A Cessna U206G crashed near Little Doctor Lake, approximately 615433N 1231334W, at approximately 180817 0035Z. Three people were killed and two injured.

ONTARIO REGION

A privately registered Storm Storm 300 Special departing Runway 13 at Edenvale, ON (CNV8) clipped a bale of hay, which caused substantial damage to wing causing the aircraft to crash. The Aircraft subsequently suffered major damage to undercarriage. 2 persons on board aircraft were uninjured. Transportation Safety Board (TSB) and National Operations Centre (NOC) advised.

The Joint Rescue Coordination Centre (JRCC) Trenton advised that a privately registered amateur built Glastar overturned in Peninsula Lake. No injuries reported. The Transportation Safety Board (TSB) was advised.

PACIFIC REGION

An American corporately registered de Havilland DH89A (N683DH) from Abbotsford, BC (CYXX) to Abbotsford, BC (CYXX) departed Runway 25 from Delta intersection for a local flight to the south east and crashed shortly after rotation.

RÉGION DES PRAIRIES ET DU NORD

Rapport reçu du gestionnaire

d'aéroport (APM) de Nahanni Butte (CBD6), NT, indiquant qu'un Cessna TU206G (C-GANE), exploité par 3119378 Canada Inc., à destination de Nahanni Butte (CBD6), NT, s'est écrasé dans les arbres, près du seuil de la piste. Sur les 4 passagers à bord (POB), 3 blessés, et aucun mort. Prévenus, les services d'urgence essaient d'accéder aux lieux de l'écrasement. Le signal de la radiobalise de repérage d'urgence (ELT) s'était activé, puis s'est éteint. Centre conjoint de coordination de sauvetage (JRCC) de Victoria avisé. Aucune information concernant un plan de vol déposé, et le point de départ (DEP) et la destination prévue (DEST) ne sont pas connus.

Un Cessna U206G s'est écrasé près du lac Little Doctor, à environ 615433N 1231334W et 180817 0035Z.

RÉGION DE L'ONTARIO

Un Storm Storm 300 Special, d'immatriculation privée, qui décollait de la piste 13 à Edenvale (CNV8), ON, a accroché une balle de foin, ce qui a provoqué des dégâts importants à son aile ainsi qu'un accident. Le train d'atterrissage de l'aéronef a été très endommagé. Les deux personnes à bord ne sont pas blessés. Le Bureau de la sécurité des transports (BST) et le Centre national de l'exploitation (NOC) ont été informés.

Le centre conjoint de coordination de sauvetage (JRCC) de Trenton a indiqué qu'un Glastar, d'immatriculation privée et de construction amateur, s'était retourné dans le lac Peninsula. Personne n'a été blessé. Bureau de la sécurité des transports (BST) avisé.

RÉGION DU PACIFIQUE

Un de Havilland DH89A (N683DH), d'entreprise et de propriété américaine, d'Abbotsford (CYXX), BC, à Abbotsford (CYXX), BC, qui avait décollé de la piste 25 depuis l'intersection avec Delta pour effectuer un vol local vers le sud-est, s'est écrasé peu après le cabrage. ✈️

ENFORCEMENTS

PRAIRIE AND NORTHERN REGION

A person failed to ensure that the required maintenance details were entered in the appropriate technical record. CAR 571.03, \$1,000.

ONTARIO REGION

A person failed to operate an un-

manned air vehicle in flight in accordance with a special flight operations certificate or an air operator certificate. CAR 602.4, \$1,000.

RÉGION DES PRAIRIES ET DU NORD

Une personne a omis de s'assurer que les détails du travail de maintenance

avaient été consignés dans le dossier technique approprié. RAC 571.03, 1 000 \$.

RÉGION DE L'ONTARIO

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 \$. ✈️

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EYE IN THE SKY

SPACE-BASED ADS-B ELTS



In 2009 the international Cospas-Sarsat system abandoned monitoring of emergency beacons on 121.5 MHz in favour of 406 MHz beacons. Initiating the search and rescue (SAR) process occurs when one or many events occur, such as when a flight plan is not closed, ATC or a high flyer hears a 121.5 beacon, a 406 beacon is detected by the satellites or a Personal Locating Device (PLD) service provider contacts SAR.

In Canada, the process to manage a distress call was executed 1,032 times in 2017, saving 49 lives. A recent study conducted by the Department of National Defence's Canadian Mission Control Centre (CMCC) indicated that ELTs activate in only 38 percent of Canadian aircraft accidents where the

aircraft sustained substantial damage. In 2017, roughly seven percent of the ELT activations were real and 93 percent were false activations.

Currently there is no Canadian or American regulatory mandate for general aviation aircraft to be equipped with 406 ELTs. Nav Canada and COPA believe that ADS-B technologies will be able to augment the 406 MHz ELT environment. However, Canadian aircraft operating in foreign airspace must comply with their mandates, such as the Mexican mandate for 406 ELTs and the US ADS-B Out mandate. CARs (605.38) require that large multi-engine turbojet aircraft, engaged in an air transport service carrying passengers, must be equipped with two ELTs. Nav Canada

▲ SpaceX has launched the Iridium satellite constellation used by Aireon from Vandenberg Air Force Base in California.

is collaborating with COPA to determine the feasibility of utilizing ADS-B data being broadcast by properly equipped GA aircraft as an alternative source for SAR.

Aireon LLC is a joint venture between Nav Canada, Iridium and the air navigation providers of Ireland (IAA), Italy (ENAV), Denmark (Navair) and the UK (NATS). Aireon's mission is the delivery of satellite-based ADS-B services, which is a perfect fit for countries with sparsely populated and aging ground-based air navigation infrastructure. In early

2019, Aireon will offer a service, operated by the Irish Aviation Authority (IAA), called Aireon ALERT, for the locating and tracking of ADS-B equipped aircraft by the aircraft operator (maireonalert.com). Global-Beacon, a new product from Aireon and FlightAware, provides a solution to comply with ICAO's Global Aeronautical Distress Safety System (GADSS), which requires airlines operators, by 2021, to automatically receive position reports once per minute for an aircraft in distress (globalbeacon.aero).

To facilitate future Canadian ADS-B compliance, Canadian aircraft would require a top-mounted antenna (the same as the antenna used for TCAS) connected to a 1090ES ADS-B Out transponder. From a GA perspective, there are very few affordable ADS-B avionics manufacturers whose current technology would support a top-mounted antenna (future Canadian mandate) and a bottom mounted antenna (U.S. 2020 mandate). Currently, L3's Lynx ADS-B product line supports antenna diversity. Garmin's GTN345 ADS-B transponders currently do not support antenna diversity, however Garmin has legacy products which support diversity.

The idea of augmenting the current 121.5/406 ELT hardware utilizing ADS-B Out transmissions, big data

and advanced computer analytics to determine if an aviation distress event has occurred is an interesting concept. If an aircraft's flight characteristics are outside of normal operations, e.g. rapid deceleration, then the system could tag the flight as an emergency and push a distress alert to SAR operators. The MCCC and Joint Rescue Co-ordination Centre (JRCC) would then investigate the event using their current standard operating

THE TSB REPORTS THAT THEY HAVE FOUND AT CRASH SITES ELTs WHICH WERE NOT PROPERLY INSTALLED

procedures. This approach does not preclude flight crews from utilizing an existing ELT, personal locating beacons) or other devices (Spot, Garmin, Spidertracks).

The Transport Safety Board reports that they have found at crash sites ELTs which were not properly installed. Adding a review of the ELT's installation and an ELT test during the annual inspection would ensure that this valuable lifesaving technol-

ogy is working properly. Providing a GPS source for the ELT is a must-have option. ACR Artex has a web-based 406 ELT testing tool (406Test.com), which allows maintenance shops to test and record ACR Artex 406 ELTs.

TCCA supports the establishment of a working group to further investigate the feasibility of the concept. The study group, comprising Nav Canada, TCCA, DND and representatives from the GA community such as COPA, has a mandate to further investigate the development of this concept and to present recommendations.

An end-to-end, space-based alerting service using ADS-B Out signals has the potential to reduce the number of false positives and deliver an improved SAR service to the GA community. There are a number of technical and political obstacles to be overcome. Exemptions would be expected, such as no-electricity aircraft, foreign aircraft penetrating Canadian airspace, etc. Additional research is underway to determine the operational alignment of the technology with the current ELT system. With the airline's mandate to have dual ELTs, 121.5/406 ELTs are here to stay.

Stay tuned as Nav Canada works through their investigative process with consultation from Transport Canada. As the December 31, 2019 deadline nears, GA pilots/owners flying into the U.S. must make wise decisions. ✈️



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INSURANCE MARKET CHANGING

PREMIUMS ON THE RISE AGAIN

If you have owned an aircraft over the past decade, it is almost guaranteed that your insurance premiums have declined at least once unless you have had an accident or have recently transitioned aircraft. Perhaps they have even declined multiple times over the past 10-15 years. In the insurance industry, we call this a declining or soft market.

There are various reasons for a soft market, but primarily it is due to overcapacity (i.e. more supply than demand). When there is a lot of money being invested into the market, it drives competition and keeps prices very low. Typically, in a soft market, risk tolerance is greater and underwriting is less restrictive. While this is great for insurance buyers, it is not sustainable. After more than a decade, all indications are that 2018 is seeing the start of a change from a soft to hard market.

It comes as no surprise that, after several years of a soft market, declining premiums and relaxed underwriting, losses are starting to outpace premiums. Aviation insurers at best are falling short of desired results and, at worst, exiting the market completely and putting future capacity into question.

A colleague recently returned from a trip to Lloyd's of London in England, where the majority of airline and large aerospace programs are insured. The combined premium for airline and aerospace is somewhere from \$1.7 to \$1.8 billion (all figures in USD). Even though there has been no major accident and few fatalities, the combined losses are estimated to exceed \$2 billion just through attritional losses.

It is estimated that underwriters have paid out over \$1 billion in losses to Airbus in the last couple of years.



According to the publication *Insurance Insider*, Rolls-Royce is experiencing issues with their engine in the 787 Dreamliner, which could cost the market \$500 million. Similarly, United Technologies is experiencing issues with their PW1100G engine, used in the A320neo, which is set to cost the market \$31 million. This follows a loss of an Embraer prototype in May, rumored to have cost \$130 million.

Other large losses include Chicago airport at \$120 million, Southwest's engine failure, which broke the fuselage window and killed a female passenger, at a loss of \$50 to \$70 million. The *Insurance Insider* also noted that the rest of the aviation sector (excluding airline and manufacturers) has incurred other large losses, including a \$44 million loss of a helicopter in Mexico and a \$50 million loss after a helicopter crashed in New York's East River.

Aviation syndicates such as Hiscox, Brit, Amlin and Aspen have all pulled out of aviation because of poor performance. Closer to home, Berkley

▲ The more ratings and experience you have, the lower your rates will be.

pulled out of aviation earlier this year and Eagle Underwriting announced in August that they will no longer be writing private aircraft risks.

There have also been several consolidations: AIG purchased Validus, Axis acquired Aviabel and AXA is buying XL Catlin. While it may be too early to predict the impact this could have on capacity, it does have the industry paying much closer attention to their numbers. The aviation insurance market is fragile and nervous. Underwriters are having to report upwards on most renewals as the aviation book is distressed and coming under increased scrutiny from management. It is clear that the market is beginning to harden, and there may be more to come in the near future.

What does this mean for Canada and private aircraft owners?

The Canadian private aircraft insurance market is only a fraction of the

entire aviation market. However, it typically follows the same direction as the airline market. In the past decade, private aircraft premiums have declined, underwriting terms and conditions have been drastically relaxed, with more restrictive open pilot clauses, high liability limits and nil deductibles. As a result, insurers across the board are indicating that losses are outpacing premiums. In 2018, we are seeing most aircraft policies renewing at the same price as last year or with modest increases. However, in certain categories of aircraft and/or pilots with losses, we have witnessed pricing corrections as high as 40 percent. In addition, underwriters are looking for more experience and/or training and are less willing to quote higher liability limits or certain risks at all.

As a buyer in a hard market, what can you expect? Firstly, it is unlikely your premium will go down unless you have reduced coverage or obtained new ratings or licences. Even then, it may just get you an 'as is' renewal. Secondly, history has proven that the insurance market is cyclical. When loss performance improves, and new capacity enters the market, rates will stabilize and, in all likelihood, decrease once again.

At Magnes, our goal will be to minimize any increase. The other day I spoke with a gentleman who, despite going from a student to holding a PPL, saw his insurance go up. If your broker is working for you, this shouldn't happen. You can help yourself in a hard market by assisting us (or your broker) by being proactive with your training, providing details to us on your recurrency and speaking to us before transitioning to a new aircraft.

The market is changing. What might have been possible a couple of months ago may no longer be available at the same premium or conditions. It's not yet clear how minor or drastic the changes will be, however COPA members insured with the VIP Insurance program are at a certain advantage

during a hard market because of the buying power and advocacy of COPA. Magnes is working daily to keep the costs down and deliver value.

If you would like more information on this topic or would like a quote under the COPA VIP Insurance program, please contact the COPA team at The

Magnes Group Inc at 1-888-772-4672, or email us at vipcopa@magnesaviation.com. The Magnes Group is a proud partner of COPA and available to answer your insurance questions, offer sound advice and negotiate competitive, value-based insurance solutions. ✈️

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VFR OR SPECIAL VFR?

KNOW WHAT IT IS AND WHEN TO USE IT



We all got our Private Pilot Licence (PPL) with a limitation for Day VFR only. Many among us have maintained our licences at that level. The Day VFR limitation is often perceived as a significant drawback when it comes to enjoying flying, so the natural next step is to go on to remove that Day VFR limitation and be able to enjoy day and night flying. I suggest it might be appropriate to review a bit what VFR, Day or Night, really implies, and the risk and consequences associated to this basic privilege. TCCA defines VFR Meteorological Conditions, or VMC, in CAR 602. Like any other CAR, it makes for fascinating reading. TCCA has also published a very helpful pamphlet under their Take Five series of safety notes, available by following this link: tc.gc.ca/publications/en/TP2228/PDF/HR/TP2228E_31.pdf.

This Take Five pamphlet summarizes the minima for VFR flying relative to various airspace categories. We all re-

member that VFR is 1000 and 3, meaning clouds 1000 feet above the ground and three miles of visibility. Our instructors drilled that one in our minds back then, and all we have seen and heard since reinforces that. Very few of us launch very far when the conditions are at 1000 and 3, and probably for good reasons. A short flight over flat land and no obstacle is probably fine but if the ground rises over your course, then it is likely not advisable to proceed. I very strongly recommend readers to click on the link above then read and understand the VFR Minima note and its implications. One should even go as far as printing it and carrying it in your logbook as a handy reference. This could prove practical over the course of your VFR flying career.

What about that cross-country trip you have been anticipating for weeks and the day of departure turns out not to be so great at your airport? To add insult to injury, the en route weather is nice, sunny VFR, beginning just a few minutes from your airport. "If I were

▲ Sometimes VFR pilots need to ask for Special VFR when controlled airports become IFR.

just based there," you might ponder. "Aren't there any other alternatives?" Well maybe. You have no doubt heard of Special VFR, at least once during your ab initio training.

Special VFR (SVFR) offers the opportunity of a set of meteorological conditions that could allow a pilot to take off in less than 1000 and 3 conditions, clear the area in less than VMC and enjoy that trip in nice weather. There is one major hiccup to that great solution: it is only applicable in a control zone. In other words, you can only take advantage of this if you are departing from a controlled airport and the tower is active and where the controller knows the actual conditions at the airport. Great, so what are the minima for SVFR at this controlled airport? These minima are similar to those applicable to uncontrolled airspace, as depicted on that Take

Five pamphlet. So why the difference between a control zone and uncontrolled airspace? The stricter weather minima in a control zone provide for the "see and avoid" principle between VFR and IFR traffic. This link (tc.gc.ca/eng/civilaviation/publications/tp185-3-2012-6281.htm) provides a good explanation of the overall concept. I purposely refrain from providing any detail due to limited space and I want the reader to check and understand the information in these links.

On the other hand, consider the alternate scenario where the flight was great but the weather is gradually deteriorating at your destination. If the airport is below the famous 1000 and 3, the controller must legally inform you that the airport is IFR. This is not an immediate reason to go somewhere else where conditions might end up worse or end up

flying VFR into IMC with the often well-known potential consequences of such a situation. When the controller advises you that the airport is IFR in these circumstances, the controller will also tell you the exact conditions as they are reported. A typical transmission from the controller could sound like: "Ceiling 950 feet, visibility three miles, the airport is IFR, what are your intentions?" At this point, the controller is expecting you to request special VFR and will approve it when the conditions are commensurate with SVFR as is the case in this example. This is obviously a case where one can safely land with visual reference to the surface. Note that the controller is not allowed to offer you SVFR, but it behooves you to pay close attention to what the controller says. That controller will go to great length to tip you off to request SVFR.

Some pilots simply will not clue in, at which point the controller might ask if there is anything special that this pilot would like. Hopefully, the pilot will clue in. The problem is that we have all heard about that in initial training and promptly forgot about it, just like the merits of practicing stalls.

Read about and understand SVFR. It can be made available to pilots to facilitate departure when prevailing en route conditions are good, or to enable arrival at an airport and land legally and safely when airport conditions do not meet the typically required minima. We obviously do not recommend to routinely use this possibility under any and all circumstances, as a workaround to beat the system. We suggest that knowing and understanding the concept around these minima can be useful and can help improve safety when used wisely. 🛩️

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VFR OU SPÉCIAL VFR ?

SACHEZ CE QUE C'EST ET QUAND L'UTILISER

Nous avons tous obtenu notre PPL avec les privilèges VFR Jour. Ceci s'avère suffisant pour bon nombre de pilotes. Par contre, plusieurs d'entre nous désire élargir leurs possibilités et continuent dans leur formation avec une qualification de nuit, éliminant ainsi la limite Jour seulement. Revoyons brièvement ce que signifie VFR, Jour, Night, et les risques et conséquences qui en résultent. TCCA définit les conditions météorologiques VFR, ou VMC, dans le RAC 602, lequel, comme tout autre RAC, constitue une lecture fascinante. TCCA publie aussi, sous leur série de notes d'information et conseils sur la sécurité intitulée Un Instant !, un pamphlet très intéressant, disponible au lien tc.gc.ca/publications/fr/TP2228/PDF/HR/TP2228F_31.pdf.


Ce pamphlet particulier présente un sommaire des minimums VFR relativement aux différentes catégories d'espaces aériens. Nous savons tous que VFR est 1000 pieds et trois milles, soit les nuages sont à 1000 pieds sol et la visibilité est de trois milles. Nos instructeurs nous ont inculqué cette définition et à peu près tout ce que nous avons vu et entendu au cours de nos années de vol ont renforcé cette notion. Très peu se permettent de d'entreprendre un vol d'envergure lorsque les conditions sont à 1000pi/3 milles, et avec bonnes raisons d'ailleurs. Un court vol survolant un terrain plat et sans obstacle pourrait être acceptable mais si le terrain monte le long de votre trajet, il est probablement plus sage de demeurer au sol et profiter d'un bon café en compagnie de vos collègues pilotes. Je recommande fortement au lecteur de cliquer sur le lien ci-haut et de lire et comprendre ces minimums VFR et leurs implications. Il serait peut-être même utile d'en avoir une copie dans notre journal de bord comme référence pratique.

Mais que faire lorsque la météo ne veut pas tout à fait collaborer le jour de

votre vol voyage, déjà planifié depuis un bon bout de temps? Et qui plus est, la météo en route est superbe, commençant à quelques minutes de votre aéroport. Si seulement vous étiez basé là. N'existe-t-il pas d'autres alternatives? Peut-être. Vous avez certainement entendu l'expression Spécial VFR, au moins une fois dans votre entraînement ab initio. Le Spécial VFR (SVFR) offre l'opportunité d'un ensemble de conditions météorologiques pouvant permettre au pilote de décoller à moins de 1000 et 3, de quitter le secteur inférieur à VFR, et de profiter de la belle météo pour le voyage planifié. Il y a quand même une restriction importante : SVFR n'existe que dans une zone de contrôle. Autrement dit, vous pouvez seulement profiter de ces circonstances lorsque vous décollez d'un aéroport contrôlé, que la tour de contrôle est en opérations et le contrôleur connaît les conditions actuelles à l'aéroport. Super, et quels sont ces minimums SVFR pour un aéroport contrôlé? Ces minimums sont semblables à ceux applicables dans l'espace aérien non-contrôlé tel que décrit dans le pamphlet Un Instant ! Mais pourquoi la différence entre contrôlé et non-contrôlé? Les minimums plus serrés dans une zone de contrôle permettent de mieux satisfaire le principe de "voir et être vu" entre le trafic VFR et IFR. J'évite spécifiquement de fournir plus de détails dû à l'espace limité et je veux que le lecteur lise et comprenne l'information disponible à ces liens.

Considérons maintenant le scénario alternatif : le vol voyage était superbe mais la météo se dégrade lentement à destination. Si l'aéroport tombe en-dessous du fameux 1000 et 3, le contrôleur se doit de vous informer que l'aéroport est maintenant IFR. Ceci ne constitue tout de même pas l'obligation immédiate de changer de destination alors que les conditions pourraient y être moins bonnes, ou de vous retrou-

ver VFR dans des conditions IMC avec des conséquences potentielles déjà bien connues. Lorsque le contrôleur vous informe que l'aéroport est IFR, le contrôleur vous donnera les conditions exactes telles que rapportées. Une transmission typique pourrait être : « Plafond 950 pi, visibilité trois milles, l'aéroport est IFR, quelles sont vos intentions ? » Le contrôleur s'attend maintenant à ce que vous demandiez une autorisation Spécial VFR ou SVFR et l'autorisation sera accordée si les conditions le permettent. L'exemple cité présente évidemment une situation supportant facilement un atterrissage à vue en toute sécurité. Notez bien que le contrôleur n'est pas autorisé à offrir SVFR mais il vous appartient de bien écouter ce que le contrôleur vous dit. Ce contrôleur déploiera bien des efforts pour vous amener à demander le SVFR. Beaucoup de pilotes ne comprendront pas la situation. Le contrôleur se permettra peut-être même de vous demander s'il y a quelque chose de 'spécial' qui pourrait vous aider. Généralement, le pilote comprendra à ce point. Malheureusement, il s'agit là de quelque chose que nous avons tous entendu lors de notre formation initiale mais que nous sommes empressés d'oublier, tout comme la valeur ajoutée de pratiquer nos décrochages de temps à autre.

Tout pilote devrait lire et comprendre ce que signifie SVFR. Les pilotes peuvent en profiter pour faciliter un départ lorsque les conditions en route sont bonnes, ou pour faciliter l'arrivée à un aéroport et y atterrir légalement et sécuritairement lorsque les conditions ne rencontrent pas les minimums normalement requis. Nous ne recommandons évidemment pas d'utiliser cette méthode en toutes circonstances sans considérations sécuritaires, comme un moyen de contourner le système. Nous suggérons simplement qu'une bonne connaissance et compréhension du concept attendant à ces minimums peuvent vous aider et même améliorer la sécurité lorsqu'utilisé avec sagesse. 

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

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

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

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

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

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

BOUNDARY BAY, BC: Flight 5's monthly meetings are held every second Wed of the month, 19:30 at Delta Heritage Air Park (CAK3). No meetings in July and August. Brantford, ON: Flight 148's Monthly meetings are held on the third Wednesday of each month, at 1900 hrs, Brantford Flying Club

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

EVENTS ON THE HORIZON

OCTOBER 2018

OCTOBER 6TH, 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.

OCTOBER 13, WIARTON, ON:

Flight 68 is hosting a Flying Farmers potluck luncheon.

OCTOBER 13TH TYENDINAGA MOHAWK, ON:

Fly-In Breakfast in Support of SPWC October 13, 8am-12pm Local Please join us for breakfast at Mohawk airport. Our FNTI students will be making a spread of pancakes, eggs, sausage, and bannock! Proceeds will be donated to Sandy Pines Wildlife Conservation Mohawk Airport (CPU6) — 290 Airport Road, Tyendinaga Mohawk Territory, Ontario K0K1X0. For more information please call FNTI or email terryc@fnti.net

OCTOBER 18TH TO 20TH, OTTAWA, ON:

Canadian Warbird Operator Conference, October 18th to 20th, 2018. Infinite Conference Center in Ottawa, Ontario. Contact warbird-conference@gmail.com for more info.

OCTOBER 20TH, PEMBROKE, ON:

Pembroke & Area Airport Monthly Breakfast on Saturday October 20th from 9:30 to 12:30. 176 Len Hopkins Drive in Petawawa, 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 \$15 per person and cash only. Visit www.flycyta.ca

ON THE HORIZON



monthly meeting does change so please visit our web site www.aerobaticscanada.org for details and more information about the club, events, contest results/photos and contact information.

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

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

CHARLOTTETOWN, PEI (CYYG): COPA Flight 57/PEI Flying Assoc. Every Saturday at 0800 hrs join our members for breakfast at Razy's Roadhouse, 161 St. Peters Rd., Charlottetown. Also on the first Saturday of the summer months we have our Saturday Fly-in & Burgers from 1200 until 1400 hrs. No 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, Embun. Meetings every first Thursday of each month at 20:00 at 3984 Indian Creek Road, city of Clarence-Rockland.

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

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

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

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

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

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

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

GRAND FALLS-WINDSOR, NL: COPA Flight 195 Regular monthly meeting (excluding June, July and August)

held 3rd. Tuesday at 1900 in the community room of IBEX Fuels, 46 Hardy Ave. All welcome whether you are a seasoned pilot, or just getting interested in aviation come on out.

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

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

HAVELOCK, NB: COPA 27-The Havelock Flying Club invites you to fly-in or drive-in for breakfast any Sunday of the year. Our weekly Breakfasts are served between 0800 and 1000. For more information check out our website at www.havelockflyingclub.ca

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

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

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

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

ON THE HORIZON

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 Sunday of every month until the end of October we are having a Fly-In Drive-In Pancake Breakfast. Join us from 09:00 -12:00 at 6135 Airway Way, Kelowna, BC.

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

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

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

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 lethbridgesport-flyers24@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@nbnet.nb.ca (506)625-5788.

MORDEN, MB: CJA3 Friday Fly-day BBQ! Every Friday evening, 17:30-19:30, from June till the end of August! Come down to Morden, Manitoba for some delicious food including steak, chicken, burgers and hotdogs.

This is a great destination to enjoy with your airplane family. We're starting our 18th BBQ season — looking forward to meeting you!

NANAIMO, BC (CYCD): Welcomes you! Nanaimo Flying Club holds regular meetings; Third Sunday of every month 0930, followed by guest speakers & lunch. Meet & greet breakfasts or brunches held first Saturday of every month. Keep the dust off your wings; join our "Truancy Squadron" callout offering weekly impromptu fly-outs. The cost is free — the fun, priceless. Visit for a round of golf next door, or join the BC-Social-Flying group on Yahoo to see what's happening. Special events & theme parties held throughout the year. Social activity suggestions to encourage flying and relations with other clubs always welcome. Co-ordinates are lat 49.1683°, long -124.0357°. For more information, please contact Don at 250-758-3540 or president@nanaimoflyingclub.org. 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>

ON THE HORIZON

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, ron-johnson@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 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



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ON THE HORIZON

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.slflyingclub.com. Email slflyingclub@gmail.com for more information.

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

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

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.

WOODSTOCK, NB: Woodstock Flying Association Monthly fly-in / Drive-in breakfast at the CCD3 Club House monthly on the first Saturday from 08:00 to 11:00 Atlantic, followed by monthly meeting. Everyone is welcome to attend. Please call 506.356.5025 for more information.

AIR LEGENDS

FIFI ANCHORS EVENTS AT PETERBOROUGH

PHOTOS BY GUSTAVO CORUJO

A foggy morning gave way to sunshine on the final day of two weeks of aviation related festivities at Air Legends at the Peterborough Airport.

The Commemorative Air Force's B-29 Fifi was a centrepiece to the event which also included the B-25 Maid in the Shade. There were also homebuilts and aerobatic aircraft along with a fundraising walk and run on the runway.



GATHERING OF THE CLASSICS

PERFECT WEATHER DRAWS CROWDS TO EDENVALE

PHOTOS BY GUSTAVO CORUJO



The Gathering of the Classics hosted by the Edenvale Classics Aircraft Foundation and the Edenvale Aerodrome celebrated its 30th anniversary Aug. 11.

The event is billed as Canada's largest fly-in and drive-in of classic aircraft and cars. There were dozens of beautiful old planes and cars along with lots of food and plane and helicopter rides. The weather was perfect and hundreds of people turned out. 🇨🇦

FLYING KIDS FOR 25 YEARS

FIRST AS YOUNG EAGLES, THEN COPA FOR KIDS

BY CAROL COOKE



COPA Flight 23 — North Bay is proud to have flown 2117 kids in wheeled airplanes, 1428 in float planes and 122 in ski planes during the past 25 years. That's 3667 youngsters in all, flown by 97 different pilots.

When Bob Brown called a meeting in 1994 to explain the EAA's new Young Eagles program, Carol Cooke took on the role of record keeper. She had little idea where it would lead. That spring, Brown placed a full-page colour ad in the North Bay Nugget telling kids to come out June 11 and have a complimentary flight. Speculating that hundreds might appear, only 65 showed up.

The next couple years saw two events per year (at the airport [YYB], and at either Trout Lake [NH7] or Lake

Nosbonsing [LN5] water aerodromes for the float planes). The longest running support has been to the grade six class at Tweedsmuir Public School; teacher Ken Campbell contacted Flight 23 in 1995 and the Flight has been flying those schoolchildren ever since. Campbell has since retired, but his replacement has carried on with the program.

For six years the flight flew more than 200 kids per year. The record was in 2004 when they flew 298 youngsters, and they were all flown one-on-one; that was when avgas was less expensive. That year saw events in nine of the 12 months.

Five pilots have flown more than 200 kids — Ron Cooke, Fred Culin, Armand Despres, Gerry Thomas and Mark Wilkins. They have had lots of

▲ COPA Flight 23 celebrated 25 years of flying kids at various events over the years. More than 3,500 kids have been introduced to GA through the North Bay group.

volunteers helping out on the ground for each and every event, but there are no statistics for that. In 2009, they officially started flying South River/Sundridge kids as part of the Sundridge Sunflower Festival.

For many years, Flight 23 has sponsored a trip for a local youngster to attend Aviation Camp at Oshkosh, paying the tuition; all the parent had to do was to get the youngster there. The Flight has flown more than 500 youngsters from that school and is now flying kids of the original kids. 🐦

AIR CADETS ATTEND FLIGHT SCHOOL

LOCAL RCAFA WING HOSTS CLASS AT BARBECUE

BY GORD MAHAFFY



When a federal MP is willing to attend an event at your airport, you know it is considered important. Such was the case when federal MP Colin Carrie (Oshawa) joined a class of air cadets as they were hosted for a barbecue by the Royal Canadian Air Force Association 420 Wing (City of Oshawa).

The air cadets had risen to the top of their class and had qualified for private pilot training. Their challenge was to complete the course in six weeks. As a means of showing support for these young people, 420 Wing, located on the Oshawa airport (YOO), invited them to be their guests at one of their summer barbecues.

On a warm Wednesday evening, 14 cadets were welcomed into the 420 Wing clubhouse to meet and mingle with other pilots while accompanied by their supervisors, Major Irish and Andre Paradis. Also attending the special dinner were 420 Wing president Doug Raine, COPA Flight 70 Captain Gord Mahaffy and past COPA national director Cheryl Marek.

Other groups who support this cadet program include the Durham Flight Centre, which provides the flight training facilities, including

▲ Fourteen air cadets were guests of RCAFA 420 Wing for a summer barbecue. Seen in this photo with the cadets are MP Colin Carrie (first row, left), Major Irish (first row, fourth from the right), Past COPA Director Cheryl Marek (first row, right) and Andre Paradis (first row, second from right).

Cessna 150 and 172 aircraft and classrooms. Durham College provides the housing and cafeteria services. In addition to being encouraged by these groups, the cadets received an invitation from COPA for a free one-year membership. This was matched by an offer of a free one-year membership in COPA Flight 70.

Many of these cadets do not live in the local area and are only in town for the summer (most are still studying at the secondary or post-secondary level). This makes it difficult for them to attend the local COPA Flight 70 meetings during the year. The folks at Flight 70 hope that other COPA flights will welcome them at their meetings. Most plan to pursue an aviation career, either in the air force or in civilian life. Almost all of them are planning post-secondary studies after high school. 🛩️

LONG-TIME COPA MEMBER RECOGNIZED



▲ Frank Jobin receives a birthday celebration certificate signed by COPA president Bernard Gervais on behalf of staff, directors and members of COPA, along with a photo of CF-OSR signed by CSA astronaut and 'a fellow pilot' Commander Chris Hadfield (ret'd).

Celebrating his 90th birthday and 58th year as a COPA member is Frank Jobin of Ennismore, Ont.

Jobin started his flying career in early 1960 with the Wong Brothers at Central Airways, learning to do circuits around Toronto Island, completing his first solo flight on November 19, 1960. Not one for wheel flying, Jobin preferred to hop from one lake to another and tell stories of rushing home from work so he could fly to some remote lake to enjoy early evening fishing, then head back just before it was too dark to land.

Over 58 years later, Jobin's passion for flying burns stronger than ever. His days are filled with pampering his 'baby', CF-OSR, a 1962 Cessna 172 on floats. He enjoys talking about flying to this lake or that lake or heading up to his camp with some friends and family to just relax, do some fishing, and enjoy the peace and quiet only remote bush flying can provide. For Jobin, as long as his 'baby' is sitting on the ramp ready to go, everything is okay in the world. 🛩️

NEIGHBOURLY OUTREACH

HOW A BUSY AIRPORT WON LOCAL SUPPORT

BY GORD MAHAFFY



In a magazine that features airplanes and aviation, it may seem strange to focus on a couple of very senior citizens. This is especially true for the Oshawa airport (YOO); an airport that has been struggling to improve relations with local residents. To accomplish this goal, airport manager Steve Wilcox has set up several outreach events.

The first of these events was a town hall meeting so neighbours could visit the airport and express their concerns in person. The second event was a free bus tour airside. Here, local residents could see airplanes up close, view the new tower and experience a run down the runway as if they were piloting a plane during takeoff. They could see the human faces behind all the services that it takes to operate an executive airport. Safety features such as noise berms, Runway End Safety Areas (RESAs), hold-short lines, taxiways and runway lights could be seen up close and in operation.

BUT IS IT EFFECTIVE?

Recently, two very senior citizens, Marion and Ken, dropped by the airport. Marion and Ken (they asked that their last names be withheld)

▲ Neighbours Marion and Ken paid a surprise visit to the Oshawa airport to see what was really going on. After a tour airside and a lunch in the café, they left happy and reassured.

are a married couple who live in a nearby long-term care facility. On this particular day, they decided to see for themselves just what was going on at one of their nearest neighbours. They made their way to the airport and, once there, made contact with the Safety & Compliance Manager, Carlene Mitchell, who escorted them airside so they could have pictures taken of themselves with real aircraft. They then returned to the café in the terminal building for a light lunch. There, they visited with a group of pilots.

At the end of their visit, when they were asked if they could hear the sound of aircraft from their residence, they nodded. Then they were asked if the sound of these aircraft bothered them. They both looked rather surprised and answered “No”. It therefore looks like the outreach program at Oshawa does work, and it is a real pleasure to meet and greet neighbours like Marion and Ken. 🐦

PHOTO CREDIT: GORD MAHAFFY



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CLEAR TO FLY

SMOKE DISAPPEARS FOR WEST COAST FLY-OUT

STORY AND PHOTOS BY STEVE DRINKWATER



▲ Clockwise from top: Younger children get a chance to sit in a 'biplane' cockpit; Gillies Bay resident Doby Dobrostanski shows the visitors the interior of the flight simulator; The museum's flight simulator can be towed to aviation-themed venues to extend an aviation experience to youngsters.

This year marks the worst wildfire season in B.C. history, leading to smoke-filled skies throughout the province.

The latter half of August saw visibility in the Lower Mainland area drastically reduced. So it was with some trepidation that Sechelt's Elphinstone Aero Club-COPA Flight 197 (EAC) tentatively planned a fly-out to Gillies Bay airport (YGB) on Texada Island for September 1. Also invited was the Abbotsford Flying Club (AFC), based at Abbotsford airport (YXX), roughly 30 nm to the southeast of Vancouver. Pilots flying into and out of YXX had been particularly hard hit by the smoke

— some pilots who flew in VFR for the Abbotsford International Airshow from the interior of B.C. were unable to return for days due to the thick smoke.

Fortunately, the smoke cleared in time for 11 members of the AFC to climb aboard four airplanes and travel to Sechelt airport (AP3), located 25 nm northwest of Vancouver on the suitably named Sunshine Coast. Joined by three airplanes from the EAC, the group made the jaunt to Gillies Bay in 20 minutes. Once there, given the choice of a 20-minute hike to the beach or a tour of an on-airport aviation museum located in Hangar 8, the group decided upon the latter and were pleasantly

surprised to discover a facility that is host to an annual summer camp that introduces children to aviation. Inside were, among many displays, model aircraft, a rudimentary wind-tunnel used for demonstrating wing designs, a myriad of other aviation paraphernalia and a flight simulator, complete with an airliner cabin mock-up and a cockpit equipped with multiple screens used to display the X-Plane v.9 flight simulator.

Museum co-founder, artist, poet and COPA member 'Doby' Dobrostanski served as our tour guide, beaming with pride as he led us from display to display. "We've had children attending from Edmonton, across Canada, and even from France," says Dobrostanski. With a town population of 367, and only 1200 residents on the entire island, it is a remarkable achievement.

Both flying clubs returned to Sechelt to inaugurate their newly renovated patio and newly-purchased barbecue grill. 🍷

SKYFALL IN SASKATCHEWAN

NEXT GENERATION BRINGS FAMILY TO NEW HEIGHTS

BY LAUREN NAGEL



COPA members rarely agree on what is the truest expression of our freedom to fly, but Josh and his father Bob Dueck have an arrangement that contends for the title. At the rural field of Birch Hills, Saskatchewan, a thriving GA community exists, made up of students, sprayers, gliders, and seasoned pilots. Among them is the father-son pilot-skydiving duo out of Prince Albert, Bob and Josh Dueck.

The family's journey started over 30 years ago when Bob Dueck started skydiving in his 20s. This was in a time when the square canopy had not yet been invented so landings essentially happened where the wind took you. His love for aviation led him to go on to get his private and commercial pilot's licences as well as his AME certification. Over the years, he rebuilt a number of aircraft and

▲ Josh Dueck serves as the jump pilot for his skydiving father Bob.

ran a skydiving drop zone near Prince Albert.

Bob continued jumping throughout the years but decided it was time to quit the day Josh was born, as his responsibilities as a father made the riskiness of skydiving all the more real.

Eighteen years later, Josh announced that he too wanted to enter the world of flight, so immediately after his high school graduation, Dad took him for his first jump. Instantly hooked, Josh continued skydiving but found that his love for flying mainly revolved around piloting, so went on to get his PPL and now CPL too.

These developments have led to a very interesting arrangement (and weekend hobby) for the two of them. With Josh looking to build hours for his CPL and Dad looking for opportunities to jump, the two decided that they could kill two birds with one stone by working together. Installing a jump door and removing the right yolk of their Cessna 182 modified it sufficiently to allow Bob to jump out the side while Josh flew the plane. Coincidentally, this 182 was the same plane that Bob had jumped out of 30 years previously when he first got started, ending up in their hands years later when they salvaged it after an incident.

Their first skydiving flight did not occur without hesitation; Josh describes the first few climbs as very nerve-wracking since he was about to let his father jump out of his own aircraft. Josh says that he felt uneasy those first few flights as if he were jumping with him, but as soon as Bob

was out the side of the plane the nerves went away, just as it does when he skydives himself. Over time, Josh says that he has gotten used to the feeling of letting his Dad jump out of the plane and they even joke that Bob only bails mid-flight because he can't stand Josh's landings.

What's unique about becoming proficient at flying and skydiving is that you discover more and more how similar they are. Says Josh, "The more you know about one, the more you can apply to the other". In both sports, you experience the same forces of lift and drag, and the controls are very similar, right down to the flare on landing. This phenomenon helps Bob and Josh to have a mutual understanding throughout the flight

and jump, since they know what one another is experiencing.

In reflecting on their journey, Josh says, "Sometimes in order to continue flying you have to find creative ways to stay in the air, but there's always something you can do in the field of aviation". Aviation is a huge passion for him and his father and they have certainly gotten creative with finding ways to stay in the air, as many members can relate to. As a young pilot, Josh recognizes the benefits that general aviation provides him. "I've learned way more talking to GA pilots at FBOs than I have online", he says. The community is ever-welcoming and supportive as well. Josh says, "Being in the aviation world is the same as travelling as a

Canadian overseas — when you meet a fellow aviator, you have an instant connection. There's no other thing I do where when I meet someone I already know them because of that commonality."

Bob and Josh's passion and initiative are what inspires others to continue flying and new enthusiasts to get involved. Such an exciting venture in small-town Saskatchewan certainly reminds us why we fight to protect our freedom to fly. The two of them say they plan to continue skydiving and flying as Josh continues with his training and Bob with his business. So, if you pass near Prince Albert on a sunny day, keep your eyes to the sky for this father-son sky-falling duo. 🪂

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HISTORICAL AIRCRAFT ON DISPLAY

CF-104 STARFIGHTER HAS A STORIED PAST

BY STEVE PAJOT, CURATOR CANADIAN STARFIGHTER MUSEUM



The rollout of RCAF CF-104 Starfighter 12703 took place at St. Andrews airport, Man. (YAV) on July 12, 2018, coinciding with its original rollout date at the Canadair plant in Cartierville, Que. on July 12, 1961.

The restoration took almost seven years and was performed by a small, dedicated crew of volunteers at the museum. The aircraft was received from Denmark, where it last served after being sold to the Royal Danish Air Force in 1972 as one of 44 CF-104 aircraft declared surplus by the Canadian government.

Denmark accepted 22 aircraft as did Norway after the Canadian Armed Forces downsized and its CF-104 squadrons were reduced. The Canadian Starfighter Museum's CF-104 was one of these aircraft and it served with the Royal Danish Air Force until 1984. It had been renumbered by the RDAF as 704 since they already had a 703 in service.

Soon after the retirement of the aircraft, it was sent to a museum in Denmark and later used as a 'gate guard' in front of Aalborg Air Base, positioned on a concrete pad and placed on its landing gear. Later, it was taken to a storage facility awaiting its disposition. The museum found out that this historical CF-104 was available for purchase along with another CF-104 aircraft. If they were not sold to museums, they would have been destroyed and sent to scrap dealers.

The museum had acquired a CF-104 OFTT (Operational Flight and Tactics Trainer) flight simulator which was designed and built in Canada by Canadair and Canadian Aviation Electronics (CAE) for the RCAF. Six units were built for the RCAF and quickly became popular amongst other NATO countries that were operating the F-104 Starfighter, so another 26 were built and sold. The Canadian Starfighter

▲ The RCAF operated the CF-104 in Europe and at home at the height of the Cold War and a freshly restored example has been rolled out at the Starfighter Museum at St. Andrews, Manitoba.

er Museum was able to purchase the only remaining CF-104 OFTT, which was last used in Cold Lake, Alta, by 417 Tactical Fighter/Operational Training Squadron, formerly known as 6 Operational Training Unit, which carried out all the transitional training of RCAF pilots who were selected to fly the Starfighter aircraft.

If we had not purchased this valuable piece of Canadian aviation history, it was destined to be sold in the United States to a collector of military aircraft. We purchased the OFTT and restored it for future Canadian aviation enthusiasts to view and enjoy. This was how the Canadian Starfighter Museum actually began. The idea of acquiring an



National Aviation Museum in Ottawa. CF-104 aircraft numbers 12701 through 12705 were flown by the Central Experimental Proving Establishment (CEPE), where they were used as test aircraft and modified as necessary for the RCAF. These five aircraft were known as the 'Royal Flush'. Aircraft 12703 was involved in an accident early in its service life while flying to Cold Lake, Alta from the Canadair Ltd. plant. The aircraft arrestor hook was somehow deployed and engaged the barrier while landing in Duluth, Minn., which damaged the tail section of the aircraft. It was decided to reinsert 703 back into the production line rather than write it off since Canadair was still churning out CF-104 aircraft. Aircraft 703 thus became one of the last off the production line after being initially one of the first.

Since CEPE was winding down its CF-104 test flying, 703 was no longer required there, so it was sent overseas to serve as a front-line fighter for with NATO. It served in 1 Wing at Marville, France, later moving with 1 Wing to Lahr, West Germany. In 1971, after the Canadian government declared the CF-104 surplus, they were sold to other NATO countries.

The Canadian Starfighter Museum took possession of CF-104 12703 in July, 2011 and finished the restoration in June, 2018. The aircraft is now restored to exactly how it looked in 1966 while serving with the RCAF. It is probably the only CF-104 to have served in such a variety of operational roles. It worked in Canada with CEPE initially and then served overseas in France and Germany as a nuclear strike and photo reconnaissance aircraft. It also served with the Royal Danish Air Force as a front-line fighter, and now resides at the Canadian Starfighter Museum in St. Andrews airport as a beautiful example of Canada's fastest operational fighter aircraft. One of the only aircraft in the world to have held three world records simultaneously; speed, time to climb and altitude. 🇨🇦

actual CF-104 Starfighter did not come about until members of the Canadian Starfighter Association saw the museum and thought that we should have an actual CF-104 aircraft as well as the flight simulator to display.

We knew of two retired CF-104 Starfighter aircraft available in Denmark, though we did not have enough funds to purchase the aircraft on our own. The Canadian Starfighter Association membership subsequently helped us with a campaign called 'S.O.S.' for 'Save Our Starfighter'. Between the museum's own funds and the donations that came in, we were able to purchase retired RCAF CF-104 Starfighter 12703 and return it to Canada where we restored it before putting it on display for the public to view.

CF-104 12703 is perhaps the most historical of all the CF-104 aircraft because of its varied background and service record. The aircraft was the

third Starfighter off the production line at Canadair Ltd, but was actually the first CF-104 to have flown in Canada. Its rollout was on July 12, 1961 and flew on August 14, 1961, piloted by Canadair test pilot Bill Kidd. The first two CF-104 aircraft, 12701 and 12702, were airlifted to the Lockheed's plant in Palmdale, Calif., where they were flown and tested for conformity. Lockheed was the company that designed the F-104 Starfighter, and Canadair Ltd. was the Canadian manufacturer of the CF-104 for the RCAF under licence from Lockheed Aircraft Corporation.

The Canadian Starfighter single-seat fighters were numbered 12700 through 12900. 12700 was a modified ex-USAF F-104A Starfighter, used as an example for Canadair to follow. It was later stripped down and used to set the Canadian altitude and speed records. This aircraft now resides at the

AIRCRAFT, CRÊPES AND — REPTILES?

FESTIVAL ULM QUÉBEC AT SAINT-CUTHBERT

TEXT AND PHOTOS: JONATHAN BEAUCHESNE, COPA DIRECTOR FOR QUEBEC



In the scorching heat of summer, the Festival ULM Québec was in full swing from August 24 to 26 at the Saint-Cuthbert airport (CU2) for the second year in a row. This aerodrome is known throughout Canada for standing up to a municipality that opposed this splendid project to please a minority of protesters (a well-known refrain).

Its founder, Guillaume Narbonne, continues to develop this aerodrome and resort, appreciated by many residents of the area. The Festival ULM Québec is growing along with this development and will eventually become a must-attend summer event for the region.

This year several fans and aviation enthusiasts gathered at the airfield to admire the airplanes that landed on CU2's 1352-foot runway. Nothing was left to chance for families on site with several inflatable toys, the trickery of a magician, the presence

of military vehicles and many local merchants.

During the morning, spectators witnessed the skill of drone operators, piloting the machines that are now part of our shared airspace. In the afternoon, a friendly competition of flour-bag throwing entertained both pilots and spectators alike.

Since the aerodrome is also the home of a creperie, it goes without saying that the food supply was mainly focused on crêpes, which were prepared with different (and succulent) ways for those who were hungry.

On site, one of the kiosks housed a natural history museum. Many insects and reptiles were on display and could be handled by visitors. A unique aspect of this museum is that it is administered by a 12-year-old child! Indeed, Tommy-Lee Chaput-Voyer is passionate about animal biology and started his own museum a few years ago.

▲ Saint-Cuthbert's ULM airstrip is cut from the surrounding forest.

Travelling to festivals and schools around the world, this ambitious young entrepreneur has already written two books and won numerous awards for the quality of his work and research. It was very interesting to talk to someone who was very knowledgeable about his subject and happy to share his knowledge with those present.

It's worth noting that a second hangar is currently under construction and the runway will soon be lengthened to 3000 feet. If you want to base your aircraft in the Saint Cuthbert area, this is an ideal time to do it.

After such a wonderful day we can only hope that the festival will return next year, allowing the attendees to observe the evolution of the aerodrome (and eat some more crêpes). 🍷

AÉRONEFS, CRÊPES ET... REPTILES !

FESTIVAL ULM QUÉBEC À SAINT-CUTHBERT

Dans la chaleur torride de l'été, le Festival ULM Québec battu son plein des 24 au 26 août derniers à l'aéroport Saint-Cuthbert (CU2) pour une deuxième année consécutive. Cet aérodrome est connu partout au Canada pour avoir tenu tête face à une municipalité qui s'est opposée à ce splendide projet pour plaire à une minorité de contestataires (un refrain désormais connu).

Son fondateur, Guillaume Narbonne, continue de développer cet aérodrome et centre de villégiature apprécié par de nombreux résidents du secteur. Le Festival ULM Québec fait partie de cette courbe de progression et deviendra éventuellement un événement estival incontournable pour la région.

Cette année, plusieurs amateurs et passionnés d'aviation se sont réunis à l'aérodrome afin d'admirer les appareils qui s'étaient posés sur la piste de 1352 pieds de CU2. Rien n'avait été laissé au hasard pour les familles sur place avec plusieurs jeux gonflables, les prestations amusantes d'un magicien, la présence de véhicules militaires ainsi que de nombreux commerçants locaux.

En matinée, des vols de drones ont permis d'être témoin de l'habileté des pilotes de ces engins qui font désormais partie de l'espace aérien canadien. En après-midi, une compétition amicale de lanciers de précision de sacs de farine a divertit autant les pilotes que les spectateurs.

Puisque l'aérodrome est également le domicile d'une crêperie, il va sans dire que l'offre alimentaire se concentrait essentiellement autour des crêpes, qui étaient apprêtées de différentes (et succulentes) façons pour



ceux et celles qui désiraient se sustenter.

Sur place, un des kiosques abritait un musée d'histoire naturelle. De nombreux insectes et reptiles étaient en démonstration et pouvaient être manipulés par les visiteurs. La particularité de ce musée est qu'il est administré par un enfant de 12 ans ! En effet, Tommy-Lee Chaput-Voyer est un passionné de biologie animale et a démarré son propre musée il y a quelques années déjà.

Parcourant les festivals et les écoles partout à travers le monde, ce jeune entrepreneur ambitieux a déjà rédigé deux livres et remporté de nombreux prix pour la qualité de son travail et de ses recherches. Il était très intéressant de discuter avec une personne

▲ (H) Les jouets géants amusent les enfants. (b) Une exposition de reptiles est une attraction inhabituelle à un RVA.

maitrisant autant son sujet et heureuse de partager ses connaissances avec les gens présents.

À noter qu'un deuxième hangar est actuellement en construction et la piste sera bientôt allongée à 3000 pieds. Si vous désirez baser votre appareil dans la région de Saint-Cuthbert, il s'agit d'une période idéale pour le faire.

Après une telle journée, nous ne pouvons que souhaiter que le festival revienne l'an prochain. Nous pourrions ainsi constater l'évolution de l'aérodrome (et manger encore quelques crêpes). 🍷

VICTORIAVILLE EXTENDS RUNWAY

OPENING CEREMONIES BIG HIT WITH RESIDENTS

TEXT BY JEAN-PIERRE BONIN. PHOTOS BY PIERRE LANGLOIS AND JEAN-PIERRE BONIN

Victoriaville André-Fortin Regional Airport (SR3) recently celebrated the official opening of its extended runway in a way no one foresaw. Major works had been undertaken at Victoriaville to upgrade the existing runway lighting and signaling, extend the length of runway from 4000 to 5500 feet, improve drainage, certify an RNAV approach, widen a taxiway and install a hydrocarbon separator in the refueling area. Victoriaville airport can now welcome up to 84 percent of general and business aviation jets (Class 3C), compared to only 34 percent before. Boralex bases a Piaggio P180 Avanti in Victoriaville and 1500 feet more of runway is sure to please their pilots; 4000 feet is often mentioned as a minimum length for safe operations of this type of plane.

The mayor wanted this official ceremony to be a free family event, sending an invitation to local residents to come and see for themselves, even providing free shuttles. A large tanker truck was on hand for visitors to fill their water bottles, also for free.

The city announced an airshow with the CF-18 demonstration aircraft and other aerial demonstrations. Among those, Dan Fortin, a Victoriaville-born pilot who came home to participate with his friend Mario Hamel in a Yak Attack aerial ballet. Participants reported that the interest of visitors was great with relevant questions and exchanges.

A stage was set up and two children's shows were presented, the Minions and Pat'Patrouille (Paw Patrol). A wise move by the organizing committee as it was widely attended by families with small children.

The organizers anticipated 5000 people, with more than 12,000 indicating their interest on Facebook.



It seems they were mostly serious as an estimated crowd of 15,000 showed up. Of course, such an overwhelming success comes with some tensions at the seams but all in all, the comments were positive, with organizers of this show (and others to come in September) taking note of the few glitches that occurred. Victoriaville is likely to

▲ Thousands turned out to celebrate the expansion and renovation of Victoriaville Airport in August.

consider a rerun in coming years.

Congratulations to Victoriaville for being a city that understands the economic role and value of a regional airport. 🇨🇦

VICTORIANVILLE PROLONGE SA PISTE

LES CÉRÉMONIES D'OUVERTURE SONT TRÈS POPULAIRES AUPRÈS DES RÉSIDENTS

L'aéroport régional André-Fortin de Victoriaville (SR3) a récemment célébré l'ouverture officielle de sa piste rénovée et prolongée. Et par « célébré », nous entendons de telle sorte que personne ne pouvait en prévoir l'ampleur du succès.

Parlons d'abord de la piste et des autres améliorations. Des travaux importants ont été entrepris pour améliorer l'éclairage et la signalisation de la piste, prolonger la longueur de celle-ci de 4 000 à 5 500 pieds, améliorer le drainage, obtenir une certification pour approche RNAV, élargir les voies de circulation et installer un séparateur d'hydrocarbures dans la zone de ravitaillement. L'aéroport de Victoriaville peut maintenant accueillir jusqu'à 84 pour cent 4 des avions à réaction d'aviation générale et d'affaires (classe 3C), par rapport à 34 pour cent avant les travaux. Boralex exploite le Piaggio P180 Avanti à Victoriaville et un prolongement de la piste de 1 500 pieds ne manquera pas de plaire aux pilotes, car une longueur de 4 000 pieds est souvent mentionnée comme une longueur minimale pour des opérations sécuritaires sur ce type d'avion.

Le maire a souhaité que cette cérémonie officielle soit un événement familial en envoyant une invitation aux résidents à venir voir par eux-mêmes, gratuitement. Même les navettes pour l'événement étaient gratuites. Et un réservoir d'eau géant (semi-remorque) était à la disposition des visiteurs pour remplir leurs bouteilles d'eau, aussi gratuitement.

Les prestations aériennes annoncées incluaient le CF-18 démo des Forces armées. Parmi les autres performances, un ballet aérien de Yak Attack avec Dan Fortin, un pilote né à Victoriaville et venu « à la maison » pour participer avec son ami Mario Hamel à ce spectacle. Pour la plupart des fans de

l'aviation, cela pourrait sembler mince comparé à d'autres spectacles qui se produiront plus tard au Québec. Les participants ont souligné l'intérêt des visiteurs, lesquels posaient des questions pertinentes donnant des échanges fertiles. Au « côté jardin », do une scène avait été installée où deux spectacles pour enfants ont été présentés en matinée, les Minions et Pat'Patrouille. Un geste judicieux de la part du comité organisateur, car de nombreuses familles y ont assisté avec de jeunes enfants, l'attente d'un spectacle d'après-midi étant toujours longue avec des petits.

*LES ORGANISATEURS
ATTENDAIENT 5 000
PERSONNES ET PLUS DE
12 000 ONT MANIFESTÉ
LEUR INTÉRÊT SUR
FACEBOOK*

Les organisateurs attendaient 5 000 personnes et plus de 12 000 ont manifesté leur intérêt sur Facebook. Il semble que ces personnes étaient sérieuses, car une foule estimée à 15 000 personnes s'est présentée. Bien sûr, un tel succès s'accompagne de tensions sur certains points, mais dans l'ensemble, les commentaires ont été positifs et les organisateurs de ce spectacle (et d'autres à venir en septembre) ont pris bonne note des quelques pépins. Pariez que Victoriaville envisagera une revanche dans les années à venir.

En attendant, nous désirons féliciter Victoriaville, une ville qui comprend la valeur et le rôle économique d'un aéroport régional. 🇨🇦



PARAMOTEUR SAGUENAY

RASSEMBLEMENT 2018 —
SUR INVITATION

PAR MICHEL RICARD

Le rassemblement 2018 de ParaSag du 30 août au 02 septembre 2018 fut une édition extraordinaire.

Plus de 33 pilotes, dont plusieurs sont membres de COPA, ont campé près de Saint-Gédéon et ont volé au-dessus de la plaine d'Hébertville près du Lac Saint-Jean, Que. À tous les pilotes, merci pour le beau respect des règles. Nous n'avons reçu aucune plainte de citoyens cette année.

Grâce au tirage du moitié-moitié et aux contributions des pilotes, nous avons pu amasser 800 \$ qui seront remis à un organisme communautaire, à but non lucratif, de support et d'aide pour les personnes atteintes de cancer et leurs proches. 🇨🇦

AVIATING IN AVALON

COMMUNITY CELEBRATES AT HISTORIC AIRFIELD

BY BRYAN HOOD



The sacred ground of Newfoundland's oldest airport, where legends like Amelia Earhart and Wiley Post once walked, was alive with activity once again on Saturday, August 18. COPA Flight 97 held our 4th annual Harbour Grace Barbecue, and a great time was had by all. The weather, always a factor in eastern Newfoundland, was actually pretty good and the event was well attended by both aircraft and people.

Located on the Avalon Peninsula, the airfield was constructed in 1927 with a purpose of giving trans-Atlantic flight pioneers a place to leave North America, as close as possible to Europe. Many of the heroes of aviation's golden age made stopovers in the 20's and 30's. Errol Boyd, the first Canadian to fly the Atlantic, left from the field. Harbour Grace Airfield is unique in that it still exists, virtually unchanged, as it did when it was constructed, like time

has forgotten it. A group of volunteers from our Flight maintain the strip, and it is a privilege to be able to help keep the place alive and active. It is always a unique and memorable experience to operate an aircraft from the field, with the 65-foot-high rock rising from the threshold on the east end and the grass surface that slopes off to the west. The slope is a great help when taking off into the prevailing winds as many pioneer flights discovered. Not so when the wind is the other way, taking off uphill toward the rock.

The day of the event started in typical Newfoundland fashion, with a wait for fog and low cloud to dissipate. By 9:30 am, there was a 2000-foot ceiling and winds were at around 10 knots — flat calm by Newfoundland standards. One by one, airplanes, helicopters and floatplanes arrived (the latter on a nearby lake), until we had over a dozen aircraft in



▲ Errol Boyd, the first Canadian to fly the Atlantic, left from here.

attendance. Several members drove to the site. Many residents from the neighbouring towns, having seen the aircraft in the circuit, showed up and were made welcome.

The aircraft on display are always a big draw, but the real thrill is getting to fly and that's really what it's all about. Many family and friends enjoyed flights

and several interested locals, both adults and children, were flown by members. The hot dogs and burgers were, as usual, a big hit. Many smiles appeared and many memories, some of which I'm sure will last a lifetime, were created. The day ended with

*WE GET A LEGENDARY,
HISTORIC LOCATION
TO FLY TO AND HOLD
EVENTS*

several of us around the campfire. A great end to a perfect day.

The members at COPA Flight 97 will continue to promote and grow this event, where many of the royalty of aviation's golden age once walked.



Many thanks to the volunteers who help maintain the strip and run the event. Harbour Grace airfield (HG2) is in great shape due to their efforts. The process of maintaining it also helps to unite our Flight, bringing fly-

ing and non-flying members together. As an added benefit we get a legendary, historic location to fly to and hold events, and that's what it's really all about — flying the airplane. A win-win situation for sure. 🛩️



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SHOW PILOT





AIR SHOW STANDOUT

KYLE FOWLER KEEPS IT DIFFERENT

BY RUSS NILES

As air show pilots go, Kyle Fowler is the first to admit he's not in the same league as the superstars who entertain thousands at the world's biggest shows but there he was, rubbing shoulders with the likes of Sean Tucker, Rob Holland and Kyle Franklin on aviation's biggest stage.

In fact, the Rocky Mountain House auto mechanic, who has only been performing for three years, probably wouldn't have even qualified to perform at AirVenture 2018 except for his choice of airplane and his refreshing, winning attitude.

Fowler captured the imaginations and attention of tens of thousands with a relatively slow and almost eerily quiet performance of gentle aerobatics and photo passes in a futuristically angular, canard-wing Long EZ homebuilt.

"I'm the only one who flies anything like it in North America," said Fowler, who is as surprised as anyone at his meteoric rise to the very top of the air show world. He said his relatively tame performance is just an out-of-the-ordinary demonstration of an extraordinary aircraft design.

"You've got to stand out by being different," he said.

Fowler, whose father Ken was half of Team Rocket, a two-ship team flying homebuilts, grew up in the air show business, often missing school to help his dad on the circuit.

"When I was 12, I announced my first airshow for my dad in Arizona," said Fowler, a 32-year-old avowed family man who works for an oilfield company all over the oil patches of B.C., Alberta and Saskatchewan.

Like many, he was enthralled by the revolutionary designs from the fertile mind of Scaled Composites' Burt Rutan, but the Long Ez, Rutan's answer to the Cessna 172 was his favourite.

"I remember when I was a kid saying to myself that I would buy one and do airshows in it," said Fowler.



A few years ago, Fowler made that dream come true when he found a beautifully built and well-loved Long Ez in Medicine Hat.

The original builder Boyne Lewis, who had kept the painstakingly-built aircraft in his hangar during the 29 years he enjoyed flying it, had lost his medical and reluctantly put the aircraft up for sale. But Fowler said he wanted the airplane to go to a good home.

"I told him exactly what I wanted to do with the airplane and he was pretty excited about it," said Fowler.

Something that attracted Fowler to the plane was its colour. Almost

all Long EZes are painted white to keep the composite airframe cool and prevent delamination. Lewis's bright, pale yellow paint scheme was a striking contrast to most of the fleet and it had never suffered any heat damage. It's also a great colour for visibility by air show patrons and Fowler has kept the original paint.

The addition of decals and promotional lettering has increased the risk of heat damage, but Fowler pays a lot of attention to preventing it. "You have to keep a close eye on it."

The Long Ez was designed by Rutan as a super-efficient commuter aircraft

▲ Kyle Fowler has cut a swath through the air show world with his unique Long Ez show. He appeared at some of North America's biggest shows, including AirVenture and the Canadian International Air Show.

and Lewis had acknowledged that intent with his choice of a tiny Lycoming O-235 engine whose 115 horsepower could push the aircraft along at 125 knots for more than 2,000 miles.

Fowler's main sponsor Aerosport Power replaced the fuel-sipping original engine with a more robust IO-320, which has substantially boosted per-



PHOTO CREDIT (TOP) JEREMY CARTLIDGE, CANADIAN INTERNATIONAL AIR SHOW PHOTO TEAM; (BOTTOM) CORY MAHANEY

“I don’t have to be the best pilot out there,” he said. “I’m just trying to be different.”

And while there is some method to his career plan, he’s amazed at the success that 2018 brought. “I cannot believe how much traction I got,” he said.

Going into 2019, he said his schedule is filling up quickly and he’s hopeful he’ll be invited back to Oshkosh and Toronto along with all the other shows he’s booked for next season.

There’s another issue of balance that Fowler has to pay special attention to. As the father of two and member of a blended family with his girlfriend Miranda and her two children, Fowler must balance a life on the road with his life at home.

*I LOVE IT WHEN
THE KIDS COME UP.
THEY JUST LOVE
THE PLANE*

“I love my family and they are number one above all else but support my adventures with air shows,” said Fowler.

Despite his popularity on the air show circuit, it’s not lucrative enough to pursue full time and he needs his day job to keep stoking those home fires. However, his employer has embraced the opportunities offered by his weekend work and, in addition to Fowler’s main role as a mechanic, he’s also the pilot of the corporate Navajo.

“Most days I’m wrenching on vehicles and every once in a while I jump in the Navajo and take them wherever they need to go,” he said. Company executives in turn give him broad latitude to pursue the air show career.

Through it all Fowler has been mindful of a key reason that air shows exist, which is to inspire the next generation of pilots and aviation industry workers.

“I love it when the kids come up,” he said. “They just love the plane. 🛩️”

formance. Another engine change is likely in the works with the lighter, yet more powerful IO-340 Stroker engine leading the list of candidates so far. Long EZes have a delicate centre of gravity (it’s why pilots park them with the nose wheel retracted) and engine weight is a critical factor in maintaining that balance.

Another major sponsor, Catto Propellers, will finish off the new power package. Keeping it all running smoothly is crew chief Gavin Lee. Other sponsors include Lightspeed Headsets and Softie Parachutes.

All the power in the world can’t

change the inherent limitations of the airframe and its aerodynamic characteristics. The aircraft can take a maximum of plus-five and minus-2 Gs and has a narrow speed range for entering most manoeuvres. “It’s very unforgiving in the aerobatics that I do,” he said.

It all adds up to a relatively sedate show package that involves a lot of slow rolls and knife-edge work. Fowler said he’s not trying to compete with the Hollands and Tuckers of the air show world and he’s concentrating on offering a splash of colour and variety to the general mix of acts.

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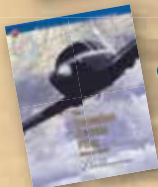
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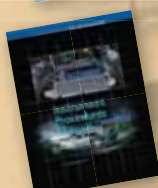
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AVIATION CAREERS

CALGARY FLYING CLUB TRIPLES TRAINING



The Calgary Flying Club is the latest to announce it will increase training capacity to try to meet demands caused by the current aviation labour shortage.

The club typically trains about 25 students a year but Club CEO Bill Beaton said they're hoping to create about 75 new pilots in the coming year.

"We've seen this demand ramp up over about the last two years. It became acute about a year ago," Beaton told the CBC. "We're still seeing demand exceeding our capacity."

There are about new pilots trained in Canada every year but many of them are from other countries and return to fill jobs waiting for them there.

That's created a major shortfall in new pilots entering the commercial stream and airlines, charter companies and other aviation organizations are scrambling to fill cockpit seats. Some have been forced to curtail schedules.

"We hear our industry calling for more assistance in developing career pilots," he said.

One challenge facing the training industry is that airlines are hiring graduates right from their courses and letting them gain experience on the job. Traditionally, many new commercial pilots became instructors to build time and meet the minimum hours that most businesses used to demand that young pilots attain.

▲ Calgary Flying Club student gets the traditional water treatment after his first solo.

"Today, we're seeing graduates from this school going right to the seat of a Q400 for the senior airlines," he said.

Airlines are also grabbing instructors from flight schools for immediate entry to their cockpits but the Calgary Flying Club has retained 16 instructors for its 16-plane fleet and is offering retention packages to keep them Beaton told the CBC.

Beaton said the club may set up a satellite training location to help meet demand.

The Calgary experience is part of a national trend to ramp up training and fill the personnel void and it looks like a long-term investment for clubs and flight schools.

Studies indicate it will take at least 10 years to balance demand for pilots, largely because regulatory changes are required in countries that are facing the biggest shortages. The prime example is China where a burgeoning middle class has spawned major growth in airline activity but the military still controls the country's airspace. There is very little access for general aviation but there are signs that will change shortly.

China built about 100 new GA airports last year and training is expected to be the focus of most of them. Airspace revisions are also in the works to allow GA access.

CAREER AND SCHOLARSHIP GUIDE

CONTACT US NOW TO GET INVOLVED

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

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

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

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

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

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

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

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

We look forward to hearing from you. 🛩️

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BUSH HAWK (UNDAUNTED BELIEF)

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

By S.R. (Rick) Found
 Publisher: Canadian Aviator Publishing Ltd. Imprint of Coast Dog Press
 List price \$34.00 (incl. shipping)



VERTICAL HORIZONS

Author Doug Grant was a long-term employee of Okanagan Helicopters and has put together

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

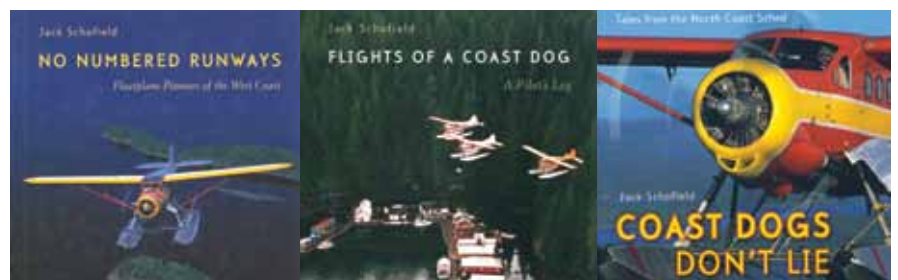
Author: Doug Grant
 Publisher Harbour Publishing Ltd.
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Author: Jack Schofield
 Price: \$44.00 (incl. shipping)



THE COAST DOG SERIES

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

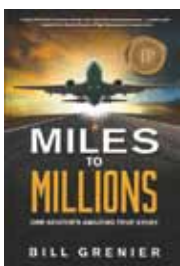
Author: Jack Schofield | Publisher: Coast Dog Press
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BEST SEAT IN THE HOUSE

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

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

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1979 PIPER PA-38 TOMAHAWK Contact owner in Sechelt BC for details wzatylny@telus.net (3321.17203)



1964 CESSNA 150D 5321 hrs TT Engine log Continental Model 0200A, SMOH 1080 hrs, Radio 2013 ICA 210, Transponder-Encoder, Flaps manuals, Paint 2004, C\$25,000, Annual by Aviamax Nov 2017. Contact: Jean-Claude, jcfomain@yahoo.ca or phone 514-382-0988 (3353.17180)



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 (3289.17175)



1966 CESSNA 182-J FUDE TTSN 3593 Current C of A, \$65,000, Call/text 780-871-8170 kjclarkson@hotmail.com (3365.17205)



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CESSNA T206G 1979 AMPHIBIAN on Wipaire 3730 amphibis For Sale, New Garmin Avionics, A/P, RSTOL, 0 Prop SMOH, many options, very clean. Low time Contact: Wilson Aircraft Ph: (647)227-6996 (586.16039)



A-651946 TAYLORCRAFT BC-12-D Airframe 3013TT Engine 1942TT New spars, sealed struts, wings and tailplane newly recovered. Radio, Intercom, GPS, ELT Always Hangered Located CSX7 Ontario PH Ron 519-235-2644 email - ron.helm@sympatico.ca (3341.17228)



MOONEY M20J 1981 2915TT 875SMOH Prop 268, Paint and interior 10/10. Garmin 530WAAS, HSI, ADF, VOR/ILS, Autopilot KFC200, Transponder, electric trim, Auxiliary static, TAS, back up AH, ELT406, Smooth one piece belly, Winter cover, New vacuum pump. Annual to be done september. \$165K Call: 514 220-0420 or 514 884-3877 (3363.17201)



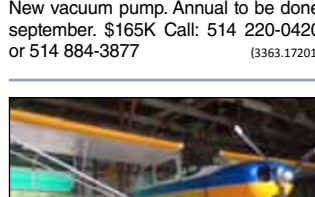
ANDERSON KINGFISHER. 2 seats amphibian/proven design. 160 hp Lyc by Aerotech 2016. All new instruments/accessories, Metal prop. Maiden flight October 2017 \$43,000.00 OBO Call Guy: 902-547-2884 or email: gmlefebvre@outlook.com (3190.17229)



ONEX BASIC ULTRA-LIGHT Ser# ONX0021, AeroVee Engine. Senenich Wood Prop, MGL XTreme EMS & NAV, Aerinjector carburetor, AeroConversions Cooling, 65 hrs on engine. \$23,000 CDN. Lost Medical, Orlan/Faye Dowdeswell 306-789-3302; odowdeswell@hotmail.com (3358.17190)



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 (3340.17237)



CHRISTAVIA MARK 1 ON FLOATS TT AF & E 479.3 Always hangered. New Fabric wings 2011. Metal spars, 28 gals, radio intercom, 1800 PK's hatches/pump outs, 1800 Aero ski's, 2 recent OH cyl, EGT/CHT, \$35,000 705-642-6489 rormsby100@gmail.com (3348.17173)



1947 BELLANCA 14-13-2 TTSN 1220 hrs. SMOH 305 hrs. 150 Franklin, McCauley, Comm & XPDR Mode C. Rebuild/restoration completed 2016. Excellent condition, Wing & Fuselage covers, electronic CHTs. Cleveland Weals & Brakes. \$28900. E-mail airryder@mac.com (3361.17194)



1997 SUPER CUB REPLICA 514 TT 392 SBOH 5 STOH Lycoming 0-320 150hp, Third seat, Left and right doors, VGS, wheels, tight, Edo 2000 floats, Radio/intercom, Carmin 92 GPS, \$89K OBO, call 519-658-431 (3253.17208)



ZENITH CH200 - 1987 FOR SALE BY OWNER. \$ 25,000 or best offer! TTAf 762.3 - Lycoming 150 h.p. 0320E2D - 12 hours SMOH Quality restoration completed with several new parts and upgrades! Contact Bob Sheward, Owner at 705-772-7913 or 705-292-7913 (3191.17143)



1974 CESSNA A185F TT4860, IO520D 863SMOH, 1076SPOH due 03/20. Sportsman STOL, bubble windows, EDO 2960 new bottoms, paint and int. 3/10. 74 Usable, VFR, mode C. Located CYYF, on wheels. \$130,000 CDN tsinger@shaw.ca or call 250-488-9534 (3251.17200)



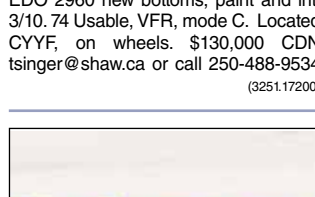
1967 CHEROKEE 140 Aircraft owned and carefully maintained for 21 years by airline AME-E (now retired). 7572 TT, 1608 TSO, 8 Hours since top overhaul. Many avionics upgrades. New interior 2012, paint 2003. Asking \$33,500. Hangered CYXX. eparsons@telus.net (3259.17235)



1999 ROTORWAY 162F TT 149 hrs. New cog belt system, long range fuel tanks, King radio & transponder. Recent 100 hr inspection as per Rotorway schedule. Rebuilt engine with new water jackets. \$55,000 CAD 204-226-3400 ernie_leona@shaw.ca (3292.17199)



PIPER SUPER CUB Total air frame 335 hrs. Lycoming 0-320-160 and Sensenich prop 61 hrs. Total refurbish and recertified 2011. Everything you see in picture is new and everything you can't see is new. \$95K. 519 852-3835 or lpmacvicar@amtelecom.net (3369.17222)



1946 PIPER CUB W/ PA-11 STCs 5450 TT, 550 SMOH, 0-200 100hp, hydraulic Federal 1500 wheel skis, electric starter, mode C, excellent condition int/ext, April 2018 annual, fun stick & rudder. \$53,000. 647-455-5217 (3108.17068)



1977 CESSNA 210M 2601.7 TAFT, Engine 272.6 TSMO by Progressive Air, Chrome Cylinders with Good compressions. McCauley D3A32C prop 10.0 TSMO, Oct 2017. New interior with new foam insulation. Extensive airframe work completed in 2017. \$180K Email bert@thomasaviation.com (2681.17218)



CESSNA 150G, 1966 TT 4400, SM 540, STOH12 by ATC. Recent paint & interior, no corrosion, Aero Covers, history since new. Garmin 560, New ICOM 220, King Tx/encoder, JPI, Clean airplane, Annual Nov/18. \$30,000 Call Dean 705-717-7271 (3351.17177)



1976 PIPER ARROW II PA28-200R TT 4085 IO-360 225 smoh prop due 2024, New paint and interior, Horton STOL kit and gap seals, Norco and Bendix nav/com auto pilot, Garmin 496, \$95,000, 780-446-1735 kafer.tony@gmail.com (3374.17249)

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1939 LUSCOMBE 8A, 1560 TT, Cont A65, TT 960, STOH 190, extensive annual March 2018, runs and flies great, no electrics, new ELT, new tires, carb O/H, skis available, \$23,500. Phone: 204 392 667 (3362.17195)



1957 PA-22/20 SUPER PACER Lots of Mods. Owner maintenance engine rebuild, about 100 hrs on it. \$85,000 with wheels, datum skis and new 2000 ESP floats w/hatches. Call/Text 780-871-8170 or email kjclarkson@hotmail.com (3365.17206)



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), \$20,000 OBO dahlworld@yahoo.ca (3308.17253)



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)



AERONCA CHIEF FOR SALE \$16,000 CDN 65 HP, 970 TTSN, 10 SMOH, Clean, Good Fabric and Paint, Metal Prop, New Headliner, Good Tires with Wheel Fairings. Contact: Bryan Stanton, 705-238-7062 or E-mail bstanton@cctatham.com (3366.17210)



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1979 CESSNA XP R172K TT 6610.4, ET 279.5, Prop 1479, autopilot, Garmin 430 WAAS, KX155 Nam Com (#2), Garmin audio panel, Aspen Pro, Storm scope, 406 ELT, New paint & interior, LED's, Aug 2019 CofA. \$179K, email arlene_605@hotmail.com (3356.17186)

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BUSHBY MUSTANG II \$16,000
 CDN 215 TT, 215 SMOH, Polstra rebuild, basic panel, Garmen GPS, KY97, transponder with mode C, 0320 Lycoming, empty weight 960. Dual Brakes \$45K 905-383-7728, Ask for Russ (3368.17212)



2005 X-AIR HANUMAN 582 Rotax, 246 TT, heated cockpit, radio, GPS, 10 hours on rebuilt engine, liquid cooled. Cruise 87 MPH, take off 226 feet. Asking \$15,000 Contact: 807-472-6437 or mitzbandiera61@gmail.com (3205.17197)



1946 CESSNA 140. TT 2116, 1238 SMOH, all Cyl. 78/80, radio, Xpdr mode C, Cleveland, Alaska B. Tailwheel, brake pedals both sides, always hangared, Paint 8/10, Int. 9/10. \$25,000. 514-694 2129 mjmorea@videotron.ca (3217.17196)



2005 FLIGHT DESIGN CTSW. 200 hrs. on 100 HP 912 ULS Rotax Engine. In flight adjustable pitch prop. Dynon EFIS-D100, Avmap EKP-IVGPS, Trutrak Auto Pilot, Garmin GTX mode C Transponder, SL40 comm. Leather seats, professionally maintained, always hangared. Excellent Condition. Cruise at 120 kts. for 5+ hours. \$69,000. CDN Located CEN4 AB. Canada. Larry 403-850-0067 email lsiebold@telus.net (3237.17220)

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030 - BELLANCA

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040 - CESSNA

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1972 CESSNA 172M SKYHAWK TTAf:3833 TTE:1865 TSTOH:92 (2013), New Paint, Windshield plastic exterior Aug 2016. Older interior and radios. Annual performed July 2018. jake.mccracken30@gmail.com or Ph 705-248-3239, \$49,500 (3367.17211)

080 - GRUMMAN

1973 AA1B Fresh annual compressions 73/72/74/74 mid time 0-235 Lycoming TTAf 3077.9. Paint and interior 8/10. 5 yr prop corrosion inspection completed. All logs available. Canopy cover included. A/C based in Nova Scotia. \$17,000 Contact: marty4@live.com or 250-981-6079 (3375.17252)

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120- MOONEY



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135 - PIPER



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170 - STINSON

1948 STINSON 108-3 on 2425 floats. O-435 Lycoming engine 190HP. 0 SPOH. 1859TT, 404SM, asking \$49,000 OBO. Debdon, SK. 306-961-1150 (3270.17123)

214 - AIRCRAFT FOR SALE

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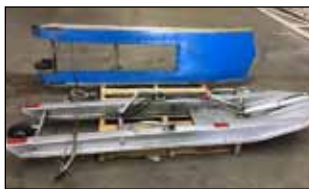
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AVIATION ABBREVIATIONS

The following are common abbreviations used in Canadian Plane Trade classified advertising. When counting an ad for insertion charges, each abbreviation is one word. When more than one abbreviation is shown, first given is preferred.



AC	air condition
A/C	aircraft
AD	Airworthiness Directive
ADF	automatic direction finder
A&E	airframe & engine
alc.	alcohol (as in alc. prop)
AP	auto(matic) pilot
ATS	automatic throttle system
ASI	airspeed indicator
360CH	360 channel radio
720CH	720 channel radio
CG	centre of gravity
CHT	cylinder head temperature
Comm/com	communications
Cont	Continental (engine)
CS	constant speed propeller
DG	directional gyro
DME	distance measuring equipment
ELT	exhaust gas temperature
EGT	emergency locator transmitter
Enc Alt	encoding altimeter
FBO	fixed base operation
FD	flight director
FREMAN,	
FREM.	factory remanufacture
GEM	graphic engine monitoring
GPH	gallons per hour
GR	glide ratio
GS	Gildeslope
HP	horsepower
HSI	horizontal situation indicator
IFR	instrument flight rules
ILS	instrument landing system
3LMB/MB	3 light marker beacon
LOC	localizer
LRF	long range fuel (capacity)
Lyc	Lycoming (engine)
MB	See 3LMB
MK	Mark (model of equipment)
MPH	miles per hour
NAV	navigation
NAV/COM	navigation/communications
NDB	non-directional beacon
NDH	no damage history
OAT	outside air temperature
OBO	or best offer
O/Oxy	oxygen
P&W	Pratt & Whitney (engine)
RMI	radio magnetic indicator
RNAV	area navigation
SCTOH	since chrome top overhaul
SCMOH	since chrome major overhaul
SFREMAM/	
SFRM	since factory remanufacture
SMOH	since major overhaul
SPOH	since prop overhaul
STC	supplemental type certificate
STOH	since top overhaul
STOL	short take off & landing
T&B	turn & bank
TBI	turn & bank indicator
TBO	time between overhauls
TT	total time
TTAE or	
TTE	total time aircraft engine
TTAF or	
TTA	total time aircraft frame
TTSN	total time since new
VFR	visual flight rules
VHF	very high frequency
VOR	very high frequency
	Omni-Range
xpr	transponder

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VRef Evaluation – Looking for a value for your plane? Check out VRef Evaluation.

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Non-members: \$85 + applicable taxes (25 word maximum)

In case of error or omission, *COPA Flight* will be responsible for one insertion only. Ads received after deadline date will appear in the next issue.

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