

# COPA Flight

The Journal of the  
Canadian Owners and  
Pilots Association

DECEMBER 2018



## Members Choice Awards

2018 WINNERS ANNOUNCED

### AFFORDABLE AUTOPILOT

*TRUTRAK PMA VIZION REVIEWED*

### ENGINE FAILURE

*WHAT YOU NEED TO KNOW*

### SERVICE QUALITY

*LET'S HELP TCCA IMPROVE THEIRS*

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Winter flying is under way in most parts of the country and the uncrowded skies and calm air make it a great time to fly.  
*Photo by Jean-Pierre Bonin*



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*BY LAUREN NAGEL*

Some of the businesses that are vital to our freedom to fly go above and beyond to serve the general aviation community. We canvassed COPA members to tell of the exceptional experiences they've had and we present their picks for the Members Choice Awards.



**EDITOR**  
Russ Niles  
russ@copaflight.ca  
250.546.6743

**ASSOCIATE EDITOR**  
Steve Drinkwater

**GRAPHIC DESIGNER**  
Shannon Swanson

**DISPLAY ADVERTISING SALES**  
Katherine Kjaer  
250.592.5331  
advertising@copanational.org

**CLASSIFIED ADVERTISING SALES & PRODUCTION COORDINATOR**  
Roberta Drinkwater  
1.800.656.7598  
admin@copaflight.ca

**CIRCULATION** 613-236-4901

**ACCOUNTING** Anthea Williams

**ASSISTANT ADMIN** Rajei Gill



**COPA BOARD OF DIRECTORS**

*BC & Yukon*  
Dave McElroy, Chairperson  
(778) 215-4114, dmcelroy@copanational.org

David Black  
(604) 351-6851, dblack@copanational.org

*Alberta & NWT*  
Bram Tilroe  
(780) 986-2601, btilroe@copanational.org

Larry Biever  
(403) 651-3048, lbiever@copanational.org

*Saskatchewan*  
Shane Armstrong, Western Vice-Chair  
(306) 370-1440, sarmstrong@copanational.org

*Manitoba*  
Jim Bell, Secretary  
(204) 293-5402, jbell@copanational.org

*Ontario*  
Lloyd Richards  
Northern Ontario  
(705) 267-7111, lrichards@copanational.org

Kevin Elwood  
Southern Ontario  
(705) 444-9461, kelwood@copanational.org

Doug Ronan  
Southern Ontario  
(705) 327-4730, dronan@copanational.org

Clark Morawetz  
Southern Ontario  
(905) 809-4835, cmorawetz@copanational.org

Québec  
Jonathan Beauchesne, Trésorier / Treasurer  
(514) 585-3959, jbeauchesne@copanational.org

Mathieu Delorme  
(514) 248-5379, mdelorme@copanational.org

Atlantic  
Bill Mahoney, Eastern Vice-Chair  
(709) 685-6885, bmahoney@copanational.org

Maritimes  
Brian Pound  
(902) 652-2822, bpound@copanational.org

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Canadian Owners and Pilots Association  
75 Albert Street, Suite 903,  
Ottawa, ON K1P 5E7  
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## COPA FOR KIDS IN 2019 VULNERABLE SECTOR CHECKS FOR PILOTS NOW REQUIRED

Many of you may have seen this in our COPA for Kids guide. The decision to implement the Vulnerable Sector Check (VSC) requirement was not taken lightly, nor is it something we particularly wanted to do. In the end it boiled down to a combination of our lawyers and insurance providers both telling us that there was not much of a future for COPA for Kids without some sort of industry-standard, recognized vetting of those working directly in positions with the kids.


After all these years that we have offered COPA for Kids, we are very proud of the fact that there has never been either an incident or an allegation of impropriety coming out of the program. However, given the current state of the legal world around these issues, we were advised that without having this requirement in place, as has become the standard for all groups providing programming for youth, we — COPA and the COPA Flights — would not be able to show we had exercised our reasonable duty of care to the minors participating in our program. Consequently, it could potentially be financially ruinous for COPA, the individual COPA Flights and the pilots themselves were we forced to fight an allegation in court. This becomes particularly more relevant as we expand the program to allow pilots to conduct sanctioned, insurance-

covered flights outside of an organized COPA for Kids event day, such as with neighbours, friends, work colleagues or anyone, whether youth or adults.

We tried to make it as easy as possible for the pilots by stipulating that if anyone has done a check for another organization, such as Cadets, Scouts/Guides, school teams etc., we would accept a copy of that check provided it is not older than three years. We are counting on pilots' commitments to the cause of COPA for Kids and the preservation of GA, that they would not see this as a reason not to participate. We also tried to give as much advance warning as possible about the new requirement so that no one was being caught off guard or unable to complete the checks due to the varying processing times across the country. It is worth mentioning that anyone thinking of volunteering as a COPA for Kids pilot should get the check done, which is valid for three years, and then they are able to volunteer as they see fit or their schedule allows.

The details can be found on our website under Events and COPA for Kids, where you will find the guide that has all the required information. Thank you for your understanding and your cooperation.





Until we meet again next year at our events and our gatherings, from everyone at COPA, Seasons' Greetings to all. 🇨🇦



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# COPA POUR LES JEUNES EN 2019

## LES VÉRIFICATIONS REQUISES POUR LES PILOTES PARTICIPANTS

**Vous l'avez probablement vu dans notre guide COPA pour les jeunes (« COPA for Kids ») ou par d'autres moyens mais la décision de mettre en œuvre l'exigence de Vérification des antécédents en vue d'un travail auprès de personnes vulnérables (VAPV) n'a pas été prise à la légère et ce n'est pas quelque chose que nous voulions nécessairement faire. En fait, nos avocats et nos assureurs ont tous deux déclaré que sans un tel encadrement et une telle vérification reconnue dans l'industrie, l'avenir de notre programme de COPA pour les jeunes était compromis.**

Nous sommes fiers de constater qu'il n'y a jamais eu d'incident ou d'allégation compromettante durant toutes ces années depuis que le programme de COPA pour les jeunes existe. Cependant, étant donné la sensibilité sociale actuelle et très probablement future en ce qui a trait à ces enjeux délicats, nous avons été avisés que sans cette exigence, cette vérification est devenue la norme pour tous les groupes offrant des programmes aux personnes vulnérables dont principalement les moins de 18 ans. COPA et nos Clubs devons démontrer avoir exercé notre responsabilité morale d'avoir agi avec une diligence raisonnable envers les mineurs participant à notre programme. Cela devient particulièrement pertinent puisque nous élargissons le programme pour permettre aux pilotes d'effectuer des vols non seulement avec les jeunes mais à tout le monde qui devrait vivre cette expérience, même au-delà d'une journée organisée par COPA pour les jeunes,

soit avec des voisins, des amis, des collègues de bureau ou peu importe qu'ils soient jeunes ou adultes.

Nous avons essayé de simplifier le processus le plus possible pour les pilotes en stipulant que, si quelqu'un a eu une vérification pour un autre organisme comme les cadets, les scouts ou les guides, des activités parascolaires, etc., nous accepterions une copie de cette attestation à condition qu'elle ne soit pas plus vieille que de trois ans. Nous nous fions à l'engagement des pilotes dans la cause de COPA pour les jeunes et pour la préservation de l'aviation générale afin que les pilotes ne voient pas cette vérification comme un empêchement à participer au programme. Nous avons également essayé de communiquer le mieux possible le besoin de la nouvelle exigence afin que personne ne soit pris au dépourvu et que tous soient capables de faire les vérifications nécessaires dans des délais raisonnables (mais variables) à travers le pays. Il est important de mentionner que toute personne qui envisage devenir pilote bénévole auprès de COPA pour les jeunes doit passer par le processus de cette vérification, valable pour trois ans.

Les détails se trouvent sur notre site Web sous Événements et COPA pour les jeunes où vous trouverez le guide contenant toutes les informations requises. Merci de votre compréhension et de votre coopération.

En attendant de se rencontrer lors d'un de nos événements au cours de la nouvelle année, Joyeuses fêtes à tous de la part de tout le monde à COPA. ✈️



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DECEMBER 24  
TO 28.

### NIGHT VFR — PLANNING AND PREPARING FOR THE 'EXTRAORDINARY' CHALLENGES

Thanks to JC Audet for the article Night VFR — Add-on Rating Presents New Challenges in the November 2018 COPA Flight. I have always loved night flying; the visuals over large cities and approaches to major airports can be spectacular.

Audet's article does a great job highlighting some of the ordinary challenges associated with Night VFR. I would like to extend the discussion to some of the extraordinary challenges, particularly when aircraft problems occur that would be relatively easy to manage during Day VFR, but may become real issues during Night VFR.

One of the ordinary challenges of Night VFR is the increased workload on the pilot, especially if there is no second pilot on board. This increased workload can be clearly exacerbated when something goes wrong at night; e.g. weather, being lost, or aircraft electrical or engine failure.

Electrical failures can be immediate, or develop slowly. I once experienced a gradual electrical power loss at night when my alternator failed on my C172. I was a bit slow in noticing the loss because my instrument scan did not pick up the ammeter discharge. When I finally did notice it, I recycled the alternator circuit breaker once — no joy. I was approaching the CZ for my home base airport (Ottawa, CYOW)

so I called them. Due to my lower battery power, they could not hear me, so I diverted to a nearby uncontrolled airport (Carp, CYRP). But by then I had next to no electrical power left. I quickly found out that flying the aircraft and holding a large flashlight to read my instruments, especially airspeed on final, was not easy. Fortunately I had a passenger (a neighbour, a non-pilot) who did that for me. No flaps of course, but that was not an issue. And no landing gear to worry about.

So what did I learn? First of course, keep the ammeter in your instrument scan. Second, realize the battery will drain fairly quickly if the alternator fails, so shut down unnecessary items quickly. You will likely lose the use of any aircraft-powered navigation equipment (VOR, ADF, GPS), so carry a smart phone with an appropriate navigation app (my alternator problem occurred back when I did not have a cellphone yet). How do you turn on runway lights without radio power? Consider carrying a handheld transceiver. As for flashlights, I suggest a head-mount, or a small Maglite you can hold in your mouth. Don't forget spare batteries, bulbs and fuses.

What about an engine failure at night? The procedure is much the same as what we were trained to do during the day. The only difference is when we get close to the ground: On final approach, turn on the landing light. If you don't like what you see, turn it off. But seriously, how do you prepare for handling an engine failure at night? If you search online you may find some ideas.

In summary, the key message on Night VFR is to be prepared. You need to realize that dealing with any aircraft issues at night becomes a greater problem due to increased workload. Keeping your aircraft's shiny side up is more of a challenge due to less ground-based visual clues.

*Jim Morris*

### ✉ SVFR FROM FSS IS POSSIBLE IN CONTROL ZONE

I think there is an important error and/or omission in JC Audet's article on Special VFR (October, 2018). The author states "You can only take advantage of this [special VFR] if departing from a controlled airport and the tower is active..."

I don't have time to look it up, but I'm fairly confident that SVFR can be requested and granted at a FSS airport also (North Bay, Kingston, etc.). The FSS can't grant it alone, but they coordinate with ATC and pass the clearance along to you (just like they can't issue an IFR clearance, but they pass it along as "ATC clears C-ABCD...").

Owen Andrusiak

### ✉ CLARIFICATION ON VISIBILITY REQUIREMENTS

The article on Special VFR by JC Audet (October, 2018) gave some useful information, and a couple of links. But I think some clarification and correction is needed in a few areas. Yes, 1000 and 3 is a good rule to remember for VFR, but that only applies within control zones (CAR 602.114), not everywhere, and the 1000 is not actually stated, it comes from the need to stay 500 feet below cloud and 500 feet above the surface. If the ceiling is 1000 feet, VFR circuits should be flown at 500 feet agl. If you're in controlled airspace but not in a control zone (e.g. flying in Class E airspace en route) then you don't need 3 miles visibility in all directions, only in the direction of flight, and a minimum of 1 mile horizontal distance from cloud.

David Lye

### JC Audet responds:

*It is actually possible to obtain SVFR from an FSS. I limited myself to the*

*controlled airport environment and I should have explained my position. One should understand the significant difference between obtaining an SVFR authorization at a controlled airport as opposed to an FSS. Aviation Safety Letter TP 185-3-2012-6281 provides a good description of various circumstances pertaining to SVFR.*

### ✉ A FEATHER IN THE WIND

In the autumn of 2016 I was backtracking on runway 04 at South River-Sundridge airport (CPE6). An object on the runway caught my attention. Steering towards it, I saw it was a rather large feather from what was apparently a large raptor. I taxied up to it, shut down my engine and got out. Having no stowage in my open cockpit plane, I shoved the feather under my shirt and proudly shared the next hour and a bit with part of a fellow aviator tucked between my shirt and chest. When I got home, I rested it in a place of honour among some of my other treasures.

During the winter doldrums of 2017 I started researching bird books to see what raptor my feather came from. I had no luck. Book after book turned up no clue of the feather's donor. By the spring of 2017 my curiosity was getting the better of me and I started to spread out my research into other possible large birds. I finally found a book that identified my treasured feather. The donor was a wild turkey. At first I was disappointed that my treasure wasn't from a noble bird. However, within a very short while I came to my senses and realized my great privilege of being able to share any part of flying with other creatures no matter their perceived status.

I still display my treasured feather and, while I proudly soar with the eagles, I just as proudly taxi with the turkeys.

Gary Blanchett

## SEND US YOUR STORIES, LETTERS AND PHOTOS

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

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

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

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

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

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

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

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

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



# TCCA'S SERVICE QUALITY

## CAN WE HELP THEM IMPROVE IT?

BY J-C AUDET

**COPA's normal course of activities includes fielding phone calls and emails from members experiencing issues with TCCA. We do recognize that many COPA members and GA folks at large are less than enamoured with the quality of service they receive from TCCA and COPA would like to help improve that situation.**

In all fairness, a very large number of individuals working within the TCCA system are active members of our GA community and do understand our plight. They, and many others, are dedicated people who endeavor to deliver the best service they can within the limits of the resources they have at hand. This is the critical element: the best service they can with the resources at hand.

A recent discussion with two TCCA officials has led COPA to a better understanding of how TCCA functions. In simplified terms, the Ottawa office of TCCA is responsible for policies and regulations while TCCA's regional offices are responsible for service delivery and enforcement. TCCA Ottawa has limited say on what goes on in the regional offices. In Ottawa parlance this means, for example, that should an inspector in a regional office misinterpret the regulations and imposes his or her views, a TCCA official in Ottawa cannot go to that regional office's personnel to correct the situation. They have to wait for that regional employee to ask for advice or support.

While aviators in a specific region may be dissatisfied with TCCA, they do not have a basis of comparison with other regions. On the other hand, when the complaints and reports of issues come to COPA, they all come to the same person and I am quite capable of integrating this into a global picture.

In this light, COPA is launching an initiative to draw attention to the situation of perceived poor quality of service from TCCA. I can honestly state that over the course of my aviation career, private and professional, I have not yet had a negative experience with TCCA. I have dealt with TCCA on numerous issues and always obtained what I needed. In fact, it begins here: there is a major difference between what I 'need' and what I 'want'. Further, TCCA's primary responsibility is not to safeguard my, or anybody else's, opportunity to make money in aviation or to simply enjoy flying. TCCA's first responsibility is the safety of the public while not making it unduly difficult for us to operate, privately or commercially.

We are asking our members to inform us on any issues, difficulties or problems you have encountered, recent or past, in obtaining legitimate services from TCCA. This link illustrates the various services delivered by TCCA and their cost and the expected delay in delivery of these services. Note this is the latest one on the TCCA site; changes may not yet be posted: [tc.gc.ca/media/documents/ca-publications/tp14984e.pdf](http://tc.gc.ca/media/documents/ca-publications/tp14984e.pdf).

If you received your service within the period allotted in this document, TCCA has met its engagement and you have no grounds to complain. Include your non-COPA aviator friends in the discussion; this is for all of GA. Some of the recurring issues (with sample cases) our members report to us include:

**Registration:** a pilot purchased a Cub and was ultimately happy to receive his C of R after a 'short' 352-day delay. I wonder how much flight time this airplane got last year;

**Licensing:** a colleague has filed an application for his RPP on 1 March 2018

and paid the fee. He currently holds a PPL and his request is legitimate, but apparently not so in the mind of someone somewhere in the system;

**Medical certificates:** lengthy delays in renewals (no specific example here, but regular complaints). We would like to ascertain if there really is an issue;


**Airworthiness:** regional inspectors who take it upon themselves to interpret the regulations their way as opposed to the intent and wording of the regulation (some specific examples to be discussed elsewhere);

**Flight authority:** lengthy delays in issuing one (some specific examples to be discussed elsewhere);

**Special C of A - Owner-Maintenance:** applications delayed for months and months, giving the impression that TCCA does not want to approve them.

As we expect all Canada Revenue Agency auditors to apply the same taxation standards across the country, we are justified to expect the same of Transport Canada inspectors and employees.

Experience shows that when you, the members, inform us at COPA of your issues, supported by dates and facts, we can work with TCCA and typically address them quickly. Remember, a regional problem affecting one owner will likely not appear on the Ottawa screen. We must collect these issues and bring them up in order to help TCCA meet their projected service level agreements, in turn helping ourselves. One cannot change or improve things until one is aware of the situation, be it COPA, TCCA or anybody else. Help yourself — share your issues and difficulties with COPA.

Please send any of your cases, comments, suggestions or information to [operations@copanational.org](mailto:operations@copanational.org). 

# QUALITÉ DU SERVICE DE TCAC

POUVONS-NOUS LES AIDER À L'AMÉLIORER ?

PAR J-C AUDET



**Les appels téléphoniques et les courriels de membres de COPA désillusionnés relativement à TCAC composent la routine quotidienne à nos bureaux. Nous reconnaissons que de nombreux membres de COPA et même de la GA sont moins qu'impressionnés par la qualité du service qu'ils obtiennent de TCAC et COPA désire sérieusement contribuer à améliorer cette situation.**

En toute honnêteté, un grand nombre d'employés de TCAC sont membres actifs de la GA et comprennent très bien la situation. Ceux-ci, contre tant d'autres, sont dévoués à leur profession et déploient de grands efforts pour livrer le meilleur niveau de service qu'ils peuvent faire avec les ressources qu'ils ont à leur disposition. Et là réside l'élément critique : le meilleur niveau de service avec les ressources disponibles.

Au cours de deux discussions récentes, j'ai eu le privilège d'avoir une description du mode de fonctionnement de TCAC. Tout simplement, le bureau de TCAC à Ottawa est responsable de définir les politiques et d'établir la réglementation, alors que les Bureaux Régionaux sont responsables du service à la clientèle et de l'application de

cette réglementation. TCAC Ottawa n'a qu'un impact limité sur les activités dans les régions et comment ces activités se déroulent. Dans le langage de TCAC Ottawa, ceci signifie par exemple que si quelqu'un dans un bureau régional mésinterprète un règlement et choisi d'imposer sa perspective personnelle, TCAC Ottawa ne peut pas s'impliquer et corriger la situation. Ottawa doit attendre que la personne fautive les contacte et demande conseil ou assistance.

Lorsque des aviateurs d'une région quelconque sont insatisfaits du service reçu, ils n'ont aucune base de comparaison avec les autres régions. Par contre, lorsque des plaintes et rapports de problèmes sont envoyés à COPA, ils viennent tous à la même personne et je suis tout à fait capable d'intégrer le tout dans une perspective globale.

C'est dans cette optique que COPA lance une initiative visant à attirer l'attention sur la perception d'un piètre niveau de service de la part de TCAC. Je peux honnêtement dire qu'au cours de ma longue carrière privée et professionnelle en aviation, je n'ai jamais eu d'expérience négative avec TCAC. J'ai toujours obtenu ce dont j'avais besoin, en toute circonstance. En fait, tout

débuté ici : ce dont j'ai « besoin » et non ce que je « voudrais ». Notons que la responsabilité principale de TCAC n'est pas de protéger mon opportunité, ni celle de quiconque, de faire de l'argent en aviation ou tout simplement d'en dériver du plaisir. La responsabilité de TCAC est de veiller à la sécurité du public, tout en ne nous causant pas de difficultés indues dans l'opération de nos avions, soit privée ou commerciale.

Nous demandons donc à nos membres de nous informer des problèmes/difficultés encourus, dans un passé récent ou moins récent, dans l'obtention de services de la part de TCAC. Ce lien illustre les différents services offerts par TCAC et les coûts qui y sont associés ainsi que les délais anticipés dans la livraison de ces services. Notez qu'il s'agit là du plus récent document sur le sujet sur le site de TCAC et est sujet à des changements : [tc.gc.ca/media/documents/ca-publications/tp14984e.pdf](http://tc.gc.ca/media/documents/ca-publications/tp14984e.pdf)

Si vous avez reçu les services demandés dans la période prescrite dans ce document, TCAC a rencontré ses engagements et vous êtes satisfaits. Partagez ceci avec vos collègues aviateurs à l'extérieur de COPA, ceci touche toute la GA. Voici quelques secteurs de problèmes à répétition :

**Immatriculations** : un pilot a finalement reçu, récemment, son C of R après une attente de 352 jours. On peut se demander combien d'heure de vol cet avion a accumulé l'an dernier;

**Licences** : un collègue a demandé son Permis de Pilote Récréatif (RPP) le 1 Mars 2018 et a payé les frais. Il détient un PPL et sa demande est légitime, mais apparemment pas dans l'esprit de quelqu'un quelque part dans le système de TCAC;

**Certificats Médicaux** : longs délais dans le renouvellement (pas d'exemple

CONTINUED ON PAGE 10

CONTINUED FROM PAGE 9

spécifique ici, mais plaintes régulières). Nous aimerions comprendre et confirmer s'il y a vraiment un problème;

**Navigabilité** : des inspecteurs régionaux qui prennent sur eux-mêmes la décision d'interpréter la réglementation à leur façon et à l'encontre de l'intention et de la phraséologie de cette réglementation (des exemples spécifiques seront discutés dans un autre forum);

**Autorité de Vol** : long délais dans l'émission de ces documents (des exemples spécifiques seront discutés dans un autre forum);

**Certificat Spécial de Navigabilité-Maintenance par le Propriétaire** : nombreuses demandes laissées de côté chez TCAC, donnant l'impression que certaines régions de TCAC ne veulent vraiment pas les approuver.

Tout comme nous nous attendons à ce que les auditeurs de l'Agence du Revenu du Canada appliquent les mêmes standards de taxation à travers le pays, les aviateurs canadiens sont certainement en droit de s'attendre à la même chose de la part des inspecteurs et des employés de TCAC.

L'expérience nous montre que lorsque vous, nos membres, nous informez de vos problèmes, avec faits à l'appui, COPA peut travailler avec TCAC et aider à amener des solutions plutôt rapidement. Notons bien qu'un problème régional affectant un aviateur dans une région n'apparaîtra pas nécessairement sur l'écran radar d'Ottawa. Nous nous devons d'être informés de ces problèmes et les amener à TCAC afin de leur aider à rencontrer les délais auxquels ils s'engagent publiquement, ce qui nous aidera tous grandement en retour. D'aucun ne peut changer ou améliorer les choses s'il n'est pas au courant du problème, que ce soit COPA, TCAC, ou quiconque. Aidez-vous vous-même, partagez vos problèmes avec COPA.

Envoyez tous vos exemples, commentaires etc. à [operations@copanational.org](mailto:operations@copanational.org).

## NINETY-NINES HONOUR KATHY FOX

TSB CHAIRWOMAN COLLECTS ANOTHER ACCOLADE



**The Transportation Safety Board's Kathy Fox has been inducted into the Ninety-Nine's Forest of Friendship during a ceremony last September.**

Fox began a career in air traffic control in 1974, working at several different control towers in Quebec before transferring to the Montreal ACC. She later worked as an ATC trainer. After serving at Air Traffic Services headquarters in Ottawa, Fox transferred

to Nav Canada as vice president of operations. It was in June of 2007 that Fox retired from Nav Canada and subsequently was appointed to the TSB. Fox became chairperson of the TSB in 2014 and this year was reappointed for an additional five-year term.

Fox's background in aviation spans nearly 50 years. She has participated in skydiving as a sport (her promotion of which earned her a Queen Elizabeth Jubilee medal), and worked as a commercial pilot. Fox holds an ATPL with Multi-IFR and Flight Instructor ratings. She has logged over 5000 hours, including time with the Canadian Precision Flying Team, where she represented Canada at world championships.

Fox has also been inducted into the Quebec Air and Space Hall of Fame and Canada's Aviation Hall of Fame, awarded the Elsie MacGill Northern Lights Award and the David Charles Abramson Flight Instructor Safety Award. As if that were not enough recognition, Fox has also been inducted into the Women in Aviation International (WAI) Pioneer Hall of Fame.

The International Forest of Friendship is located in Atchison, Kansas, the birthplace of Amelia Earhart. It is a living, growing memorial to the world history of aviation and aerospace. 🌳

### STAY TUNED PHOTO CONTEST WINNERS TO BE ANNOUNCED IN JANUARY ISSUE!

This year we received 50 entries, all of them awesome depictions of Canadian aviation themes or Canadians exercising their freedom to fly. Find out which photo will grace the front of COPA's 2019 membership card in our January issue



# HIGH SCHOOL FLYING CLUB SOARS

BY JANINE CROSS

**Without an airport or team of volunteer pilots, COPA member Teena Della has found a remarkable way to engage children in aviation, all within the four walls of her high-school classroom in Port Coquitlam, B.C. What do the students in Teena's Riverside Flying Club (RFC) do? Everything from building and launching rockets to watching movies and flying kites.**

The 30 kids, ranging from grades 9 to 12, come for a variety of reasons; not all of them are initially intent on pursuing a career in aviation. For instance, fifteen-year-old April K.'s love of adventure and trying new things—which recently led to her obtaining a firearms licence outside of school hours—first brought her into the RFC where she has enthusiastically remained. And then there's seventeen-year-old Michael K: "I first found out about the flying club when I was in grade 8 on a tour of the school. I was interested in flying RC planes and was hoping to learn some skills." That was four years ago. Since then, Michael has caught the flying bug in a big way. "I'd love to be an airline pilot for Air Canada or United, and fly international long-haul flights to Europe or Asia. And I'd love to go for a flight on a 747 aircraft, before they're completely retired."

When COPA B.C. and Yukon director David Black recently visited the RFC during school hours, a couple of students dropped into Teena's classroom merely to eat lunch. Met by reeling quad copters, laughter and camaraderie, they stayed for the flying club's meeting, which was focused on a demo of a DJI Mavic drone. Starting



out on small aviation-related themes and letting kids simply be kids, with all of the curiosity, mayhem and enthusiasm that it entails, may be one of the keys to the success of Teena's club.

The kids are so dedicated that they even show up on weekends at the teen-challenging hour of 9 am, no less. A Saturday ROC-A course taught at the club by Black saw an impressive turnout, and fifteen proud kids earned their Radio Operator Aeronautical certificates. Even the high-school principal, Jon Bruneau, participated, wrote the exam and earned his certificate, re-sparking a long-held dream of becoming a private pilot. Taking that first small step toward becoming a pilot "makes it all real, makes it all look possible."

Field trips to local airports and ATC towers further draw the kids into the world of aviation, as well as guest

speakers as varied as air force pilots and hot air balloon pilots. Funds are a challenge for field trips, but in 2015 when Teena's club received the prestigious Ninety-Niners Canadian Award in Aviation, not only was the recognition a reward, but the \$1700-grant was a huge boon.

Of course, club members also climb into the cockpit and take to the air on occasion. Since forming the club in 2013, Teena has volunteered her own time, resources and Piper Comanche 250 so that members can experience flight in a small plane, many for the first time. When asked what is the most rewarding aspect of the club, Teena doesn't hesitate to answer, "The pure joy on the students' faces during and after a flight. You get to know the students in a completely different way than you can in a classroom." 🛩️

# A NEW DESTINATION FOR TAILDRAGGERS

TEXT BY JEAN-PIERRE BONIN | PHOTOS BY JEAN-PIERRE BONIN AND HÉLÈNE LAVIGNE

City councillors in Les Escoumins, Que., located on the north shore of the St. Lawrence River, unanimously voted in June 2017 to support Totem Aviation's project of opening an aerodrome within the city limits. They considered the project to be interesting, with eventual financial benefits for the community. Last September, we visited the aerodrome and were offered a ride in Totem Aviation's Cessna 170.

Situated just east of the village, the 14-32 sand runway is perpendicular to the St. Lawrence River and easy to spot from the air. The surface is newly built and, for the moment, recommended only for taildragger airplanes. Runway is 65 feet wide and 2,300 ft long, with an additional 100 feet on both ends, and with 200 to 300 more feet cleared of mature trees.

Car rental is available from the village. Accommodation and a nice variety of restaurants can easily make it worthwhile for a few days' stay as there are numerous interesting activities available close by, such as hiking, whale-watching from the shore, fishing, black bear-watching, zodiac excursions or kayak rental. Under-wing camping is also available at the aerodrome though there are no services (except for an outdoor portable toilet and WiFi).

Prior permission is required to access the runway and obtain all relevant information. Contact Jean-Manuel Gagnon of Totem Aviation at 1-581-235-5235, or by email at [jmg@totemaviation.com](mailto:jmg@totemaviation.com). ATF is 123.2 MHz.

Finally, please keep in mind that flights below 2,000 feet above water are prohibited within the boundaries of the Saguenay-St. Lawrence Marine Park. 🌲



## AÉRODROME LES ESCOUMINS

NOUVELLE DESTINATION POUR AVIONS À ROUE DE QUEUE

**Les conseillers municipaux de Les Escoumins, situé sur la Côte-Nord, ont voté en juin 2017 à l'unanimité en faveur du projet de Totem Aviation pour développer un aérodrome dans les limites de la ville. Ils ont considéré que le projet était intéressant avec des retombées économiques éventuelles pour la communauté. En septembre dernier, nous avons visité l'aérodrome et nous sommes vus offrir un vol dans le Cessna 170 de Totem Aviation.**

Située juste à l'est du village, la piste de sable orientée 14-32 est perpendiculaire au fleuve Saint-Laurent et donc facile à repérer depuis les airs. La surface est nouvellement nivelée et est, pour le moment, recommandée uniquement pour les avions à roue de queue. La piste est large de 65 pieds et longue de 2 300 pieds auxquels on ajoute 100 pieds à chaque extrémité, lesquelles sont en plus dégagées de tout arbre mature sur 200 à 300 pieds.

Au village, on peut louer une auto pour se déplacer. Il y a un bon choix

pour l'hébergement et une variété intéressante de restaurants pour un séjour de plusieurs jours considérant les nombreuses activités disponibles à proximité telles que la randonnée pédestre, l'observation des baleines à partir de la rive, la pêche ou l'observation de l'ours noir, des excursions en zodiac ou la location de kayak. Le camping sous l'aile est également disponible à l'aérodrome, mais sans services (sauf pour une toilette chimique extérieure et l'Internet Wi-Fi à l'accueil).

Une autorisation préalable est requise (PPR) pour accéder à la piste. Pour obtenir toutes les informations pertinentes, contactez Jean-Manuel Gagnon à Totem Aviation au 1-581-235-5235, ou par courrier électronique à [jmg@totemaviation.com](mailto:jmg@totemaviation.com). L'ATF est 123,2 MHz.

Pour terminer, rappelez-vous que les vols effectués en deçà de 2000 pieds du dessus de l'eau sont interdits dans les limites du Parc marin du Saguenay-Saint-Laurent. 🌲

## ENFORCEMENTS



### ATLANTIC REGION

**A person operated an aircraft when the emergency exits were partially blocked by carry-on baggage, equipment or cargo.** CAR 602.86(2): \$750.

### QUEBEC REGION

**A person operated a model aircraft having a total weight of more than 250g but not more than 1kg at a lateral distance of less than 100 feet from vehicles, vessels or the public.** Interim Order No. 8 s. 5(3): \$750.

**A person operated a model aircraft at night.** Interim Order No. 8 s. 5(1): \$750.

**A person knowingly made false representation for the purpose of obtaining a Canadian aviation document or any privilege accorded thereby.** Aeronautics Act 7.3(1) (a): 30 days suspension.

**A person operated a model aircraft having a total weight of more than 1kg but not more than 35 kg within controlled airspace at a lateral distance of less than 250 feet from vehicles, vessels or the public. The owner operated or permitted a person to operate the model aircraft when the name, address and telephone number of the owner were not clearly made visible on the aircraft.** Interim Order No. 8 s. 5(1), 5(4), 8: \$250 each.

**The pilot-in-command of an aircraft failed to comply with all of the air traffic control clearances received and accepted.** CAR 602.31(1): \$750.

### ONTARIO REGION

**A person operated an aircraft in Canada when it was not registered in Canada, in a contracting state or in a foreign state that has an agreement in force with Canada. The person also acted as a flight crew member or exercised the privileges of a flight crew permit, licence or rating without a valid permit, licence, rating or medical certificate.** CAR 202.13(2), \$1,000; CAR 401.03(1), \$1,000.

**A person operated an aircraft in Canada when it was not registered in Canada, in a contracting state or in a foreign state that has an agreement in force with Canada.** CAR 202.13(2), \$1,000.

### PRAIRIE AND NORTHERN REGION

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

### RÉGION DE L'ATLANTIQUE

**Une personne a utilisé un aéronef lorsque les bagages de cabine, l'équipement ou le fret obstruent les issues de secours accessibles aux passagers.** RAC 602.86(2), 750 \$.

### RÉGION DU QUÉBEC

**Une personne a utilisé un modèle réduit d'aéronef dont la masse totale est supérieure à 250g et d'au plus 1 kg à une distance de moins de 100 pieds, mesurés latéralement, d'un véhicule, d'un navire ou du public.** Arrêté d'urgence no 8 Par. 5(3). 750 \$.

**Une personne a utilisé un modèle réduit d'aéronef la nuit.** Arrêté d'urgence no 8 Pa. 5(1) 750 \$.

**Une personne a sciemment fait une fausse déclaration pour obtenir un document d'aviation canadien ou**

tout avantage qu'il octroie. Loi sur l'aéronautique Par. 7.3 (1)(a). Suspension 30 jours.

**Une personne a utilisé un modèle réduit d'aéronef dont la masse totale est supérieure à 1 kg et d'au plus 35 kg à l'intérieur d'un espace aérien contrôlé et à une distance de moins de 250 pieds, mesurés latéralement, d'un véhicule, d'un navire ou du public. Le propriétaire a utilisé ou a permis à une autre personne d'utiliser le modèle réduit d'aéronef alors que les noms, adresse et numéro de téléphone du propriétaire ne soient clairement visibles sur l'aéronef.** Arrêté d'urgence no 8 Par. 5(1), 250 \$; 5(4), 250 \$; Par. 8, 250 \$.

**Le commandant de bord d'un aéronef a omis de se conformer à toutes les autorisations du contrôle de la circulation aérienne qu'il reçoit et qu'il accepte.** RAC 602.31(1), 750 \$.

### RÉGION DE L'ONTARIO

**Une personne a utilisé un aéronef au Canada sans qu'il ne soit immatriculé au Canada, dans un État contractant ou dans un État étranger qui a conclu avec le Canada un accord permettant son utilisation. La personne a aussi agi en qualité de membre d'équipage de conduite ou a exercé les avantages d'un permis, d'une licence ou d'une qualification de membre d'équipage de conduite sans être titulaire du permis, licence ou qualification pertinents.** RAC 202.13(2), 1000 \$; RAC 401.03(1), 1000 \$.

### RÉGION DES PRAIRIES ET DU NORD

**Une personne a utilisé un aéronef au Canada sans qu'il ne soit immatriculé au Canada, dans un État contractant ou dans un État étranger qui a conclu avec le Canada un accord permettant son utilisation.** RAC 202.13(2), 1000 \$.



## INCIDENTS + ACCIDENTS

### PRAIRIE AND NORTHERN REGION

**A privately operated Christavia MK I** Amateur Built aircraft, was conducting a local flight from the Indus/Winters Aire Park, AB (CFY4) with only the pilot on board. This was the first flight after the installation of a new propeller and a cylinder in the Teledyne Continental O-200A engine. Shortly after lift-off from Runway 34, the performance wasn't as expected and the pilot reduced the power to land; however, directional control could not be maintained. The aircraft nosed over in a wheat field to the west of the runway, and came to rest on its back; the pilot was uninjured.

**The pilot of a Pipistrel Aircraft Canada Inc.** Pipistrel Virus SW from Whitecourt, AB (CYZU) advised of a crash in a field just south of Rich Valley, AB. The aircraft nosed down and rolled on landing. The cause was unknown. There were no injuries and no fatalities. No assistance was required. An Aircraft Accident Form was filled out. The Joint Rescue Coordination Centre (JRCC) Shift Manager was advised.

### ONTARIO REGION

**Ottawa emergency services advised** that a privately registered Quad City Challenger II from Ottawa/Carp, ON (CYRP) to Peterborough, ON (CYPQ) had an accident (i.e. the aircraft had crashed). There was 1 person on board (POB), and they were injured. There was damage to the aircraft on the flight plan. No impact on operations.

**A privately registered Cessna 150G** from Ottawa/Carp, ON (CYRP) to Ottawa/Carp, ON (CYRP) crashed south of CYRP at 1512Z after having collided with a Piper PA-42 (C-FCSL) from Ottawa/Carp, ON (CYRP) to Ottawa/Carp, ON (CYRP). C-FCSL landed at Ottawa/MacDonald-Cartier, ON (CYOW) on Runway 32 without



incident. Runway 32 was closed from 1535Z to 1715Z. The pilot of the Cessna 150G suffered fatal injuries.

### PACIFIC REGION

**A Bell 206L-3 (C-FOGV) on a flight** from Pitt Meadows, BC (CYPK) and landing at Pitt Meadows, BC (CYPK) departed CYPK at 1939Z for a local flight north. At 2200Z, the Vancouver (VR) shift manager advised the CYPK tower that C-FOGV had crashed near Pitt Lake at 2025Z.

### QUEBEC REGION

**A privately registered Autogyro Cavalon** from Trois-Rivières, QC (CYRC) to Trois-Rivières, QC (CYRC) lost control and crashed into a field in Saint-Luc-de-Vincennes.

**A privately registered Aero Commander 112** to Joliette, QC (CSG3) landed at CSG3 with its gear up. Runway closed until approximately 1830Z.

**A Cessna 310R (C-GJGW) from Saint-Georges, QC (CYSG) to Saint-Georges, QC (CYSG)** conducted a runway incursion during a landing roll for a touch-and-go. The 3 gears, both wings, and the right elevator were damaged. No one was injured. Impact on operations: a NOTAM was issued to close the runway between 1415Z and 1635Z.

### RÉGION DES PRARIES ET DU NORD

**Rapport du BST no A18W0123 : Un** Christavia MK I privé de construction amateur effectuait un vol local depuis Indus/Winters Aire Park (CFY4), AB, avec un seul pilote à bord. Il s'agissait du premier vol suivant l'installation d'une nouvelle hélice et d'un nouveau cylindre dans le moteur Teledyne Continental O-200A. Peu de temps après le décollage sur la piste 34, le pilote a jugé que le rendement du moteur était insatisfaisant et a réduit la puissance pour se poser, mais n'a pas réussi à garder la maîtrise directionnelle. L'aéronef s'est renversé dans un champ de blé à l'ouest de la piste. Le pilote n'a pas été blessé.

**Le pilote d'un Pipistrel Virus SW de** Whitecourt (CYZU), AB, a dit s'être écrasé dans un champ juste au sud de Rich Valley, AB. L'aéronef a fait un piqué et s'est retourné à l'atterrissage. Cause inconnue. Personne n'a été blessé. Aucun mort à déplorer. Aucune assistance demandée. Un formulaire d'accident d'aéronef a été rempli. Le gestionnaire de quart du centre conjoint de coordination de sauvetage (JRCC) a été informé.

### RÉGION DE L'ONTARIO

**Les services d'urgences d'Ottawa ont** signalé qu'un Quad City Challenger

Il d'immatriculation privée, d'Ottawa/ Carp (CYRP), ON, à Peterborough (CYPQ), ON, avait eu un accident (l'aéronef s'était écrasé). Il y avait 1 personne à bord (POB), qui était blessée. L'aéronef a été endommagé sur le plan de vol. Aucun impact sur l'exploitation.

#### Un Cessna 150G d'immatriculation

privée de Ottawa/Carp (CYRP), ON à Ottawa/Carp (CYRP), ON s'est écrasé au sud de CYRP à 1512Z après être entré en collision avec un Piper PA-42 de Ottawa/Carp (CYRP), ON à Ottawa/ Carp (CYRP), ON. C-FCSL a atterri Ottawa/MacDonald-Cartier (CYOW), ON à la piste 32 sans encombre. La piste 32 était fermée de 1535Z à 1715Z. Le pilote du Cessna 150G a subi des blessures mortelles.

### RÉGION DU PACIFIQUE

#### Un Bell 206L-3 (C-FOGV) de Pitt

Meadows (CYPK), BC, à Pitt Meadows (CYPK), BC, a décollé de CYPK à 1939Z pour un vol local dans le nord. À 2200Z, le gestionnaire de quart de Vancouver (VR) a indiqué à la tour de CYPK que C-FOGV s'était écrasé près de Pitt Lake à 2025Z.

### RÉGION DU QUÉBEC

#### Un Autogyro Cavalon, d'immatriculation

privée, de Trois-Rivières (CYRC), QC, à Trois-Rivières (CYRC), QC, a perdu le contrôle et s'est écrasé dans un champ à Saint-Luc-de-Vincennes.

#### Un Aero Commander 112,

d'immatriculation privée, à destination de Joliette (CSG3), QC, a atterri avec son train rentré à CSG3. Piste fermée jusqu'à environ 1830Z.

#### Un Cessna 310R de Saint-Georges

(CYSG), QC, à Saint-Georges (CYSG), QC, a effectué une sortie de piste alors qu'il faisait sa course à l'atterrissage pour un posé-décollé. Les 3 trains, les 2 ailes et la gouverne de profondeur de droite ont été endommagés. Personne n'a été blessé. Impact sur l'exploitation : NOTAM émis pour fermer la piste entre 1415Z et 1635Z. ✈️

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# INSURING YOUR WARBIRDS

## NOT AS DIFFICULT AS IT MIGHT SEEM



I recently had the privilege to attend and present at the first annual Canadian Warbird conference in Ottawa. It was an impressive group of commercial and private pilots and operators across Canada who are not only passionate about, but very knowledgeable on all things warbird.

Insurance for warbird owners and pilots has some unique market challenges and coverage issues that are important to be aware of, and are best dealt with prior to buying your insurance policy.

To start, the insurance market for warbirds is narrow. There are just fewer insurance companies that write warbirds. Of the 10 to 12 underwriters in Canada, only two or three of them are actively targeting warbirds. Further, there are few aviation insurance brokers that are experienced in the warbird sector.

One reason for this is the pilots and aircraft themselves. There are fewer experienced pilots and sources of pilot training for those interested in transitioning into warbirds. This makes insuring pilots new to certain types of aircraft less desirable by the insurance market. And of course the aircraft themselves are unique and older. They can be difficult to value and have potentially higher costs to repair because of the lower availability of parts and expertise. There is a greater number of claims that result in total losses versus other aircraft because the aircraft ends up being written off.

In addition to pilots and aircraft type, some underwriters are challenged by the fact that warbirds aren't typically 'straight and level' aircraft. Warbirds are involved in fly-bys, low-level operations, aerobatics, air shows and public rides.

Finally, finding availability in the market for adequate liability and hull

limits can be problematic for some of the larger warbirds with hull values in the several millions of dollars.

Despite these challenges, it's important to debunk the myth that warbirds are uninsurable or difficult to insure. On the contrary, many warbirds like the T6, CJ-6 and L-19 are effortlessly underwritten as part of the standard private aircraft fleet. Underwriters who are well versed in warbirds recognize that their owners and pilots have an extreme level of care and pride of ownership. Although they may still be looking for a commitment to training, they are attracted to the inherent safety management system that comes natural to warbird pilots and owners.

Nonetheless, warbird owners should try to select insurance partners who have demonstrated a commitment to the sector and understand the unique exposures. This is of particular importance during the current hard market,



where unique aircraft are among the first to get rate increase.

Experienced underwriters will work with warbird owners to ensure that the policies are extending coverage to the unique type, use and training of the warbird category. Owners and pilots should also make themselves aware of these considerations prior to purchasing an insurance policy for their aircraft.

For example, due to the very nature of a warbird, restorations, rebuilds and new replicate builds are common. This can create challenges in the event of a claim during a 'work in progress'. Underwriters who understand warbirds have created custom endorsements which help both the insured and insurer when adjusting these types of losses. For example, they will work with the owner to establish a start value and an end value. The loss will be adjusted according to the value of the aircraft at the time of loss, based on parts and labour.

Another consideration for warbird owners is the type of operation. It is very important that the insurance policy be compatible with the operations, whether it is private or commercial. Most standard aircraft policies have an air show exclusion which is a non-start-

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*IT'S IMPORTANT TO  
DEBUNK THE MYTH  
THAT WARBIRDS ARE  
UNINSURABLE OR  
DIFFICULT TO INSURE*

---


er for many warbird owners. Make sure you are aware of any exclusions that could limit coverage and have them written back or endorsed on to the policy before you agree to buy it.

Finally, for many warbird owners, overall usage can be relatively low. They

may attend a few shows every year and otherwise the aircraft stays in storage. Speak to your broker about what options are available in order to minimize the cost of the annual in-flight coverage that is standard on an aircraft policy.

Losses happen, and insurance can protect you. However, it is important to take the time to understand your coverages, limits, terms, conditions and exclusions. This is even more important when you own or operate an aircraft such as a warbird.

It is a fact that warbird insurance has some unique challenges and considerations. However, with the right insurance partners, comprehensive and competitive coverage is readily available.

If you would like a quote for your warbird, or are looking for more information, please contact Magnes at 1-855-VIP-COPA (847-2672) or [VIPCOPA@magnesaviation.com](mailto:VIPCOPA@magnesaviation.com). 



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## TRUTRAK PMA VIZION

AN AUTOPILOT SUITABLE FOR LIGHT AIRCRAFT



When it comes to technological changes, type-certified aircraft have lately been lag-ging behind the more dynamic and less regulated amateur-built sector. This is mainly due to the presence of old and rigid certification rules, some dating back to the 1950s, and the unwillingness of lawmakers to support newer solutions. In August, 2017, following consultations between the FAA, EAA and AOPA among others, new and more flexible certification rules were approved and implemented to promote the emergence of new equipment aimed at improving the safety of general aviation.

Some major manufacturers, such as Garmin with the G5, took advantage of this break-through. Smaller ones, previously confined to the amateur-built market, saw a possibility to transfer their expertise as well as an opportunity for growth. TruTrak, a manufacturer founded in 1999 to offer an autopilot solution for the amateur-built sector, has decided to enter the certified market with their PMA Vizion.

I recently met TruTrak's sales manager, Corey Reed, at their Springdale, Arkansas facility to learn a little more about this

new product. Supported by a small, motivated and dynamic team, using state-of-the-art equipment and a technology that has been proven by their years in the amateur-built market, TruTrak produces one of the more attractive new autopilots in today's market.

The PMA Vizion is lighter and has fewer components than currently certified autopilots. It is already STC'd for the Cessna 172, 175 and 177 as well as Piper's PA-28 series. In the coming months, TruTrak will be adding the Cessna 180, 182 and 185 as well as Piper's PA-32 and Mooney to the list. Specialized software, communicating with a portable or panel-mounted GPS, is at the base of its operation. The controller, mounted on the panel, houses the brain of the system and is available in either a 2-1/4" or 3-1/8" round instrument, or in a 4" x 1.25" flat-pack format.

The PMA Vizion controls the movements of the aircraft via two servos, one located in a wing, controlling the roll, the other along the longitudinal axis, acting on the pitch. It also uses pitot and static connections, helping the autopilot monitor the aircraft's performance.

Combined with most modern certified GPS's, as per the ARINC429

standard, the PMA Vizion will fly a flight plan, including IFR routes, LPV approaches and other published manoeuvres such as missed approaches, holding patterns and SIDs. As Reed said, "Think about whatever magenta line is on the GPS and the PMA Vizion will follow it." Even better, the autopilot will predict turns and steer the aircraft without an external GPSS. Although the use of the system is limited to altitudes above 700 feet AGL, it is more for certification purposes than precision considerations. It is also designed to work with a non-certified GPS, via an RS232 connection, but the steering will not be as effective as with a GPSS. It will follow a route but will not be able to fly an approach.

The PMA Vizion can also be used in manual mode so you can enter a target or cleared altitude, add a rate of climb or descent to control vertical manoeuvres and also use it as an altitude hold. It allows you to fly a selected track, for example to follow an ATC instruction. Since the PMA Vizion is not connected to the DG, flying a heading will require some correction. As an important note, when given vectors by ATC, you should inform the controller when flying a track instead of a heading.

Some additional features of the PMA Vizion aimed at improving safety are listed below.

- **CWS (control wheel steering button):** Located on the yoke, this control will disable the autopilot in case of malfunction or to revert to manual mode. This can also be achieved by pressing the knob on the controller, using the A/P master or by pulling the A/P breaker.
- **Emergency level mode:** A control located in a central position on the panel, it will activate this mode and stabilize the aircraft to remedy any unusual situation or a loss of control.
- **AEP (automatic envelope protection):** With the autopilot disengaged, a passive function will activate the aileron servo to avoid banks greater than 40 degrees.

- **Backup gyro mode:** If the GPS signal is lost, the autopilot is still usable in a wing-leveler mode, selecting a bank angle of up to +/- 30 degrees. Altitude functions will not be affected by loss of GPS signal.
- **Minimum/maximum airspeed:** If a maneuver will take the aircraft into a stall or exceed Vne, the autopilot will issue a warning and lower or raise the nose to stabilize the aircraft. Once resolved, the autopilot will resume its previous mode.

With its numerous features, the PMA Vizion will benefit both VFR and IFR pilots. From flying a cross-country trajectory to maintaining a hard altitude in a busy controlled environment, VFR pilots will appreciate this extra pair of hands. For IFR pilots, this technology will make it easier to integrate the IFR

world and focus on other tasks. Clientele should include owners of aging autopilots needing repairs and others wanting to add an autopilot to their certified aircraft. Both should be attracted by this recent and user-friendly technology.

Price of the PMA Vizion is \$6,500 CAD and includes the controller, two servos, harness and install kit. Installation is estimated at around 25 hours, so the final bill should be under \$10,000 CAD. Although it only works with GPS technology, when compared to other autopilots on the market its ease of use and total cost should make it an attractive option. Most importantly, because of the embedded features, the PMA Vizion should help improve the safety record of our general aviation fleet, a major step in the right direction. 🇨🇦



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# LE PMA VIZION DE TRUTRAK

UN AUTO-PILOTE ADAPTÉ AUX AVIONS LÉGERS

L'évolution technologique d'équipements améliorant la sécurité de l'aviation générale certifiée, a toujours été en retard sur le secteur de la construction amateur, beaucoup plus dynamique et moins règlementé. C'est dû principalement à de vieilles règles de certification rigides, certaines datant des années 50, visant les appareils certifiés mais aussi le manque de courage des législateurs vis-à-vis de nouvelles technologies. En août 2017, suite aux discussions entre la FAA, l'EAA et l'AOPA, entres autres, de nouvelles règles de certification furent approuvées et mises en place favorisant l'apparition de nouveaux équipements visant à améliorer la sécurité de l'aviation générale.

Certains grands fabricants, tel Garmin avec le G5, profitèrent de cette percée mais aussi d'autres plus petits, confinés au marché de la construction amateur, virent là une opportunité de transférer leur expertise et favoriser leur croissance. TruTrak, un fabricant fondé en 1999, offrant une solution d'auto-pilote pour construction amateur, décida de se lancer et d'offrir leur nouveau produit, le PMA Vizion aux avions certifiés.

J'ai récemment rencontré Corey Reed, directeur des ventes de TruTrak, à leur usine de Springdale en Arkansas, afin d'en savoir plus sur un auto-pilote des plus attrayants sur le marché. Avec l'aide d'une petite équipe motivée et dynamique et utilisant une technologie éprouvée par des années au service de la construction amateur, TruTrak utilise un équipement de pointe et de plus, ses principaux fournisseurs sont situés à moins de 100 milles de rayon, encourageant l'économie régionale mais aussi, apportant souplesse et prévisibilité à la production.

Mais parlons du produit, le PMA Vizion, un auto-pilote plus léger, et possédant moins de composants que les équipements certifiés actuels. Déjà



disponible sous STC pour les Cessna 172,175 et 177 ainsi que les Piper PA-28, TruTrak est en mode développement et prévoit ajouter bientôt les Cessna 180, 182 et 185, le Piper PA32 et les Mooney à cette liste. Des logiciels spécialisés communicants avec des GPS portatifs ou installés, sont à la base de son exploitation et le module principal, monté au tableau de bord, abrite le cerveau du système et est disponible en formats standards, soit en instrument circulaire de 2.25 po ou 3.125 po, ou en format plat de 4 po x 1.25 po.

Le PMA Vizion contrôle les mouvements de l'aéronef via deux servos, soit l'un dans une aile, contrôlant l'aileron, soit le roulis et l'autre dans l'axe longitudinal agissant sur la gouverne de profondeur régissant le tangage. À l'aide de connexions au pitot et à la prise statique, l'auto-pilote peut aussi surveiller les performances de l'aéronef.

Jumelé à la plupart des GPS certifiés modernes, selon la norme ARINC429, le PMA Vizion permet de voler un plan de vol, incluant les routes, les approches LPV et d'autres manoeuvres publiées, tels approche manquée, circuit d'attente et SID. Comme dit Corey M. Reed : « Pense à n'importe quelle ligne magenta sur le GPS, PMA Vizion va la suivre. » Le PMA Vizion peut aussi prévoir et effectuer les virages

(GPSS) sans l'ajout d'équipement externe. Officiellement, l'utilisation du système est limitée à une altitude de 700 pieds AGL et ce pour des considérations de certification et non de précision. Il s'adapte aussi aux GPS non-certifiés avec connexion RS-232, mais la prévision du virage ne sera pas aussi efficace et on ne pourra voler une approche via l'auto-pilote.

On peut aussi l'utiliser en mode manuel en indiquant une altitude-cible ou autorisée, et un taux de montée/descente afin de contrôler l'évolution verticale de l'appareil et aussi pour maintenir une altitude. Le PMA Vizion permet de voler une trajectoire sélectionnée pour se conformer à une instruction de l'ATC ou autre raison. Par contre, comme le PMA Vizion n'est pas relié au DG, pour un cap donné vous devrez effectuer une correction sur la trajectoire. Il est aussi important de noter que lors d'un guidage radar, on doit informer le contrôleur si on vole une trajectoire.

Voici les principales caractéristiques du PMA Vizion visant l'amélioration de la sécurité :

**CWS (control wheel steering button) :** Ce contrôle, situé sur la commande de vol (yoke), désactivera l'auto-pilote en cas de mauvais fonctionnement ou pour retourner au mode manuel. On peut aussi utiliser le bouton rotatif du module

principal, l'interrupteur de l'auto-pilote ou son fusible.

**Emergency level mode** : Ce contrôle, situé sur le panneau central, permettra de stabiliser l'assiette de l'avion à partir de n'importe quelle situation afin d'éviter une perte de contrôle.

**AEP (automatic envelope protection)** : Lorsque l'auto-pilote est désactivé, cette fonction passive, activera le contrôle d'aileron afin d'éviter des virages à plus de 40 degrés d'inclinaison.

**Gyro de relève** : Lors d'une perte de signal GPS, on peut, à l'aide de contrôles sur le module principal, sélectionner une inclinaison allant jusqu'à +/- 30 degrés afin de stabiliser l'appareil. Les fonctions touchant l'altitude ne seront pas affectées par la perte du signal GPS.

**Vitesse minimale/maximale** : Si une manoeuvre dirige l'aéronef vers un

décrochage ou vers la Vne, l'auto-pilote émettra un avertissement et poussera ou tirera sur la gouverne de profondeur afin de normaliser la situation. Il retournera au mode précédent lorsque la vitesse sera revenue à la normale.

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## *AVEC SES NOMBREUSES CARACTÉRISTIQUES, LE PMA VIZION S'ADRESSE AU PILOTE VFR VOULANT PROFITER D'UNE AIDE LORS DE VOL VOYAGE*

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Avec ses nombreuses caractéristiques, le PMA Vizion s'adresse au pilote VFR voulant profiter d'une aide lors de vol voyage et du maintien de l'altitude lorsque nécessaire, bénéficiant ainsi

d'une paire de main additionnelle. Pour le pilote IFR cette technologie facilitera l'intégration dans le monde IFR et il pourra ainsi se pencher sur d'autres tâches. La clientèle-cible sera vraisemblablement composée de ceux dont le vieil auto-pilote nécessite des réparations et à d'autres voulant ajouter un auto-pilote à leur avion certifié, mais tous devraient être satisfaits de la convivialité de cette nouvelle technologie.

Côté prix, on parle d'un coût d'acquisition de 6 500 \$ (CAD), ce qui inclut le module principal, les deux servos, le harnais et un ensemble d'installation. Pour l'installation, on estime à environ 25 heures de main-d'œuvre, ce qui devrait se traduire par une facture avoisinant les 10 000 \$ (CAD). Mais en conclusion, avec ses multiples innovations, le PMA Vizion devrait améliorer la sécurité de notre flotte d'aviation générale, un avantage non-négligeable. ✈️

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# YOUR FIRST REAL ENGINE FAILURE

## HOW TO PREPARE, AND WHAT YOU NEED TO KNOW



**W**ould you survive one? An instructor friend of mine told me this story at least 20 years ago, “I had this student who failed his PPL flight test because of the engine failure part of the test. He needed some extra dual time. He could do everything fine except gliding to his chosen landing spot. At some point, we were practicing the procedure in the circuit, with the same consistent result. Out of desperation, I picked a moment on downwind where we could easily glide to the runway and I pulled the mixture. He was surprised and did not know how to react. I told him this is an engine failure and it will not restart, that he’d better find a place to land. After a brief hesitation, he asked if he could use that runway — and he performed a perfect procedure that led to a nice landing. After getting out of the airplane, he turned to me and thanked me for

having done that. This student obtained his PPL and went on to a successful flying career.” Not exactly as per the book, but dire measures might sometime be required.

What is the critical element for a pilot to achieve a successful dead stick landing? Glide speed. No matter how well you do the checks, etc., if you do not fully understand glide speed, well, luck might still be with you. The U.S.’s General Aviation Joint Steering Committee (GAJSC) has determined that a significant number of GA fatalities could be avoided if pilots were better informed and trained in determining, and flying their aircraft at, the best glide speed while manoeuvring to complete a forced landing. Our General Aviation Safety Campaign (GASC) agrees with that finding.

So what is the ‘Best Glide Speed’? Is it the one that will give you the longest gliding distance? Is it the one that will keep you aloft the longest time? Are

▲ This Cirrus fortunately made it to the ground safely after its engine failure.

they both the same? The more time in the air, the more distance you cover? As usual, the answer depends. There is rarely a clear and definitive answer in aviation; flying is a collection of compromises. Your aircraft POH or AFM will give you some guidance. Some manuals will tell you, in case of engine failure, to establish your best glide speed, but provides no specific number. Some manuals, on the other hand, will give you a specific airspeed to glide at.

The glide speed stated in your manual is typically the best glide speed to achieve the greatest distance. That is, the most ground covered per unit of altitude lost. A typical light aircraft such as a C152 or C172 will glide approximately 1.5 miles forward per 1000 feet of altitude lost. You might want to verify that on your airplane. This



is the one usually referred to as Best Glide Speed and typically sits halfway between your aircraft's Best Angle of Climb Speed ( $V_x$ ) and Best Rate of Climb Speed ( $V_y$ ). We do remember that  $V_x$  allows us to clear an obstacle during take-off, for instance, while  $V_y$  enables us to gain altitude as rapidly as possible. Would you remember these numbers if asked a point blank question? Keep in mind that this Best Glide Speed is established at the aircraft's gross weight (GW). As your in-flight weight will always be less than the GW (well, it should be ...), this Best Glide Speed will reduce slightly as the weight diminishes. And nobody will tell you by how much it will reduce; you need to find this out by yourself. This could be good engine failure practice.

But what if you don't need to glide a long distance to your chosen landing spot? How about staying airborne as

long as possible to give you more time to troubleshoot, to communicate, to prepare for that dead stick? Then you need the Minimum Sink Speed. This is the gliding speed at which you lose the least amount of altitude per unit of time: it is your lowest sink rate possible. The nice thing about it is that very few aircraft manuals, if any, tell you what that speed is for your aircraft; you have to find out for yourself again. Know that it is a bit lower than your Best Glide Speed discussed above.

How do you determine your Minimum Sink Speed for your aircraft? The procedure is quite simple but somewhat time consuming and requires flying accuracy. Start at  $V_y$ , or the recommended Best Glide Speed if the POH gives one, with power off (as in throttle idle, not mixture cut-off so engine stalls), carb heat (as required), etc. Note your speed and sink rate.

Repeat several times to ascertain accuracy. Look for the highest speed forward (or IAS) that will give you the lowest rate of descent. Starting from the Best Glide Speed as previously discussed, then gradually reduce your glide speed while noting the sink rate. You will get the most useful results when this is performed at or close to your maximum weight, or you may choose to use your typical mission weight if you prefer.

The FAA has published a good video on the topic of Best Glide Speed viewable at this link: [youtube.com/watch?v=dzK5xTAe2ZO](https://www.youtube.com/watch?v=dzK5xTAe2ZO). This next video on the topic also addresses the impact of wind on gliding distance: [youtube.com/watch?v=3F6rl-bFemO](https://www.youtube.com/watch?v=3F6rl-bFemO).

As a final note, keeping safety in mind, it would be advisable to have an experienced pilot with you to monitor what is going on and act as a safety lookout. 🙏

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# VOTRE PREMIÈRE VRAIE PANNE DE MOTEUR

COMMENT S'Y PRÉPARER ET CE QUE VOUS DEVEZ SAVOIR

**C**omment vous en tireriez-vous ? Un ami instructeur expérimenté m'a un jour raconté l'anecdote suivante : « Un de mes étudiants échoua son test en vol pour PPL dû à sa performance sur les pannes moteur et il devait suivre de l'instruction supplémentaire. Il exécuta la procédure très bien mais n'arrivait pas à planer à son point d'atterrissage choisi. Nous en étions à pratiquer dans le circuit, toujours avec les mêmes résultats. En désespoir de cause, dans le vent arrière, je tirai le contrôle d'admission d'essence. Il en fût très surpris et ne savait comment réagir. Je l'informai qu'il s'agissait d'une panne de moteur réelle et que le moteur ne redémarrerait pas, mieux valait donc trouver un endroit pour se poser en toute sécurité. Après quelques secondes d'hésitation, il demanda s'il pouvait utiliser la piste – il compléta la procédure par un vol plané et un atterrissage parfait. En descendant de l'avion, il me remercia de lui avoir fait vivre cette expérience. Il obtint son PPL et progressa à une brillante carrière de pilote. » Pas tout à fait la méthode approuvée mais aux grands maux les grands remèdes.

Quel est l'élément critique qui vous permettra comme pilote de maîtriser un atterrissage avec panne de moteur ? La vitesse de vol plané ! Peu importe le professionnalisme avec lequel vous exécuterez les détails de cette procédure, si vous ne comprenez pas les détails et implications de votre vitesse comme planeur, bien, la chance vous sourira peut-être. La GAJSC américaine (General Aviation Joint Steering Committee) a déterminé qu'un nombre important de fatalités dans la GA pourraient être évitées si les pilotes étaient mieux informés et entraînés à déterminer leur meilleure vitesse de plané et à voler leur avion à cette vitesse le cas échéant, afin d'accomplir un atterris-



sage forcé sécuritaire. Et notre GASC (Campagne de sécurité pour l'aviation Générale) supporte cette conclusion.

Donc, qu'entend-t-on par « meilleure vitesse en plané » ? S'agit de celle qui vous donnera la plus grande distance en vol plané ? Ou plutôt de celle qui vous permettra de rester en l'air le plus longtemps possible ? Est-ce la même chose ? Plus vous êtes longtemps en vol, plus grande sera la distance couverte ? Comme dans beaucoup d'autres choses en aviation, la réponse « dépend ». Nous avons rarement des réponses claires et définitives en aviation : voler est un assemblage de compromis. Votre Manuel du Pilote (POH) ou AFM vous donnera des conseils. Certains manuels vous diront d'utiliser la « meilleure vitesse de plané » (Best Gliding Speed) mais rarement une vitesse spécifique. Certains manuels, et ils sont rares, par contre vous donneront une vitesse précise.

La vitesse en plané indiquée dans votre manuel est typiquement la meilleure vitesse pour obtenir la plus grande distance, c'est-à-dire, pour couvrir la plus grande distance au sol par unité d'altitude perdue. Un avion léger typique tel un C-152 ou C-172

plane approximativement 1.5 mille vers l'avant pour chaque 1000 pieds d'altitude perdue. Vous seriez bien avisé de vérifier votre manuel. Cette vitesse est communément appelée la « meilleure vitesse en plané » (Best Gliding Speed) et se situe normalement à mi-chemin entre les vitesses du « meilleur angle de montée » (Best Angle of Climb-Vx) et du « meilleur taux de montée » (Best Rate of Climb-Vy). On se souviendra que Vx est utilisée pour éviter des obstacles au décollage par exemple, alors que Vy nous permet de gagner de l'altitude le plus rapidement possible. Sauriez-vous les reconnaître à brûle-pourpoint ? Notez que cette « meilleure vitesse en plané » est établie au poids maximum de l'avion (gross weight-GW) puisque votre poids en vol sera toujours inférieur au GW (du moins, on l'espère). Cette « meilleure vitesse en plané » diminuera légèrement à mesure que le poids diminue. Et personne ne vous dira quelle sera cette diminution, vous devrez le découvrir par vous-même. Que voici donc une excellente occasion de pratiquer vos pannes de moteur.

Mais supposons que vous n'avez pas besoin de planer une longue distance

pour atteindre votre lieu d'atterrissage forcé ? Supposons que vous ayez avantage à demeurer en vol le plus longtemps possible, pour avoir plus de temps pour tenter de régler le problème, à communiquer, à vous préparer pour cet atterrissage forcé, ou même à surmonter la peur. La vitesse en plané qui vous aidera le plus ici sera celle qui vous permettra de demeurer en vol le plus longtemps possible, c'est-à-dire la vitesse qui vous donne le taux de descente le plus faible (Minimum Sink Rate).

Malheureusement, il n'y a que très peu de manuels qui fournissent cette information, vous devez la déterminer vous-mêmes. Mais sachez qu'elle est un peu plus faible que votre « meilleure vitesse en plané » discutée plus haut.

Mais comment déterminer votre vitesse pour taux de descente minimum ? En réalité, la procédure est plutôt simple mais demande du temps, de la patience et de la précision dans le vol.

Commencez à Vy, ou à la « meilleure vitesse en plané » si votre POH en donne une, sans puissance (manette des gaz au ralenti, pas la manette du mélange fermée et le moteur éteint, réchauffe carburateur, etc.) Notez

## QUEL EST L'ÉLÉMENT CRITIQUE QUI VOUS PERMETTRA COMME PILOTE DE MAÎTRISER UN ATERRISSAGE AVEC PANNE DE MOTEUR ? LA VITESSE DE VOL PLANÉ

votre vitesse indiquée (IAS) et votre taux de descente. Répétez à plusieurs reprises pour confirmer la précision de vos mesures. Tentez de déterminer la plus grande vitesse (IAS) vers l'avant

qui vous donne le plus faible taux de descente. En commençant à Vy, réduisez graduellement votre vitesse en plané ou IAS tout en notant le taux de descente. Vous obtiendrez vos résultats les plus appropriés si vous performez cette procédure au poids maximal ou le plus près possible de celui-ci. Alternativement, vous pouvez choisir un poids plus représentatif de vos mission typiques.

La FAA publie un vidéo touchant du sujet « meilleure vitesse en plané » ou Best Gliding Speed, disponible à ce lien : [youtube.com/watch?v=dzK5xTae2Z0](https://www.youtube.com/watch?v=dzK5xTae2Z0). Un autre vidéo sur le même sujet traite aussi des effets du vent sur la distance en vol plané : [youtube.com/watch?v=3F6ri-bFem0](https://www.youtube.com/watch?v=3F6ri-bFem0).

En concluant, n'oublions pas l'élément sécurité : vous seriez bien avisés d'avoir avec vous un pilote d'expérience pour garder un œil sur la procédure et aussi à l'extérieur pour le trafic aérien. 🛩️

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# ON THE HORIZON



## EVENTS ON THE HORIZON

### DECEMBER 8TH, BRAMPTON, ON (CNC3)

RAA-TR Christmas Dinner and Silent Auction  
6pm, Wings Restaurant, Brampton Airport  
More info: Fred Grootarz 905-212-9333,  
[fred@acronav.com](mailto:fred@acronav.com)

### DECEMBER 8TH, LINDSAY ON (CNF4)

Flight 101 - Kawartha Lakes Flying Club  
Christmas Dinner and Dance  
6pm, Lindsay Golf and Country Club  
More info: Bob Burns, [bobklfc@gmail.com](mailto:bobklfc@gmail.com);  
705-324-8027

## REGULARLY HELD EVENTS

### AIRDRIE, AB (CEF4)

Flight 134 — Monthly Meeting  
19:30 — 1st Thursday of the month  
More info: [www.airdrieflyingclub.ca](http://www.airdrieflyingclub.ca)

### BANCROFT, ON (CNW3)

Flight 119, Bancroft Flying Club — Monthly Meeting  
19:00 — Last Monday of the month except July, August & December  
More info: <http://www.bancroftflyingclub.ca>

### BEAVERLODGE, AB (CYQU)

Flight 184 — Monthly Meeting  
19:30 — 3rd Tuesday of the month,  
September to April, Terminal Building 2nd  
floor board room  
More info: [wpaat@telus.net](mailto:wpaat@telus.net)

### BONNYVILLE, AB (CYBF)

Flight 90 — Monthly Meeting  
19:00 — Last Monday of the month,  
airport terminal building  
More info: <https://www.facebook.com/bonnyvilleflyingclub/>

### BORDEN, ON (CNV8)

Flight 84 — Borden Flying Club  
monthly meeting  
19:00 — 3rd Tuesday of the month,  
Edenvale Aerodrome  
More info: [www.bordenflyingclub.com](http://www.bordenflyingclub.com)

### BOUNDARY BAY, BC (CAK3)

Flight 5 — Boundary Bay Flying Club  
monthly meeting  
19:30 — 2nd Wednesday of the month,  
Delta Heritage Airpark  
More info: <https://copa5.wordpress.com/>

### BRANTFORD, ON (CYFD)

Flight 148 — Brantford Flying Club  
monthly meeting  
19:00 — 3rd Wednesday of each month,  
Clubhouse  
More info: <http://www.copa148.com/>

### CALGARY, AB

The Aerobatic Club of Alberta  
monthly meeting  
19:30 — 2nd Tuesday of the month  
More info: [www.aerobaticscanada.org](http://www.aerobaticscanada.org)

### CALGARY, AB

Flight 114— Monthly Meeting  
19:00 — 2nd Wednesday of the month,  
Hangar Flight Museum  
More info: <https://crufc.ca/>

### CARLETON PLACE, ON (CNR6)

Flight 121 — Monthly Meeting  
10:00 — Last Saturday of the month,  
Carleton Place airport  
More info: [ctwinter@gmail.com](mailto:ctwinter@gmail.com)

### CHARLOTTETOWN, PEI (CYYG)

Flight 57 — PEI Flying Association  
members' breakfast  
8:00 — Every Saturday, Razy's Roadhouse  
More info: Brian 902-626-6963 or  
[pound@pei.sympatico.ca](mailto:pound@pei.sympatico.ca)

### CHATHAM-KENT, ON

Flight 203 — COPA YCK monthly meeting  
19:00 — 2nd Monday of the month  
More info: [tim@schinkels.ca](mailto:tim@schinkels.ca)

### CLARENCE-ROCKLAND, ON

Flight 132 — Monthly Meeting  
20:00 — 1st Thursday of the month,  
3984 Indian Creek Road  
More info: [crmartel45@gmail.com](mailto:crmartel45@gmail.com)

PHOTOS: JP BONIN



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# ON THE HORIZON

## COLD LAKE, AB (CEN5)

Flight 205 — Monthly Meeting  
16:30 — Bi-weekly Thursday,  
airport terminal building  
More info: [jayconlin@hotmail.com](mailto:jayconlin@hotmail.com)

## CORNWALL, ON (CYCC)

Flight 59 — Monthly Meeting  
9:00 — 2nd Saturday of the month,  
Cornwall Regional Airport  
More info: [earfran@cogeco.ca](mailto:earfran@cogeco.ca)

## DAWSON CREEK, BC (CYDQ)

Flight 183 — Mile Zero Flying Club  
monthly meeting  
Last Thursday of the month  
More info: [rfolster@pris.ca](mailto:rfolster@pris.ca)

## EDMONTON, AB

Flight 176 — Monthly Meeting  
19:30 — 1st Thursday of the month,  
Alberta Aviation Museum  
More info: [treasurer@copaedmonton.ca](mailto:treasurer@copaedmonton.ca)

## ESTEVAN, SK (CYEN)

Flight 3 — Monthly Meeting  
19:30 — 2nd Tuesday of every 2nd month,  
main terminal building  
More info: [Nealandnadine@hotmail.com](mailto:Nealandnadine@hotmail.com)

## FREDERICTON, NB

Flight 2 — Monthly Meeting  
19:00 — 2nd Tuesday of the month,  
Bloor St. Church  
More info: [raystl@nbnet.nb.ca](mailto:raystl@nbnet.nb.ca)

## GRAND FALLS-WINDSOR, NL

Flight 195 — Monthly Meeting  
19:00 — 3rd Tuesday of the month,  
Community room, IBEX Fuels  
More info: [wallypennell@hotmail.com](mailto:wallypennell@hotmail.com)

## GUELPH, ON (CNC4)

Flight 1 — Monthly Meeting  
19:30 — 1st Tuesday of the month,  
Guelph Airpark Cafe  
More info: [brianoates@hotmail.com](mailto:brianoates@hotmail.com)

## HANOVER, ON (CYHS)

Flight 54 — Monthly Meeting  
20:00 — 2nd Saturday of the month,  
CYHS SMA Boardroom  
More info: [barrytschirhart@wightman.ca](mailto:barrytschirhart@wightman.ca)

## HAVELOCK, NB (CCS5)

Flight 27 — Havelock Flying Club weekly  
Fly-in/Drive-in Breakfast  
8:00 — Every Sunday, Havelock airport  
More info: [www.havelockflyingclub.ca](http://www.havelockflyingclub.ca)

## HAWKESBURY EAST, ON (CPG5)

Flight 131 — Monthly Breakfast Meeting  
8:30 — 1st Saturday of the month  
More info: [hawkesburyflyingclub@gmail.com](mailto:hawkesburyflyingclub@gmail.com)  
Club 131 - Déjeuner mensuel  
08h30 — 1er samedi du mois  
Plus d'info : [hawkesburyflyingclub@gmail.com](mailto:hawkesburyflyingclub@gmail.com)

## HINTON, AB (CEC4)

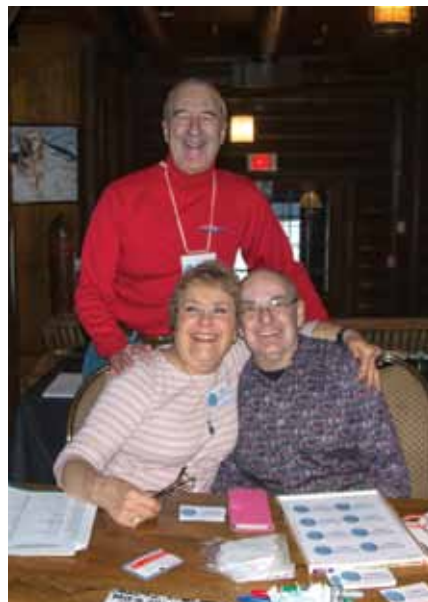
Flight 126 — Monthly Meeting  
20:00 — 2nd Friday of the month,  
Hinton Airport Clubhouse/Terminal Building  
More info: [glenair@telus.net](mailto:glenair@telus.net)

## INNISFAIL, AB (CEM4)

Flight 130 — Innisfail Flying Club  
monthly meeting  
19:30 — 3rd Thursday of the month,  
airport terminal building  
More info: [heaton.bd@gmail.com](mailto:heaton.bd@gmail.com)

## KAMLOOPS, BC (CYKA)

Flight 82 — Kamloops Flying Club  
monthly meeting  
19:00 — 1st Monday of the month, Clubhouse  
More info: [www.kamloopsflyingclub.com](http://www.kamloopsflyingclub.com)



## KELOWNA, BC (CYLW)

Flight 36 — Kelowna Flying Club  
monthly meeting  
19:00 — 1st Tuesday of the month  
More info: [www.kelownaflyingclub.com](http://www.kelownaflyingclub.com)

## KINGSTON, ON (CCE6)

Flight 109 — Monthly Meeting  
9:30 — 1st Sunday of the month,  
Camden East airfield  
More info: [youcanreachusat@hotmail.com](mailto:youcanreachusat@hotmail.com)

## KITCHENER, ON (CYKF)

Flight 26 — Breslau Flyers monthly meeting  
19:00 — 2nd Tuesday of the month,  
upstairs classroom Waterloo/Wellington  
Flight Centre  
More info: [www.copaflight26.com](http://www.copaflight26.com)



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# ON THE HORIZON

## LAC LA BICHE, AB (CYLB)

Flight 165 — Monthly Meeting  
2nd Tuesday of the month,  
airport terminal building  
More info: [www.laclabicheflyingclub.ca](http://www.laclabicheflyingclub.ca)

## LETHBRIDGE, AB (CYQL)

Flight 24 — Lethbridge Sport Flyers  
weekly breakfast  
07:30 — Every Saturday  
More info: [www.lethbridgesportflyers.com](http://www.lethbridgesportflyers.com)

## LINDSAY, ON (CNF4)

Flight 101 — Kawartha Lakes Flying Club  
monthly meeting  
19:00 — 1st Wednesday of the month  
at LCVI High School  
More info: [www.klfc.ca](http://www.klfc.ca)

## MEDICINE HAT, AB (CYXH)

Flight 171 — Gas City Aviators monthly meeting  
19:00 — Last Thursday of the month  
More info: [lclarkso@telus.net](mailto:lclarkso@telus.net)

## MIRAMICHI, MB (CYCH)

Flight 39 — Monthly meeting  
19:30 — 3rd Wednesday of the month,  
Clubhouse  
More info: [nbdbrown@nbn.net.nb.ca](mailto:nbdbrown@nbn.net.nb.ca) or  
506-625-5788

## NANAIMO, BC (CYCD)

Flight 91 — Nanaimo Flying Club  
monthly meeting  
9:30 — 3rd Sunday of the month  
More info: [www.nanaimoflyingclub.org](http://www.nanaimoflyingclub.org)

## NELSON, BC (CZNL)

Flight 87 — Nelson Pilots Association  
monthly meeting  
18:00 — 3rd Wednesday of the month,  
airport terminal building  
More info: <http://www.nelsonpilots.ca/>

## NORTH BAY, ON (CYYB)

Flight 23 — Monthly meetings  
19:00 — 2nd Monday of the month  
More info: <http://www.flyingnorthbay.ca>

## OKOTOKS, AB (CFX2)

Flight 81 — Monthly Meetings  
19:30 — Last Monday of the month,  
Okotoks Elks Hall  
More info: [www.foothillsflyingclub.com](http://www.foothillsflyingclub.com)

## OLDS-DIDSBURY, AB (CEA3)

Flight 142 — Olds-Didsbury Flying Club  
monthly meeting  
19:30 — 1st Tuesday of the month  
More info: Ed Shaw 403-701-1600

## OSHAWA, ON (CYYO)

Flight 70 — Monthly meetings  
19:30 — 1st Thursday day of the month  
More info: <http://www.copa70.com/>

## PONOKA, AB (CEH3)

Flight 187 — Monthly Meeting  
19:00 — 1st Monday of the month,  
Airport terminal  
More info: [drew@flyingwatsons.ca](mailto:drew@flyingwatsons.ca)

## PENTICTON, BC (CYYF)

Flight 50 — Penticton Flying Club  
monthly meeting  
19:00 — 2nd Tuesday of the month  
More info: [ronjohnson@telus.net](mailto:ronjohnson@telus.net) or  
250-493-0441

## PETERBOROUGH, ON (CYPQ)

Flight 34 — Monthly Meeting  
19:00 — 2nd Wednesday of the month  
More info: [tommooore@live.ca](mailto:tommooore@live.ca)

## PICTON, ON (CNT7)

Flight 53 — Breakfast at the Prince Edward  
Flying Club  
8:00 — 2nd Sunday of the month  
More info: Jeff & Jackie Douglass at  
613-471-1868



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# ON THE HORIZON



## **PITT MEADOWS, BC (CYPK)**

Flight 16 — Aero Club of BC monthly meeting  
19:30 — 1st Wednesday of the month  
More info: [www.aeroclubofbc.ca](http://www.aeroclubofbc.ca)

## **PONTIAC, QC**

Flight 169 — Monthly Breakfast Meeting at Restaurant Aylmer  
1st Saturday of the month  
More info: Maurice 819-360-0706 or André 819-329-2830  
Club 169 — Déjeuner mensuel au restaurant Aylmer  
1er samedi du mois  
Plus d'info : Maurice 819-360-0706 ou André 812-329-2830

## **PRINCE GEORGE, BC (CYXS)**

Flight 79 — Monthly Meeting  
19:30 - 2nd Wednesday of the month  
More info: [pilotpg@telus.net](mailto:pilotpg@telus.net)

## **QUALICUM BEACH, BC (CAT4)**

Flight 76 — Parksville-Qualicum Aero Club monthly meeting  
19:00 — 1st Tuesday of odd numbered months at QBFC clubhouse  
More info: <https://portal.clubrunner.ca/100860>

## **QUEBEC, QC**

Flight 168 — Monthly Meeting, various locations  
19:30 — 3rd Monday of the month  
More info: 418-889-9023  
Club 168 — rencontres mensuel, lieux varies  
19h30 — 3ieme lundi du mois  
Plus d'info 418-889-9023

## **RED DEER, AB (CYQF)**

Flight 92 — Red Deer Flying Club monthly meeting  
19:30 — 3rd Monday of the month, Flying Club building  
More info: Bert 403-350-5511

## **RUSSELL, MB (CJW5)**

Flight 138 — Monthly Meeting  
20:00 — 1st Wednesday of the month, Russell Flying Club clubhouse  
More info: [wrwile@gmail.com](mailto:wrwile@gmail.com)

## **SASKATOON, SK (CYXE)**

Flight 10 — Monthly Meeting  
19:00 — 2nd Tuesday of the month, SK Aviation Museum classroom  
More info: <https://copasaskatoonraa.com/>

## **SARNIA, ON**

Flight 7 — Monthly Meeting  
19:00 — 4th Monday of the month, Naval Association, 403 Wing  
More info: [jkwood\\_99@yahoo.com](mailto:jkwood_99@yahoo.com)

## **SEDGEWICK, AB (CEK6)**

Flight 157 — Iron Creek Flying Club monthly meeting  
19:30 — 2nd Thursday of the month, Flagstaff Regional Airport  
More info: Shelley at [shelley@cciwireless.ca](mailto:shelley@cciwireless.ca)

## **SHOAL LAKE, MB (CKL5)**

Flight 162 — Shoal Lake Flying Club monthly meeting  
19:30 — 2nd Tuesday of every 2nd month, Airport terminal building  
More info: [www.slflyingclub.com](http://www.slflyingclub.com)

## **SUNDRE, AB (CFN7)**

Flight 146 — Sundre Flying Club monthly meeting  
19:30 — 2nd Thursday of the month  
More info: Myron Bignold 403-638-7370 or [winnmy@telusplanet.net](mailto:winnmy@telusplanet.net)

## **STAR CITY - TISDALE, SK**

Flight 93 — Monthly Meeting  
3rd Monday of the month Sep-Jun, Tisdale airport terminal building  
More info: <http://www.tisdaleaviation.ca/>

## **VAL D'OR, QC (CYVO)**

Flight 192 — Monthly Meeting  
18:00 — 2nd Tuesday of the month, Hangar Q-60  
More info: [copaflight192@yahoo.ca](mailto:copaflight192@yahoo.ca)

## **VERNON, BC (CYVK)**

Flight 65 — Vernon Flying Club monthly meeting  
19:00 — 3rd Tuesday of the month  
More info: [flyingclubvernon@gmail.com](mailto:flyingclubvernon@gmail.com)

## **VERMILLION, AB (CYVG)**

Flight 204 — Monthly Meeting  
2nd Wednesday of the month  
More info: [vrfflyingclub@gmail.com](mailto:vrfflyingclub@gmail.com)

## **VICTORIA, BC (CYYJ)**

Flight 6 — Victoria Flying Club monthly meeting  
19:00 — 1st Tuesday of the month  
More info: [copaflight6@gmail.com](mailto:copaflight6@gmail.com)

## **WELLAND, ON (CNQ3)**

Flight 149 — Monthly Meeting  
19:00 — 3rd Tuesday of the month, Niagara Central Airport  
More info: [verburgam@aol.com](mailto:verburgam@aol.com)

## **WESTLOCK, AB (CES4)**

Flight 139 — Westlock Flying Club monthly meeting  
19:00 — 3rd Thursday of the month, airport terminal building  
More info: Dan [dan@syz.com](mailto:dan@syz.com) or 780-961-2213

## **WETASKIWIN, AB (CEX3)**

Flight 51 — Wetaskiwin Flying Club monthly meeting  
1st Tuesday of the month, airport terminal building  
More info: [scottcoggan@hotmail.com](mailto:scottcoggan@hotmail.com)

## **WIARTON-GEORGIAN BLUFFS, ON (CYVV)**

Flight 68 - Monthly Meeting  
9:30 — 1st Saturday of the month, airport terminal building  
More info: Don [dshcolter@cabletv.on.ca](mailto:dshcolter@cabletv.on.ca) or 519-793-3473

## **WHITECOURT, AB (CYZU)**

Flight 185 - Monthly Meeting  
19:00 — 3rd Tuesday of the month, various locations  
More info: Curtis 780-778-0854

## **WOODSTOCK, NB (CCD3)**

Flight 86 — Woodstock Flying Association monthly fly-in and meeting  
8:00 — 1st Saturday of the month, CCD3 clubhouse  
More info: 506-356-5025

## FIFTY-THREE YOUNG ONTARIANS EXPERIENCE FLIGHT

AIRPORT MANAGEMENT AND COMMUNITY SERVICE CLUBS PITCH IN



**Burlington, Ontario's COPA Flight 28 organized a COPA For Kids event in September that saw 53 area youngsters take to the skies at the Grimsby airpark (CNZB).**

The event was successfully completed with the help of the Big Brothers Big Sisters, who provided the participants, the Dundas Lions Club, who provided the food, Grimsby Airpark's management, who provided the venue, and local AME Kyle DeSaverio, who remained on standby in the event he was needed.

It was a great day to go flying and experience the thrill of flight. The weather gave us a break from the heat

with a brisk wind almost right down the runway. The airpark recently came under new management and has been implementing many upgrades including runway, lighting and hangar improvements. The airpark also provided their pilot lounge (with washrooms) for registration, certificate printing and as a waiting room for the participants. The airpark manager even joined a few flights.

Five pilots volunteered their time, expertise and their aircraft to fly the new aviators. The ground crew handled the registration, flight line access, assisted the pilots with loading and/unloading and printed the flight

▲ Participating planes queue up with the young aviators on board

certificates while the flights were in progress.

The flight path was northward to Lake Ontario, westward along the VFR flight corridor just offshore with a turn over Burlington. After the turn it was over the Hamilton harbour and back in the VFR corridor along the escarpment to the airpark.

Many thanks go out to all the volunteers who made the event a success as well as the Grimsby airpark for allowing open access to their facilities, and to the Dundas Lions club for funding the food. 🙏

# OSHAWA AIRPORT UPDATE

## GROWTH AND CHANGE ON THE HORIZON

October's municipal elections in Oshawa saw its former mayor John Henry moved up to become the Durham Regional Chairman. This seems to bode well for the Oshawa airport since Henry attended all the airport open houses and town hall meetings. His approach to the airport was balanced and fair.

The other encouraging change to Oshawa's political structure is the election of Dan Carter who replaces Henry as the new mayor. During his previous term of office as a councillor, Carter had also attended airport open houses and town hall meetings. As a former TV broadcaster, Carter has proven he will listen to both sides of an argument and suggest a working compromise. This will be a challenge for Carter since several new councillors who were elected are known to be hostile to the airport.

The increased security surrounding airside access has been partially ameliorated by issuing keys to tenants and workers, which allow them to enter airside through the main terminal building without calling a duty manager.

The new Nav Canada tower is fully operational and the old tower has been gutted and is currently being demolished.

As for that big hole in the ground, in a few months it will be a brand new hangar (one of the biggest on the airport), housing a new but as yet unidentified business. At the same time, Enterprise Air/Durham Flight Centre is expanding and paving their parking ramp.

The cardlock gas delivery system located on the main ramp has, for two years and in spite of persistent efforts,



defied all attempts to bring it on line. The main problems seem to be a requirement for all-weather operability and the need for security. It is quite a sophisticated system that shuts itself

▲ Problem-prone fueling system should be running properly by end of November

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### *WITH THE NAV CANADA TOWER IN BUTTONVILLE CLOSING IN EARLY JANUARY, OSHAWA IS A GREAT DESTINATION*

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down if there is too much vibration or extraneous input. The latest update from the airport duty manager is that it will become operational in late November, 2018.

Another organization that is active at the airport is the Recreational Aircraft Association (RAA). People belonging to this group are interested in building or restoring aircraft for personal use. The president of this organization is Jim Morrison and he is leading by example. After several years of part time work, Morrison is almost ready to put a Piper Tri-Pacer back into service. He expects to be back in the air by the time you read this article.

With the Nav Canada tower in Buttonville closing in early January, 2019, Oshawa is a great destination. The tower staff is friendly, there is a huge restaurant right in our parking lot and there are no landing fees for light non-commercial aircraft.

Give it a try, all are welcome. 🛩️



## CYPK

### AN AIRPORT ON THE MOVE



**Pitt Meadows airport management recently held a meeting with stakeholders to provide them with an update on issues of interest. Much of what was presented was applicable to airport tenants only, but some topics merit sharing with the wider aviation community.**

The first thing transient pilots should know is that mobile 100LL fueling is no longer available; avgas is only available at the Aero Club of B.C.'s cardlock pump. Jet A mobile service is still available, however.

Planning is underway for 2019 Airport Day, with the date set for June 1. This year's event was a success and proved to be very popular. Planners are hoping to include an airshow at next year's event. Anyone interested in volunteering should contact the Aero Club of B.C. ([aeroclubofbc.ca](http://aeroclubofbc.ca)). Advertisers and sponsors are invited to contact Amanda at 604-465-8977, ext. 6.

A list of CADORS reports that involved CYPK over the period from August, 2017 to August of 2018 was presented. Of the 20 different categories the reports fell under, three stood out as having by far the greatest number of incident reports: Communication errors (29), Unau-

thorized control zone entry (29) and Navigation error (32).

While some of the volume can be attributable to the numerous training flights that occur at and around this GA airport, pilots flying to or from CYPK, or transiting through the area, should be aware of their posi-

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### *THE NEW NAV CANADA CONTROL TOWER OPENED IN MID-NOVEMBER AND THERE ARE EVEN BIGGER PLANS FOR THE FUTURE DEVELOPMENT OF PITT MEADOWS AIRPORT*

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tion as it relates to the control zone at all times. With the mountains to the immediate north, other control zones nearby, the Class C floor above and extensively-used designated training areas all conspiring to challenge pilots unfamiliar with the area,

accurate navigation and proper and timely communication with ATC are of paramount importance to conducting a safe flight anywhere in the area.

With ATC facing staffing challenges, it is sometimes difficult to get clearance to the circuit during busy times. Regular airport user and former CYPK flight-school owner Chris Georgas suggests a work-around. "If 08R or 26L is the active, request clearance to the parallel runway 08L or 26R, as applicable. You're likely to get it," said Georgas. "Then, once on the ground, request taxi clearance via Taxiway D to the main ramp."

With residential development ever-encroaching on lands to the east of the airport, the airport management team is introducing a neighbourly flying program they are calling 'Fly YPK'. It requests pilots to be mindful of the noise their aircraft generates, and alleviate it to the extent it is safe to do so. This is mainly applicable to runways 08L and, to some extent, runway 36. Formal noise abatement procedures are to be included in an upcoming CFS.

The new Nav Canada control tower opened in mid-November and there are even bigger plans for the future development of Pitt Meadows airport. With the completion of the extension of runway 08R/26L to 5000 feet, and the upgraded lighting and VASI lights that went with it, the next big thing to look forward to is an enlarged ramp with an increase of space of 50 percent or more, expected by 2020. New ramp lighting standards for it are currently being installed. Construction of new hangars is about to begin. A new helicopter zone at the northwest corner of the airport and a new terminal building are also on the horizon.

For more information, check out the airport website at [flyypk.ca](http://flyypk.ca). 

## VERMILION'S AIRPORT IS BACK

NASCENT USER GROUP JOINS FORCES WITH NEW MAYOR



Although it never officially left, the interest and involvement in Vermilion, Alberta's local airport (CYVG) has returned. In early 2017, newly elected mayor of Vermilion Caroline McAuley, along with her council, formed an airport advisory committee to bring the aviation community together and, with council, explore all opportunities to improve the economic and recreational viability of the town's airport.

"By getting input from the aviation community and working with council, we can develop a stronger plan for our airport," explained McAuley.

The committee comprises two councillors, Greg Barr and Rob Pulyk, along with three airport users, Darcy Balaneski, Rick Bozak and Shawn Jacula.

With the town having interest in working with local airport users, it was time to build that group.

In April of this year, Shawn Jacula, a local farmer, business owner and pilot, put the call out to gather local aviation enthusiasts. After using local media outlets and social media, over a dozen individuals met at the Vermilion airport terminal building.

"I truly didn't know what to expect, but when the group gathered that evening I was pleasantly surprised,"



said Jacula. "The diversity of aviation experience for a town of 4,000 people was astonishing."

Shortly after the meeting, the Vermilion River Flying Club was formed, becoming COPA Flight 204, and now has over 20 members. Many members are partaking in neighbouring COPA Flight events in order to start planning their own local annual events. Community engagement has already begun with the local elementary school visiting the airport for some first-hand learning during their flight module.

The Vermilion airport has many attractive features for the aviation and

▲ (Top) Local school children visit airport. (Bottom) New flying club — COPA Flight 204.

business community. Being located within town limits and with commercial and recreational real estate available on the field, the town offers a great place for affordable yet convenient aviation-related businesses.

For further information, please contact Shawn Jacula, Vermilion River Flying Club president at 780-581-9011, or Mary Lee Prior, Town of Vermilion Economic Development Officer at 780-853-5358. 📞

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TEXT AND PHOTOS BY JEAN-PIERRE BONIN



Let's play 'pretend'. Let's pretend you're ÉNA, the largest aeronautical technical school in North America. Let's pretend you have a static fleet of 37 aircraft housed in five hangars, 11 of which are helicopters ranging from a Schweizer 269 to a Bell 206, a Eurocopter EC120 Colibri, and a Messerschmitt Bo 105. Among the 26 airplanes, you have a few antiques like a Beechcraft Model 18, the Pratt & Whitney test bed of early days. You also have a few Cessnas and Beechcrafts and more, and modern airplanes like two Bombardier Learjets (including the very first production Learjet 60) and two Bombardier Challenger jets. Add to that modern installations, including over 30 laboratories and specialized workshops.

Programs (in French) on your calendar include avionics, aerospace engineering and aircraft maintenance (the latter also taught in English). The first two even allow for an integrated curriculum to leading to a university

engineering degree. You also have four specialized technical programs in continuing education, customized training for actual employees in the aerospace field and a centre of applied research (CTA) specializing in aerospace technologies. Now the question is, what to ask Santa for Christmas? Well, you don't have to believe in Santa, nor in Christmas for that matter. But this year's Christmas gift was announced last May and flew in to Montreal/St-Hubert airport (CYHU) on October 17 as FTV3, the third flight test vehicle in the CSeries program. Although now known as Airbus A220, it was donated last May as a Bombardier CSeries. This particular CS100 has logged about 1400 flight hours and was mainly used for avionics and electrical tests as well as for community noise testing.

It will be a few months before the aircraft can be integrated into the different curricula as the teaching personnel will have to study the state-of-the-

▲ A Bombardier CS100 touches down at its new home at the ÉNA in St. Hubert, Que.

art technology and unique features this aircraft can offer the students.

This Bombardier donation adds to others the company has made recently, such as a Learjet 60 business jet for ÉNA and a CRJ100 aircraft to the British Columbia Institute of Technology. Bombardier has been and remains a prime partner in education, providing hundreds of internships annually to students in different fields throughout Canada.

Hundreds of students flocked to the hangar to see FTV3 land and come to a halt for the last time now to allow students to discover the groundbreaking technologies and Canadian know-how in today's most innovative commercial aircraft. Let's hope this will inspire a growing number of Quebec students to consider exciting careers in the aerospace industry. ✈️



# BOMBARDIER FAIT DON D'UN CS100 À L'ÉNA

TEXTE ET PHOTOS JEAN-PIERRE BONIN

Jouons à « faire semblant ». Imaginons que vous êtes l'ÉNA, la plus grande école d'aérotechnique en Amérique du Nord. Imaginons que vous disposiez d'une flotte statique de 37 aéronefs répartis dans cinq hangars, dont 11 hélicoptères dont le Schweizer 269, des Bell 206, un Eurocopter EC 120 Colibri et un Messerschmitt BO 105. Parmi les 26 avions, vous avez quelques antiquités comme un Beechcraft Model 18, le banc d'essai Pratt & Whitney des premiers jours. Ajoutez à cela quelques Cessnas, Beechcrafts et plus, et des appareils modernes comme deux Bombardier Learjets (dont le tout premier Learjet 60) et deux biréacteurs Bombardier Challenger. En complément, vos installations modernes comprennent plus de 30 laboratoires et ateliers spécialisés.

Les programmes (en français) de votre carte incluent l'avionique, le génie aérospatial et la maintenance d'aéronefs (ce dernier étant également enseigné en anglais). Les deux premiers permettent un cursus intégré jusqu'au diplôme universitaire d'ingénieur. Vous avez également en formation continue, quatre programmes techniques spécialisés, de la formation sur mesure pour les employés actuels du secteur aérospatial et un centre de recherche appliquée (CTA) spécialisé dans les technologies aérospatiales.

Maintenant, la question est : que demander au Père Noël ? Eh bien, il n'est pas nécessaire de croire au Père Noël, ni même à Noël. Mais le cadeau a été annoncé en mai dernier et a atterri à Montréal/St-Hubert (CYHU) le 17 octobre sous le nom de FTV3, le troisième véhicule de tests en vol du



programme CSeries. Bien que maintenant connu sous le nom d'Airbus A220, il a été offert en mai dernier sous le nom de « Bombardier CSeries ».

Ce CS100 a totalisé environ 1 400 heures de vol et était principalement utilisé pour les tests d'avionique et d'électricité, ainsi que pour les tests de bruit dans l'environnement. Quelques mois s'écouleront avant que l'avion puisse être intégré aux différents programmes, car le personnel enseignant devra étudier les technologies de pointe et les fonctionnalités uniques que cet avion peut offrir aux étudiants.

Ce don de Bombardier s'ajoute à d'autres que l'entreprise a récemment faits comme un avion d'affaires Learjet 60 pour l'ÉNA et un avion CRJ100 pour le British Columbia

▲ Des centaines d'étudiants et de professeurs de l'ÉNA ont accueilli le nouvel avion.

Institute of Technology. Bombardier a été et reste un partenaire de choix dans le domaine de l'éducation, proposant des centaines de stages chaque année à des étudiants de différents domaines.

Des centaines d'étudiants se sont rassemblés dans le hangar pour voir FTV3 atterrir et s'arrêter pour la dernière fois. Maintenant, reste à découvrir les technologies de pointe et le savoir-faire canadien dans cet avion commercial le plus novateur au monde. Espérons que cela inspirera un nombre croissant d'étudiants québécois à envisager une carrière prometteuse dans l'industrie aérospatiale. 🇨🇦

## FLIGHT TRAINING IN P.E.I.

PROVINCE'S ONLY FTU OVERCOMES CHALLENGES



**When the only airplane of the only flight school in Prince Edward Island meets its demise at the beginning of the busy summer training season, business tends to come to an abrupt halt. That is exactly what happened to Sea Eagle Aviation in Charlottetown after owner, CFI and chief pilot Paul Tymstra had to make a forced landing due to an engine failure last May.**

The landing was successful in that there were no physical injuries, but Tymstra's Cessna 172 flipped onto its back due to the soft surface of the impromptu landing field, resulting in a total write-off of the school's only plane. With the cooperation of his in-

surance company, Tymstra scrambled to find a suitable replacement, and was back in business in August.

Sea Eagle Aviation currently has 15 active students training toward RPP, PPL and CPL tickets. Another 50 or so he considers inactive students, picking away at training when they find the time or money.

As if the loss of the school's aircraft were not enough of a hindrance this year, the repaving of the main runway at the Charlottetown airport (CYYG) this fall, and the resultant restrictions in operations that confined activity to the remaining crosswind runway, added to what has been a challenging

▲ Confederation Bridge provides an interesting backdrop for flight training students and sightseers alike.

year for Tymstra. "Nevertheless, the business is still viable," says Tymstra. "We have good VFR weather, even in winter, and I'm currently doing a lot of training for night ratings," he added. Tymstra also has plans to attract students from outside his province.

Aerial sightseeing, while not a big part of Sea Eagle's revenue, also suffered during the summer shutdown. Says Tymstra, "There is still lots to see in the wintertime, especially the Confederation Bridge when surrounded by ice." 📸





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# MEMBERS CHOICE AWARDS

2018 WINNERS ANNOUNCED

BY LAUREN NAGEL

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Every October we have the pleasure of recognizing some of the wonderful people and businesses that make the Canadian general aviation industry what it is. We are profoundly aware that without the work of technicians, managers, examiners, and more, the industry simply couldn't operate. Thank you to all members who sent in nominations and reached out with kind words about these people and enterprises. We are pleased to introduce in detail some of this year's winners of our COPA Members' Choice Awards.


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For the category of Best Airport Restaurant, we had nominations for businesses all across Canada. The restaurants receiving the most votes included L'Aviateur at Gatineau-Ottawa airport (CYND), winning for the Quebec region. Gardens & Fields at the Peterborough airport (CYPQ) was the runner-up in the Ontario region, and Tailwinds Bar & Grill was the overall winner, amassing more than 1000 votes. Make sure to add these businesses, as well as your local airport restaurants, to your fall and winter fly-out destinations. We recognize two airports in the category of Best Airport Management. Ontario's Stanhope Airport (CND4), managed by Pat Fagnano, is hailed for the consistently good condition of its taxiway and runway in addition to the neatness of the airport grounds. The atmosphere there is friendly, with the manager always taking the time to talk to pilots and help them when needed. Stratford Airport (CYSA) is another beloved location known for its management. Members of COPA Flight 177 of Exeter

frequent the airport and are unfailingly impressed by the quality of the field and its flight school, saying, "Andy Woodham's dedication and pride in the airport shows through the service he and the staff provide, and the year-round condition of the runways and facilities." There is a tremendous amount of considerations involved in operating an airfield, so it is especially impressive when managers are able to go above and beyond.

Next, we highlight the Best Medical Examiner, one who is "the whole package", as told by his patients. Dr. Trevor Gillmore has an office at the Canadian Flight Academy in Oshawa where he does Transport Canada medical examinations every Thursday in addition to his regular practice. He is known for his highly personable approach and experience. Clients also nod to his assistant who is "efficient and friendly" at every visit. This medical examiner who works to give his clients the best possible experience with their examinations certainly is 'the whole package'.

There are two winners in the category of Best Aircraft Maintenance, General Airspray Limited at Ontario's Lucan airport (CPS4) and Lake Central Air Services at Muskoka airport (CYQA). General Airspray is hailed as "a top-notch family-run maintenance facility servicing private and commercial aircraft." The owners Paul and David Hodgins and their staff provide "friendly, professional service with high quality work and attention to detail." Lake Central Air Services' maintenance manager Phillip Lewkoski is said to be "the best AME you'll ever meet", having honed his skills during his years with the RCAF. His safety awareness and "encyclopedic knowledge on TC regulations" give him an edge in addition to his experience with many aircraft types.

The Members Choice Awards remind us to thank and acknowledge all the members of the aviation community that keep us in the air and satisfied on the ground. There is an abundance of talent in the field, in and outside of the cockpit, which is something we can all be proud of. 



Tailwinds Bar + Grill was voted the overall Best Airport Restaurant



L'Aviateur at Gatineau-Ottawa Airport won for Best Airport Restaurant in Quebec



General Airspray and Lake Country Air Services both received top marks for Best Aircraft Maintenance



Stanhope and Stratford Airports both won for Best Airport Management



Dr. Trevor Gillmore received the most votes for Best Medical Examiner

## LES PRIX CHOIX DES MEMBRES

LES LAURÉATS 2018 SONT ANNONCÉS

Chaque octobre, nous avons le plaisir de reconnaître quelques-unes des personnes et établissements qui sont fondamentales pour l'industrie de l'aviation générale au Canada. Nous sommes très reconnaissants du fait que sans la travaille des techniciens, directeurs, examinateurs et d'autres, l'industrie ne pourrait pas exister. Merci à tous les membres qui ont nommé une entreprise ou envoyé des bons mots à propos des gagnants. C'est notre plaisir d'introduire quelques-uns des gagnants de nos prix Choix des membres de cette année.

Dans la catégorie Restaurant d'aéroport préféré, les entreprises nommées sont situées à travers le pays. Un des restaurants qui a reçu le plus de votes était l'Aviateur situé à l'aéroport exécutif Gatineau-Ottawa (CYND), gagnant la catégorie au Québec. Gardens & Fields à Peterborough (CYPQ) a gagné deuxième prix dans la région d'Ontario et Tailwinds Bar & Grill a été le grand gagnant, recevant plus de mille votes. Assurez-vous d'ajouter ces entreprises en plus de vos restaurants d'aéroport locaux à votre liste d'endroits où voler cet automne.

Nous reconnaissons deux aéroports dans la catégorie de Meilleure gestion aéroportuaire. L'aéroport de Stanhope (CND4), dirigé par Pat Fagnano, est connu pour la bonne condition du taxiway et piste en plus de la propreté du terrain. L'atmosphère est amicale et le directeur prend toujours le temps de parler aux pilotes et leurs aider si nécessaire. L'aéroport de Stratford (CYSA) est un autre endroit bien aimé et reconnu pour la qualité de

### C'EST NOTRE PLAISIR D'INTRODUIRE QUELQUES-UNS DES GAGNANTS

la direction. Les membres de COPA Flight 177 d'Exeter fréquentent l'aéroport et sont impressionnés à chaque fois par la qualité de la piste et l'école de pilotage qui est présent là. Il y a une longue liste de considérations impliquées dans la gestion d'un aéroport, alors il est spécialement impressionnant quand la direction dépasse les attentes.

Ensuite, nous présentons le Meilleur médecin examinateur qui a tous les attribues désirables, selon ces clients. Dr. Trevor Gillmore travail dans la région de la ville d'Oshawa avec un bureau à l'aéroport municipale d'Oshawa où

il effectue des examens médicaux de Transport Canada à chaque jeudi. Il est connu pour son approche charmante et son expérience dans la maîtrise. Ses clients aussi aiment son assistante qui est « efficace et amicale ». Un examinateur qui prend du temps pour assurer la meilleure expérience pour ses clients est vraiment spéciale.

Il y a deux gagnants dans la catégorie de Meilleur entretien d'aéronefs, General Airspray Limited à Lucan, en Ontario (CPS4), et Lake Central Air Services à (CYQA) en Muskoka, en Ontario. General Airspray est considéré une « entreprise excellente pour aéronefs privés et commerciales, géré par la famille Hodgins. » Les propriétaires Paul et David Hodgins et leurs employés donnent « une service amicale et professionnel avec une vraie attention à détail. » Le propriétaire de Lake Central Aviation, Philip Lewkoski, est considéré comme « la meilleure AME en existence » avec des années de l'expérience dans l'ARC. Ses connaissances à propos de la sécurité et les règlements de Transport Canada lui donne un avantage dans la maîtrise qui lui rend spécial.

Les prix « Choix des membres » nous rappellent de remercier tous les membres de la communauté aéronautique qui nous permettent de rester dans les airs et satisfaits sur le terrain. Il y a une abondance de talents sur le terrain, à l'intérieur et à l'extérieur du cockpit, ce dont nous pouvons tous être fiers. ✈️

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READY, SET, FLY!



Given the inadequate number of new entrants into the various trades and other opportunities available in the aviation industry, it is understandable why there are many initiatives underway to attract more people to an aviation career. Many of these efforts are undertaken by employers, and other by educational institutions. Not many are undertaken at a personal level.

In Ontario, a not-for-profit that goes by the name of Ready Set Fly (RSF), was formed by Matthew Kasiuk to educate high school students on the broad variety of aviation careers available. He and two colleagues go to high schools throughout Ontario making presentations that focus on: creating awareness of career opportunities in aviation; highlighting the skills and education needed to achieve a specific career; and building an industry network to connect students and aviation organizations.

Founder Kasiuk is joined in his efforts by fellow speakers Bruno Tucci (an AME) and Josie Stolarz (an inflight training specialist).

Kasiuk has experienced a number of different occupations, any one of which could have led to a successful and satisfying career. He started training for his pilot's licence as a young teenager before completing Georgian

College's Aviation Management program, after which he began working as a marketing coordinator at a flight academy. It was there that Kasiuk began formulating his vision for RSF. Kasiuk then went on to work as a crew scheduler for Porter Airlines before landing his current job as a Operations Control Manager at Air Canada partner Sky Regional Airlines. His love of the aviation industry motivates him to share his passion with others.

"So far this year, we've made 75 presentations to over 2,500 young people," Kasiuk told COPA Flight, "We do this in our free time."

Although the organization has aspirations of going national in an effort get their messages out to as many young people as possible, Kasiuk and his team have been kept busy in their home province. Kasiuk adds, however, that "If there's a high school out in Vancouver that wants me to make a presentation, I'll fly out during my four days off and do it."

RSF has partnered with a number of aviation companies and organizations, including Air Georgian, Jazz, Royal Canadian Air Cadets (Ontario Committee), Sky Regional Airlines and Ottawa Aviation Services, among others.

Contact 'Ready Set Fly' at [info@readysetyfly.ca](mailto:info@readysetyfly.ca) or 705-321-9265 for more information.



# 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](mailto: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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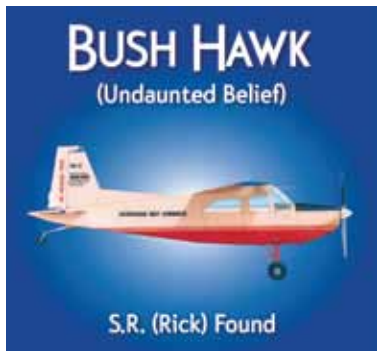
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## BUSH HAWK (UNDAUNTED BELIEF)

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)



## BEST SEAT IN THE HOUSE

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

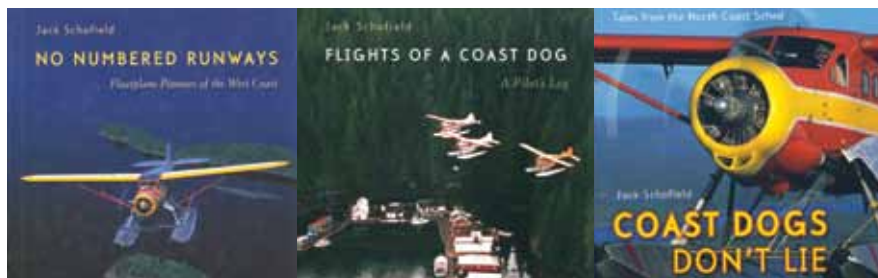
By Jim Griffith  
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## HANGAR FLYING

*Hangar Flying — Tales From the Flight Deck* is now available and is a great 162-page full colour gift for an aviator friend who might just be yourself. Six professionals tell stories from their log books and some outstanding aviation artists illustrate with acrylic paintings and pen and ink sketches and now, for the first time, a twenty-first century painting by a digital Raphael and that's not finger painting. Priced at \$31.00 CAD we can mail it to you for \$7.00 anywhere in Canada. Perfect under the covers reading during winter's blast.

Author: Jack Schofield  
 Price: \$44.00 (incl. shipping)

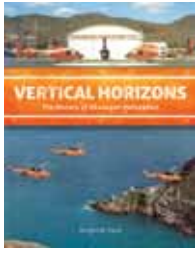


## THE COAST DOG SERIES

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

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





## VERTICAL HORIZONS

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

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

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



## FLING WING AND FINDING NIMMO

FLING WING and FINDING NIMMO are two different stories about the same thing—Fishing the British Columbia Coast—Heli Fishing that is, an invention of Peter Baratt of West Coast Helicopters and Craig Murray of Nimmo Bay Resort. A fabulous 300 page book on Nimmo Bay Resort and 150 pages of Fling Wing or the horizontally challenged.

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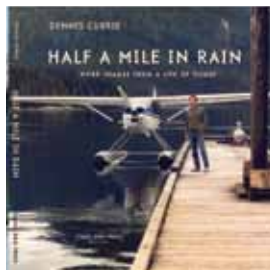


## MILES TO MILLIONS

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

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

By Bill Grenier  
\$35.95, including shipping



Dennis Currie flew in the bush, flew the annual herring spotting in a Cessna 185, flew Hercules freighters for PWA and tracked the great circle route to the UK in a Boeing 777 for Air Canada. He was happy in the left seat of a great number of aircraft types. All of his adventures he retells in poems, which he wrote at the time of the event.

By Dennis Currie  
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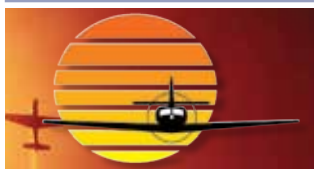
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**DE HAVILLAND 82C** 20 hrs SMOH. 1939 prototype of the "C" retained by de Havilland for further experiments, incl Menasco Pirate engine modification. Wind driven generator/battery starter. Radio/transponder/brakes/heater. Based in Driggs, Idaho. \$60K US. Harry - tmothldr@aol.com or 760-217-4325 (2985.17441)



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**1973 AEROSTAR 600**, TTSN 5180, LE-564, RE-1092, SPOH 105 (2016), Garmin GNS530/430, GMA340, Insight strikefinder, Insight graphic engine monitor, Monroy ATD-300 traffic watch, HSI, ADF, engine heaters, passenger DVD player, over 200 knot cruise, NDH, always hangered, May 2018 annual, \$125,000 CDN (416) 254-3581 (2798.16553)



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**1975 PIPER PA28-140 CHEROKEE** TT6545, 961 SMOH, New Prop 2015, 2xNavCom, Transponder, Garmin 296, 406ELT, Wing, Canopy, Tail, Engine covers. All logs since new. Last annual Sept 2018. \$35,000CAD. Email: kumbach@gmail.com or Call 780-718-9285 (3408.17339)



**1978 CESSNA 414A**, TT 7225.2 SMOH 978/913, GARMIN, S-TEC, AIR, OXY, PODDY, L/R FUEL 225K US



**2011 CESSNA 208B** TTSN 1160 G1000, GARMIN GWX 68-4N, SYNTHETIC VISION, A/C, MAINTAINED AS PER CESCO, 1.39M USD



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**1967 CESSNA 182K** TTSN 2165 TSO 1148 prop time 10 hours. Recent annual done. All AD's complied with. New paint, fuel bladders, windows (bubble side windows) in 2012. Gns 430 coupled to Stec 30 A.P. Ph: 780-945-6514 or pclaffey@shaw.ca (3416.17460)



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
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30540 APPROACH DR  
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604-239-0199

[www.abbotsfordflyingclub.ca](http://www.abbotsfordflyingclub.ca)

The Abbotsford Flying Club is a non-profit organization that rents out aircraft for pilots that enjoy leisure and personal flying.

## THE NINETY-NINES INC. (MANITOBA CHAPTER)

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57119 MURDOCK RD  
PO BOX 55, GROUP 612 SS6  
WINNIPEG MB R2C 2Z3  
204-261-1007

[www.99inc.com](http://www.99inc.com)

The Manitoba Chapter of the Ninety-Nine, Inc. is a non-profit organization with charitable CRA status. The Manitoba Chapter of the 99s is the first chapter world-wide to gain approval to own a club plane.

## VICTORIA FLYING CLUB

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<http://www.flyvfc.com>

The Victoria Flying Club has been training pilots and meeting the needs of recreational and career flyers for more than 70 years.

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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
EGT	exhaust gas temperature
ELT	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	Glideslope
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
xpdr	transponder

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