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The Journal of the  
Canadian Owners and  
Pilots Association

FEBRUARY 2019

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**ON THE COVER:** Photographer Jean-Pierre Bonin captures FIFI in flight as it graces the skies over Canada.



**FEATURE**

**30 FIFI VENTURES NORTH**

What do you gift an airline captain for his 30th birthday? Especially for a pilot so in love with aviation he volunteers his time as a director for COPA, among other causes? How about a joyride in a Second World War-era Boeing B-29 Superfortress? That's what Clark Morawetz's fiancée decided on. Read Clark's account inside.



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The days are short and you may get a little less flying done, but there is much you can do in front of a screen on those cold winter nights. Do you recall how you should be aware of the latest information for your flights? Here is a little refresher of where you can find it.

### THE AERONAUTICAL INFORMATION MANUAL (AIM), PUBLISHED BY TRANSPORT CANADA-CIVIL AVIATION

I don't want to sound too old here, but this used to be called the AIP (P-Publication) and it used to be mailed to all pilots, with only pages containing updates in the mailed package. It was a great way of being aware of what had changed since the previous issue and the system is still similar. If you haven't looked at it since your ground school (!), I suggest you download a copy and start going through the changes since the last version. Try it. You'll quickly be going through more sections than you thought you would. Download every six months and repeat. Look for TP14371E on the web.

### AERONAUTICAL INFORMATION CIRCULARS (AIC), PUBLISHED BY NAV CANADA

If you recall receiving the AIP/AIM updates in the mail, they also came with a bunch of AICs. Still today, these provide advance notification of major changes to legislation, regulations, procedures or purely administrative matters where the text is not part of the AIM or AIP Canada (ICAO). But they are of interest and

## MID-WINTER BLUES

PUT NON-FLYING TIME TO GOOD USE

you should, at least once in a while, go through them and see which ones apply to you or your area of the country. There are presently 50 active ones, so have a look. Go to [tinyurl.com/yag6p7ym](http://tinyurl.com/yag6p7ym).

### VFR PHRASEOLOGY GUIDE, PUBLISHED BY NAV CANADA

This is a must for every pilot in the country, at least as a refresher or to brush up on skills you might be less unfamiliar with. It contains all the necessary information for safe and efficient communications — to iron out the creases that may have formed over the years. What's a quick and efficient way of giving a position report? Check out page 34 of the guide. It's that simple. No need to tell your life story. Go to [tinyurl.com/hv3on3o](http://tinyurl.com/hv3on3o).

### AVIATION SAFETY NEWSLETTER (ASL), PUBLISHED BY TCCA

Does everyone know that the ASL from TCCA is still out there? For the younger ones, do you know of this publication? It is in digital format only, so you can read it on any tablet, just about anywhere. It always contains a series of interesting articles from various sources, on different subjects, sometimes quite in depth. It was, and still is, specifically aimed at general aviation safety and thus serves our community very well, especially in our partnership with TCCA in the General Aviation Safety Campaign. Look for [tc.gc.ca/asl](http://tc.gc.ca/asl). This page is available on our website, where the links are active. Please send any comments to [bgervais@copanational.org](mailto:bgervais@copanational.org).

## BLUES DU MILIEU DE L'HIVER METTEZ VOS TEMPS LIBRES À BON ESCIENT

Les jours sont plus courts, vous volez peut-être un peu moins, mais vous pouvez vous maintenir à jour devant un écran pendant ces longues soirées d'hiver. Rappelez-vous que vous devriez avoir toute l'information appropriée avant d'aller voler? Voici un petit rappel où la trouver.

### LE MANUEL D'INFORMATION AÉRONAUTIQUE (AIM), PUBLIÉ PAR TRANSPORTS CANADA

Je ne veux pas paraître trop vieux, mais ça portait jadis le nom de AIP (P-Publication) et ça nous était envoyé par la poste. Nous recevions uniquement les pages contenant les mises à jour depuis la version précédente, ce qui était une excellente manière de savoir ce qui avait changé depuis la dernière version. Le principe existe encore. Si vous n'avez pas consulté l'AIM depuis votre formation en classe (!), je vous suggère de télécharger une copie et de passer en revue les modifications depuis la dernière version, clairement identifiées dans une section à cet effet et mises en évidence en bleu à travers le manuel. Essayez-le. Vous parcourrez rapidement plus de sections que vous ne le pensiez. Téléchargez-le tous les six mois et recommencez. Recherchez TP14371F sur le Web.

### CIRCULAIRES D'INFORMATION AÉRONAUTIQUE (AIC), PUBLIÉES PAR NAV CANADA.

Si vous vous rappelez avoir reçu les mises à jour de l'AIP / AIM par la poste, elles étaient également accompagnées de plusieurs AIC. Encore aujourd'hui, ces dernières contiennent des préavis relatifs à des changements importants apportés à la législation, à un règlement, à des procédures ou à des questions à caractère purement administratif dont le texte ne figure pas dans l'AIM de TC ni dans

l'AIP Canada (OACI). Mais elles sont d'intérêt et vous devriez, au moins de temps en temps, les parcourir et voir lesquelles s'appliquent à vous ou à votre région au pays. 50 sont actuellement en vigueur, allez y jeter un coup d'œil à [tinyurl.com/y9h2tdcf](http://tinyurl.com/y9h2tdcf).

### GUIDE DE PHRASÉOLOGIE VFR, PUBLIÉ PAR NAV CANADA

Il s'agit d'un must pour tous les pilotes du pays, ne serait-ce que pour vous remémorer les bonnes pratiques ou vous familiariser avec ce qui vous est moins familier. Il contient toutes les informations nécessaires pour des communications sécuritaires et efficaces, pour défroisser les faux plis qui se sont formés au fil des ans. Quel est le moyen le plus rapide et efficace de faire un rapport de position? Consultez la page 34 du guide. C'est si simple, pas besoin de raconter votre vie. Allez à [tinyurl.com/zk7oq9d](http://tinyurl.com/zk7oq9d).

### SÉCURITÉ AÉRIENNE — NOUVELLES (SAN), PUBLIÉE PAR TC

Saviez-vous que SAN de TC est toujours là? Pour les plus jeunes, connaissez-vous cette publication? Elle est disponible en format électronique uniquement, facile d'accès avec votre tablette. Elle contient toujours une série d'articles intéressants provenant de sources diverses, sur différents sujets, parfois de manière assez approfondie. Elle visait et vise toujours spécifiquement la sécurité de l'aviation générale et nous touche, en particulier dans le cadre de notre partenariat avec TC dans le cadre de la Campagne de sécurité pour l'aviation générale. Allez voir [tc.gc.ca/san](http://tc.gc.ca/san).

Cette page est disponible sur notre site Web, où les liens sont actifs. Commentaires : [bgervais@copanational.org](mailto:bgervais@copanational.org).

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## 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 backyard, so 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 from 300 to 400 words. Send them in an MS Word document without any formatting or inserted graphics. News stories should be from 500 to 1,000 words, and make sure facts are checked and the statements made in the article are factual. We will edit out any libellous 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. We're happy to help you make COPA even stronger through an open channel of communications. Send your submissions to [steve@copaflight.ca](mailto:steve@copaflight.ca) by the first of the month for inclusion in the next magazine.



### ✉ ENGINE FAILURE TALK

For the low altitude, low-time recreational pilot flying VFR without flight following, an engine failure will be a very upsetting event and something that will happen relatively quickly. You will be on your own and you might have one minute or less and only one chance to pull it off. That is a lot of pressure.

My first flight instructor told me that when you get stressed, your brain shrinks. While you can probably mitigate that with frequent training, the real thing is bound to be different from a practice approach. For me, the best approach to survival is to keep the procedure as simple as possible. Get your best glide speed, find a place to land. Just two things. After doing that you might have time to troubleshoot, activate your ELT, brief your passenger(s) and radio your position, but in many cases you might not and, anyway, those are not the priority items.

It is a cliché, but the primary task is to fly the airplane which in this case means maintain a safe airspeed and find a field. Then switch tanks and see to the other stuff. Boil it down to that, shut out all the other mental noise and you will have the best chance of a successful outcome.

While Mr. Audet raised many different technical considerations in his article (Fly Safe, Dec. '18), I don't believe that there is time to think about best endurance vs best glide, certainly no time to think about Vx and Vy (why would you?) or to do the mental gymnastics to figure out best glide at your current

weigh). This thing will happen fast, it will be scary, there is no second try and if you don't fly the airplane down to the end of the rollout, it will end badly.

Put everything else on the back burner unless once you have your field in sight you have the luxury of time. In the classroom, you can debate all these things. In the air, you need to focus on the important things and manage what little time you have effectively. Reducing it down to something simple gives you the best chance at being able to function in that high stress environment. You can worry about the parking meter and calling home after a successful landing.

Scott Black

### JC Audet responds:

*As an experienced flight instructor, I agree with Mr. Black's letter, although I feel he missed the critical aspect of my article. Given the very short time a GA pilot would typically have to make the right decision and successfully carry out a dead-stick landing, it is obviously not the time to start testing and worrying about the performance of the airplane. However, being knowledgeable and thus comfortable with what the airplane can do, the pilot can move on directly to selecting the field and manoeuvring to a safe landing. Once in the glide, the pilot will have to decide if this speed actually serves him/her well. Nothing beats practice to make that determination.*



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# A NEW FLYING CLUB IS HATCHED

FLYGA BECOMES COPA FLIGHT 207

TEXT BY JONATHAN BEAUCHESNE, *COPA DIRECTOR (QUEBEC)*

PHOTOS BY JONATHAN BEAUCHESNE AND PAVEL ARIAS



Last spring we reported the official launch of Flyga Aviation at Mirabel airport (CYMX). Although it was an embryonic project at the time, the founders of this flying club aimed to quickly reach the highest levels in terms of service quality and operational safety.

In light of the growing popularity of this flying club, it seems that they are on the way to reaching their goals. The concept put in place by Flyga Aviation allows its members to have continual access to quality aircraft, well equipped and maintained, to make local flights or flights with fam-

ily and friends. Simple and obvious at first glance, but anyone who has tried to rent a plane understands the constraints and frustrations associated with such an adventure. Flyga Aviation is responding to a real need from the general aviation community.

In addition to providing quality aircraft to its members, one of Flyga Aviation's core values is to raise the level of overall aviation safety. It is in this spirit of safety and improvement of skills that Flyga Aviation organized a training day on November 24 at Mirabel. Having taken the time to translate the presen-

▲ L to r: Pavel Arias (Flyga co-founder), Jonathan Beauchesne (COPA Quebec director), Nicolas Paré (Flyga cofounder) and Bernard Gervais (COPA CEO)

tation of Transport Canada's General Aviation Safety Campaign (GASC) into French, one of the founders of the flying club and Air Inuit pilot Nicolas Paré was this day highly appreciated by everyone present.

Another member, an airline pilot for a major airline, even claimed to have studied several topics that were only lightly covered in the recurring



updates offered by his employer. In the summer of 2017, COPA partnered with Transport Canada to promote the GASC, a three-year plan to promote best practices related to flying.

The year 2019 should be very busy at Flyga Aviation. In addition to their two aircraft currently available at Mirabel, another aircraft is being added to the fleet. It will be based at the St-Jean-sur-Richelieu airport (CYJN), serving pilots of the Montérégie region (and perhaps even the members of COPA Flight 160 — St-Jean-sur-Richelieu). Further expansion plans are in the works, including the translation of their website *flyga.ca* into English.

*"IN ADDITION TO PROVIDING QUALITY AIRCRAFT TO ITS MEMBERS, ONE OF FLYGA AVIATION'S CORE VALUES IS TO RAISE THE LEVEL OF OVERALL AVIATION SAFETY"*

To end 2018 and benefiting from the presence of COPA representatives during the training day, Flyga Aviation officially became COPA Flight 207. This association is the third in the Laurentians, after COPA Flight 40 — Mont-Tremblant and COPA Flight 118 — Lachute, a popular region for pilots from Canada and the United States.

Welcome aboard, members of Flyga Aviation!

We would like to thank the FBO Hélibellule in particular. Their hospitality allowed Flyga Aviation to organize their training day in a friendly and professional aeronautical environment and to allow COPA to meet its new and current members. 🍷

## UN NOUVEAU AÉRO-CLUB EST ÉCLOS FLYGA DEVIENT LE CLUB COPA 207

TEXTE : JONATHAN BEAUCHESNE,  
DIRECTEUR COPA POUR LE QUÉBEC

PHOTOS : JONATHAN BEAUCHESNE ET PAVEL ARIAS

**Au printemps dernier, nous vous avions rapporté le lancement officiel de Flyga Aviation à l'aéroport de Mirabel (CYMX). Bien qu'il s'agissait d'un projet embryonnaire à ce moment, les fondateurs de cet aéroclub visaient à atteindre rapidement les plus hauts sommets en termes de qualité de service et de niveau de sécurité dans les opérations.**

À la lumière de la popularité grandissante de cet aéroclub, il semble qu'ils soient en voie de remporter leur pari. Le concept mis en place par Flyga Aviation permet à ses membres d'avoir accès en tout temps à des avions de qualité, bien équipés et entretenus, afin de réaliser des vols locaux ou des vols voyages avec famille et amis. Simple et évident à première vue, mais quiconque a essayé de louer un avion comprend les contraintes et les frustrations associées à une telle aventure. Flyga Aviation répond ainsi à un besoin criant de la communauté de l'aviation générale.

En plus d'offrir des avions de qualité à ses membres, une des valeurs fondamentales de Flyga Aviation consiste à rehausser le niveau de sécurité de l'aviation générale dans son ensemble.

C'est dans cet esprit de sécurité et d'amélioration des compétences que Flyga Aviation a organisé une journée de formation le 24 novembre dernier à Mirabel. Ayant pris le temps de traduire intégralement en français la présentation de la Campagne de sécurité de l'aviation générale (CSAG) de Transports Canada, un des fondateurs de l'aéroclub et pilote chez Air Inuit, Nicolas Paré, a mené de main de maître cette journée fortement appréciée par tous les gens présents.

Un des membres, pilote de ligne pour une grande compagnie aérienne, a même affirmé avoir approfondi plusieurs notions peu couvertes dans les mises à jour récurrentes offertes par son employeur. Rappelons qu'à l'été 2017, COPA s'est associée à Transports Canada dans la promotion de la CSAG, un plan sur trois ans visant à promouvoir les meilleures pratiques liées au vol.

L'année 2019 risque d'être fort occupée chez Flyga Aviation. En plus de leurs deux appareils présentement disponibles à Mirabel, un autre avion est en voie d'être ajouté à la flotte d'appareils disponibles. Celui-ci sera basé à l'aéroport de St-Jean-sur-Richelieu (CYJN), permettant de desservir les pilotes de la Montérégie (et peut-être même les membres du Club COPA 160 de CYJN). D'autres expansions sont également dans les cartons.

Pour bien terminer l'année 2018 et profitant de la présence de représentants COPA lors de la journée de formation, Flyga Aviation est officiellement devenu le Club COPA 207. Cette association est la troisième des Laurentides, après Mont-Tremblant (Club COPA 40) et Lachute (Club COPA 118), une région prisée des aviateurs du Canada et des États-Unis.

Bienvenue à bord, membres de Flyga Aviation !

Nous tenons à remercier tout particulièrement le FBO Hélibellule. Leur hospitalité a permis à Flyga Aviation d'organiser leur journée de formation dans un cadre aéronautique sympathique et professionnel en plus de permettre à COPA d'aller à la rencontre de ses membres, nouveaux et actuels. 🍷

# DIAMOND RAMPS UP 2019 PRODUCTION

ONTARIO-BASED AIRCRAFT MANUFACTURER CITES GLOBAL SALES GROWTH



**London, Ontario-based Diamond Aircraft is expect to produce 150 airplanes in 2019, double last year's count of 75. And Diamond is expecting yet more stellar growth as the Chinese market grows dramatically, according to Diamond's CEO Scott McFadzean.**

"We are building for the global market and we used to build just for the North American market," said McFadzean in an interview with the London Free Press. "The emerging economies want to travel, such as in China. The scale of that is huge compared to Western countries."

Diamond currently employs over 270 people, but is still searching for more. "It's really exciting to see growth at Diamond and it helps diversify manufacturing locally," said Kapil Lakhota, chief executive of the London Economic Development Corp.

A recent order for 110 DA40s and DA42s, from a flight school that the American air carrier Republic Airways opened in Indiana late last year is the company's largest to date. Together with a number of flight simulators, the contract is valued at over \$35 million.

▲ Diamond's DA40 has proven to be very popular with flight schools around the world.

China's Wanfeng Aviation acquired Diamond Aircraft in December of 2017 when it purchased parent-company Diamond Aircraft Industries GmbH of Austria. Much of Diamond's London production has been destined to China. "We are setting up a new factory in China, we have the experience to do it," said McFadzean. "It will serve tremendous growth in the Chinese market. We have a lot of opportunity." 🇨🇳

# COPA FLIGHT HOSTS WWII VETERAN

FEMALE PILOT KEEPS FLIGHT 175 SPELLBOUND

BY JANINE CROSS



**British Columbia's COPA Flight 175 — Langley Aero Club recently hosted a very special guest speaker at their 2018 AGM: one-hundred-year old Jaye Edwards, one of only three surviving female Air Transport Auxiliary pilots from the Second World War.**

Currently a resident of B.C, British-born Edwards enrolled in the National Women's Air Reserve in her early 20s. After meeting and training every Sunday, she eventually became

a certified pilot. She received her licence precisely one day after war was declared, which rendered her licence temporarily invalid. As women weren't allowed to fly for the Royal Air Force anyway, Edwards worked as a child-minder and nurse.

When the need for pilots grew desperate during the war, the British government enlisted civilian pilots deemed unfit to serve in the RAF to ferry planes to the front. In 1943,

Edwards was one of the 168 women recruited for the ATA.

"We first learned to fly on Harts and Hinds (two-seater light bomber biplanes). They just floated in the air," said Edwards. "We were trained to fly all over the U.K. without communicating with the ground at all. We had no labels on our maps, and once you took off, you were on your own."

Over the next two and a half years, Edwards flew over 500 hours solo, sometimes venturing up to Scotland, other times flying several short ferry hops in a single day. The only casualty she witnessed occurred the first weekend of her arrival at the training base; another pilot-in-training who had arrived alongside Edwards crashed during landing and was engulfed in flames. It was a sobering start for Edwards. "Thank God it wasn't me."

When asked what was the most difficult airplane to fly, Edwards replied, "None, really. See, we were taught how to fly them all." She admits, however, that when first shown how to do a stall-turn, her stomach said "No more of that!" Her instructor, who was seated behind her and had to clean up the mess, agreed.

Her favourite plane? "I'll always have a soft spot for the Hurricane. It was such a friendly airplane."

After holding Langley Aero Club members spellbound for the better part of an hour, Edwards exhorted attendees to encourage youth to try unusual careers, such as flying. "Tell them to do something different with their life," she insists, grinning. "Tell your girls to try something odd. That's the only way to have an interesting life." 🐦

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### ATLANTIC REGION

A Moncton Flight College Diamond DA 20-C1 (C-GHTO) from Fredericton, NB (CYFC) to Fredericton, NB (CYFC) was instructed and read back to maintain the runway heading on departure. The aircraft was observed turning left crosswind. No impact on operations.

### QUEBEC REGION

A 9250-0321 Québec Inc. Robinson R44 II (C-FFSO) on a flight to Sept-Îles, QC (CYZV) entered the CYZV area without establishing radio contact. The aircraft established contact while it was 3 NM from the airport at an altitude of 600 ft. When questioned, the aircraft indicated that it was on the wrong frequency. No impact on operations.

### ONTARIO REGION

A Government of Canada, Department of National Defence Bell 412 (FREE11) from Hamilton, ON (CYHM) to Windsor, ON (CYQG) entered the CYQG control zone without establishing radio communication with Tower.

### PRAIRIE AND NORTHERN REGION

The instrument landing system (ILS) to Runway 32L at Whitehorse, YT (CYXY) failed. It was unable to reset to normal. The technical operations coordinator (TOC) was advised and a notice to airmen (NOTAM) was issued. An aircraft was inbound. Weather VFR was in effect. No immediate operational impact.

### PACIFIC REGION

At the Victoria Harbour, BC (Water) (CYWH) aerodrome, the harbour master received a report from the stevedores at Ogden Point of an unmanned air vehicle (UAV) (i.e. drone) overhead, at about 400 feet above the military vessel.



### RÉGION DE L'ATLANTIQUE

Un Diamond DA 20-C1 (C-GHTO), exploité par le Moncton Flight College, de Fredericton (CYFC), NB, à Fredericton (CYFC), NB, a reçu et relu l'instruction de maintenir le cap de piste au départ. L'aéronef a été observé qui faisait un virage à gauche en vent de travers. Aucun impact sur l'exploitation.

### RÉGION DU QUÉBEC

Un Robinson R44 II (C-FFSO), exploité par 9250-0321 Québec inc., effectuant un vol à destination de Sept-Iles (CYZV), QC, est entré dans la zone de CYZV sans établir de contact radio. L'aéronef a établi un contact alors qu'il était à 3 NM de l'aéroport à une altitude de 600 pi. Interrogé, l'aéronef a indiqué qu'il était sur la mauvaise fréquence. Aucun impact sur l'exploitation.

### RÉGION DE L'ONTARIO

Un Bell 412 (FREE11), exploité par le gouvernement du Canada, ministère de la Défense nationale, d'Hamilton

(CYHM), ON, à Windsor (CYQG), ON, est entré dans la zone de contrôle de CYQG sans établir de contact radio avec la tour.

### RÉGION DES PRAIRIES ET DU NORD

Panne du système d'atterrissage aux instruments (ILS) piste 32L à Whitehorse (Yn). Impossible de le redémarrer en mode normal. Coordonnateur des opérations techniques (TOC) informé, et NOTAM émis. Un aéronef était en rapprochement. Les services météorologiques VFR fonctionnaient. Aucun impact immédiat sur l'exploitation.

### RÉGION DE PACIFIQUE

À l'aérodrome de Victoria Harbour (Water) (CYWH), BC, le directeur du port a reçu un signal de la part d'arrimeurs à Ogden Point concernant un véhicule aérien non habité (UAV) (à savoir un drone) qui évoluait à environ 400 pi au-dessus du navire militaire.

# ENFORCEMENTS

## QUEBEC REGION

A person acted as a flight crew member or exercised the privileges of a flight crew permit, licence or rating without a valid permit, licence, rating or medical certificate. The person also operated the aircraft when the flight authority was not in effect in respect of the aircraft. The owner of the aircraft failed to keep technical records in respect of the aircraft. CAR 401.03(1), \$2,500; CAR 605.03(1), \$2,500; CAR 605.92(1), \$2500.

## PACIFIC REGION

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

On 3 occasions, a person failed to produce an aircraft logbook for inspection in accordance with the terms of a demand made by the Minister. CAR 103.02(2), \$8500.

## RÉGION DE QUEBEC

Une personne a agi en qualité de membre d'équipage de conduite ou a exercé les avantages d'un permis, d'une licence ou d'une qualification de membre d'équipage de conduite alors que le permis, la licence ou la qualification n'était pas valide. La personne a aussi utilisé l'aéronef en vol alors que l'autorité de vol à l'égard de l'aéronef n'était pas en vigueur. Le propriétaire de l'aéronef a omis de tenir, pour l'aéronef, les dossiers techniques requis. RAC 401.03(1), 2 500 \$; RAC 605.03(1), 2 500 \$; RAC 605.92(1), 2 500 \$.

## RÉGION DE L'ONTARIO

À trois occasions, une personne a omis de soumettre un dossier technique aux fins d'inspection selon les conditions précisées dans la demande faite par le ministre. RAC 103.02(2), 8 500 \$.



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# ELECTRONIC LOGBOOKS

## DIGITAL PRODUCTS REDUCE CALCULATION ERRORS

Date	Model	A/C ID	Route	Flight	IAP	TO	Log
Aug 8, 2018	737-800	N11247	KJFK SAN	5.2	0	0	0
Jul 30, 2018	412	N7832L	ILTO ESB KYUM	5.0	0	0	0
Jul 21, 2018	AS-350	N2370B	WPH7 ZVVA 83AZ	2.9	0	2	0
Jul 15, 2018	PA28	N1230U	19TE 37XA 26VA	3.2	1	1	1
Jul 9, 2018	SR20	N7272Z	KSGR	0.5	0	0	0
Apr 5, 2018	76	N195U	BUY MMU BUY	3.5	1	2	0
Apr 3, 2018		999	MMU	3.3	1	2	0
Mar 23, 2018	350	C-DAXC	GED	2.0	0	1	0
Jan 8, 2018	858	N2365B	GED	4.3	0	0	0
Aug 23, 2015	76	N195U	6NS	2.0	0	1	0
Aug 7, 2015		TRAINING	TRAINING	0.0	0	0	0
Aug 7, 2015	SR22	N1230V	EGHH	1.2	0	0	0
Jul 10, 2015	C172SP	N1452L	6SHJ 6NS	2.1	0	2	0
Jun 10, 2015		N25P(A12)	GED CED GED	3.0	0	2	0
Apr 16, 2015	SR22	N1230V	EGJB EGHH	0.9	0	1	0
Mar 23, 2015	C172SP	N51590	HAF	1.7	1	2	3
Dec 8, 2014	407	N999PG	NY22 KJRB	0.9	0	0	0
Nov 20, 2014	DH58C	N92PD	UGN	1.7	0	2	2
Oct 23, 2014	PA28	N1230U	SFO	100.0	0	0	0
Sep 14, 2014	310	193	ACY	0.0	0	0	0
May 6, 2014	300	C-DAXC	SFO	0.0	0	0	0
Dec 7, 2013	C172SP	N51590	SFO SJC	1.9	1	1	1
Nov 22, 2013	B300	N515ML	DAL MIA	4.3	3	3	2

of aircraft, registration mark, flight crew position, flight conditions (e.g. day, night, VFR and IFR), the place of departure and arrival, the number of intermediate takeoffs and landings, and flight time. For flights in a glider, the method of launch used for the flight, and for flights in a balloon, the method of inflation used for the flight. Any other information recorded is at the discretion of the pilot.

ELBs are available from a variety of software companies either as stand-alone products or part of an Electronic Flight Bag application. There are two types of ELB

physical logbook, approval by the regulator (FCC, TC, etc.), simplified annual reporting for insurance renewals, currency alerts (IFR, BFR, legal to carry passengers, medical), no calculation errors, integration into digital cockpits allowing for auto-populating of the ELB, ability to import scanned images (e.g. TC safety seminar stickers; FAA course completion), manual exporting for backup purposes and entries that can be digitally signed by your flight instructor.

ELBs have a number of drawbacks: initial data entry of existing logbook entries, ongoing annual costs, impact of company closure, transferring data between ELBs, access to logbook after an aviation career is over, data and customer lists sold to other providers, loss of control of the data, commercial ads (in some cases).

ELB costs vary from free, a monthly subscription to a one-time fee for a perpetual licence. Some pilots are using an Excel spreadsheet template (free if you subscribe/own Microsoft Excel). Professional pilots gravitated to the Apple platform as an outcome of the airlines adopting Electronic Flight Bag apps, subsequently adding ELBs to their iPad.

LogTen Pro from Coradine (coradine.com) is an Apple-only application. Noah Lieberman, founder, tech guy and pilot, originally wrote his ELB application in 2003 for his Apple Mac. In 2008 he re-wrote the code for iOS in preparation for the Apple revolution. With 13 employees, five of whom are pilots, LogTen Pro has 60,000 subscribers and 80,000 users worldwide. Paul Edney, VP Marketing, says "General Aviation pilot usage is on an upswing as the younger generation's adoption rate of digital technologies is higher." LogTen is not a cloud application; instead, it uses iCloud as a tool to

**E**lectronic Logbooks (ELBs) have been in use since the early 1990s. Historically, COPA offered a free ELB as a member benefit, supplied by The Aviation Software Company Inc (ASC). The software was provided as a perpetual licence supporting Windows 95 personal computers. They were able to upload the database from many previous ELBs, reducing the amount of time required for the conversion.

Transport Canada's regulatory requirements are found in CARS 401.08 (1) & (2), which dictate that a pilot is required to have a personal log which documents each flight, experience and currency. The personal log has the holder's name and the following information for each flight: date, type

licences: a perpetual licence with a one-time cost, and a subscription service. The subscription service-based ELBs offer applications for your specific hardware (e.g. iPhone, Mac, PC, Android) with cloud- and locally-stored data. Cross-platform access to your logbook is accomplished through data stored in their public cloud. A few manufacturers have Excel spreadsheet systems which provide ELB functionality. A few Electronic Flight Bag products (ForeFlight Basic Plus and Garmin Aviator) include ELB modules as part of their application. Popular ELBs include LogTenPro, ZuluLog, mccPilot-Log as well as Microsoft Excel-based spreadsheets.

ELBs have a number of benefits including: no impact of loss of

back up logbook data and synchronize between devices, which all hold a full copy of the logbook. API integration with ForeFlight makes flight data easily transferable. LogTen Pro is billed annually at \$79.99 USD for iPhone + iPad, \$99.99 USD for Mac and \$129.99 USD for iPhone + iPad + Mac.

ZuluLog ([zulu-log.com](http://zulu-log.com)) from ZuluLog LLC is a true cloud application, supporting iPhone/iPad and Android devices. It was co-founded in 2006 by Roger Bright and now has 12 team members. In the early years of ZuluLog, most subscribers used them to back up their paper logbook. Now, over 30,000 subscribers use ZuluLog as their primary logbook. Bright stated, "Our popular product is differentiated with our quality service, inclusive of free telephone support." With a code re-write on the horizon, the mobile app will have a new look

and feel. ZuluLog is billed either monthly at \$8.81 USD or annually at \$89.86 USD.

Most ELBs offer free download trial software, a try-before-you-buy approach. Although there is very little data variation between products, the manner in which the user interface works can be very different. Must-haves include default settings which auto-populate data for a new flight (your name, aircraft type, registration, home airport, today's date, customized reporting, export to a CSV file, logbook printout which looks like a typical Canadian logbook (PDF), ownership of the data resides with the buyer, and monthly backup of your data. Consider maintaining a paper logbook as backup (if you're old-school).



Outside of the regulatory and insurance requirements to maintain a personal logbook, the connected cockpit provides a convenient manner to update your ELB after every flight. For GA pilots, it also documents your flying career. 📸



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# THE YEAR IN LOSSES

## WHY DATA ANALYSIS IS IMPORTANT



◀ Violent windstorms, not unusual in Canada, can wreak havoc with hangars.

I want to start by saying thank you. The year 2017 was good for the COPA VIP Insurance Program. No, the year is not a typo. We don't close out the 2017 year until December 31, 2018 as that is last day that someone with a policy that started in 2017 could potentially have a loss. The 2017 loss performance improved over the prior years and 2018 looks to be on target for a good year as well.

This doesn't happen by accident (no pun intended). Loss data is collected and carefully analyzed for trends. These trends are then used to adjust the premium rating model accordingly.

Frequency has remained constant at 70-80 losses per year and the overall loss ratio is down over prior years. Frequency is defined as number of individual losses. The loss ratio is the percentage of losses paid to premium collected.

We are grateful that the COPA program has grown in participation over the past five years, so the fact that the frequency has remained relatively constant is a good thing. It means that on a percentage basis, losses are fewer. This, coupled with a declining loss ratio, is very good news. Things are headed in the right direction.

In summary, there were a total of 78 losses this year. Fifty-three of them were claimed under the COPA Gold program (full coverage hull). The re-

mainder fell under the Silver program (not-in-motion and/or liability only). There were no Bronze losses (non-owned liability).

Of the losses paid during this 12-month period (including reserves), approximately 85 percent of the dollars went towards hull damage (including total losses). Fifteen percent of the dollars paid out went towards liability. Fun fact — this is the same ratio of hull premium to liability premium on individual risks.

If we drill down further, the leading cause of losses continues to be pilot error at 36 percent, specifically on landing.

Every year we have several hard landings or loss of control on landing, usually resulting in prop strike(s) and bent nose gears. Similarly, we see several mishaps with float plane water landings, resulting in the aircraft flipping or ending up partially submerged. In both cases, the aircraft usually incurs extensive damage, but fortunately injuries are minimal.

Interestingly, in 2017, we also saw several examples of pilots landing on snow-packed runways and the gear getting stuck and the aircraft flipping.

Fortunately, we only had two losses happen on takeoff as these types of losses usually result in stalls and end badly with substantial damage and/or serious injury or death. And we are

pleased with the fact that there was only one claim reported due to fuel exhaustion.

Of course, pilot error isn't restricted to just flying. There were several taxi accidents, including hitting other aircraft or objects, losing control of the aircraft, and getting stuck in ditches.

The second largest category of losses after pilot error is those due to weather. These losses account for 28 percent of claims. At least seven aircraft were victims of hail, many of them from a single storm that went through Ontario in July of 2017. The other losses were primarily wind related. Severe weather is becoming more of the norm in Canada, reinforcing the importance of keeping your aircraft in a hangar and/or taking extra precautions if the forecast looks unfriendly to aircraft.

Normally we see one or two mechanical-related losses per year. Surprisingly, the 2017 policy period witnessed nine claims as a result of either engine or gear failure.

Two other noteworthy losses this year included one where a member parked his aircraft while attending a meeting. The aircraft rolled downhill into a fence. The owner had not put chocks under the wheels and the parking brake had failed. In the other, the member's hangar collapsed on his aircraft.

This is just a high level summary, however detailed data is collected on each and every loss. This information is fed into a large database which detects trends over long period of times and can be sorted many different ways.

In fact, AIG's strength in data collection and analysis is one of the many value added features AIG brings to the COPA program, and one of the reasons that we chose them as our partner. Accurate collection, analysis and



usage of data is a critical component to ensuring that the COPA insurance program remains competitive, viable and sustainable over the long term.

For instance, some long-term trends that AIG tracks for underwriting purposes include losses by province and by aircraft type.

By province, Alberta, Saskatchewan, Quebec, and the Yukon have an average five-year loss ratio over 100 percent. As explained above, this means that there is more money being paid out by AIG for claims in these provinces than they are collecting in premium. On the other hand, the Maritimes are very profitable with British Columbia, Manitoba and Ontario hovering just below the break-even point.

By aircraft type, retractable, home-built, floatplanes and helicopters have a five-year loss ratio in excess of 100 percent. Tail wheel, single engine

tricycle gear, multi-engine and ultra-light aircraft have all been performing reasonably well.

According to AIG, "The collection and analysis of loss data allows an insurance carrier to understand the cost of various risks within their portfolio and to assign premium dollars accordingly. Guided by the data, we can identify factors which increase risk and assign appropriate additional premium to them. Likewise, we can also reduce premium on accounts which present lower risk, enabling us to offer the most competitive premium possible. Loss data analysis allows us to offer great insurance value to our clients while providing a fair return to our capital providers. Together, these create a competitive and sustainable program." For example, over the past five years, AIG have made some upward adjustments in rates on retract-

able and float aircraft. At the same time, they applied reductions to the pricing on aircraft stored in hangars, and certain tail draggers and fixed wing single-engine aircraft.

By being scientific with the loss data, we can slowly improve the loss ratio. It doesn't happen overnight, nor does it happen without the effort and understanding of all parties involved, including yourselves as aircraft owners, pilots and members. Understanding why your COPA quote may or may not be the cheapest, but knowing that it is the most comprehensive in terms of coverage, will hopefully give you the peace of mind that you want from your insurance placement.

If you would like to receive more information on this topic or a quote on your insurance, please contact us at 1-855-847-2672 or at [COPAVIP@magnesaviation.com](mailto:COPAVIP@magnesaviation.com).

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or write us at: [reception@copanational.org](mailto:reception@copanational.org)

Application Deadline: March 1, 2019



# ON THE HORIZON

## EVENTS ON THE HORIZON

### FEBRUARY

#### February 9

Hawkesbury, ON

Ski Fly-in Hawkesbury Airport 11:00 – 13:00

Sloppy Joes, drinks and desserts will be served. Skiplanes/Drive in.

Ski Fly-in à l'aéroport de Hawkesbury Est.

11h00 à 13h00.

Sloppy Joes, boissons gazeuses, du café et du dessert seront servis.

L'atterrissage sur skis seulement.

Bienvenues aux visiteurs en voitures.

#### February 16

Sainte Anne du Lac, QC

9e RVA Sainte Anne du Lac N46°52-55, O75°19-18

Remis au lendemain si mauvaise météo

[michelbelisle9@gmail.com](mailto:michelbelisle9@gmail.com)

#### February 23-24

Lac La Biche, AB

ICE FLY-IN and WINTER FESTIVAL OF SPEED-Flight 165

Land your wheeled aircraft on a prepared ice runway or on skis next to the runway.

Ice conditions vary therefore exact location TBD on Lac La Biche lake.

Roast a hotdog over our pit fire and enjoy a hot or cold beverage while chatting with other pilots. Watch car, snowmobile, and motorcycle ice races nearby.

Frequency 123.20. Phone for runway conditions/procedures prior to takeoff.

[lacialbicheflyingclub.ca](http://lacialbicheflyingclub.ca) — 780-213-4647,

[orik1313@hotmail.com](mailto:orik1313@hotmail.com),

780-623-0673, [kzach@telusplanet.net](mailto:kzach@telusplanet.net)

#### February 23

Rivière des Outaouais, QC

Flight 169, Pontiac-30e RVA de Mo

1 mille à l'ouest du VOR d'Ottawa,

45°26'57N, 75°55'48O

Ottawa River, QC

Flight 169, Pontiac-Mo's 30th Fly-n,

1 mile west of the Ottawa

VOR, 45°26'57N, 75°55'48W,

819-682-5273

## REGULARLY HELD EVENTS

### Airdrie, AB (CEF4)

Flight 134 Monthly Meeting

First Thursday 19:30, [airdrieflyingclub.ca](http://airdrieflyingclub.ca)

### Arnprior, ON

Flight 33- Monthly Meeting on the 2nd

Wednesday at 19:00

### Bancroft, ON (CNW3)

Flight 119-Bancroft Flying Club Monthly

meeting last Monday

19:00, except Jul, Aug & Dec.

### Beaverlodge, AB (CYQU)

Flight 184-Monthly Meeting 3rd Tuesday

September to April 19:30

Terminal Building 2nd floor board room

[wpaa@telus.net](mailto:wpaa@telus.net)

### Bonnyville, AB (CYBF)

Flight 90-Monthly Meeting last Monday 19:00

Terminal building, [facebook.com/bonnyvilleflyingclub](https://www.facebook.com/bonnyvilleflyingclub)

### Borden, ON (CNV8)

Flight 84-Borden Flying Club Monthly

Meeting -3rd Saturday 10:00

[bordenflyingclub.com](http://bordenflyingclub.com)

### Boundary Bay, BC (CAK3)

Flight 5-Boundary Bay Flying Club

Monthly Meeting 2nd Wednesday 19:30

[copa5.wordpress.com](http://copa5.wordpress.com)

### Brantford, ON (CYFD)

Flight 148-Brantford Flying Club Monthly

Meeting, 3rd Wednesday 19:00,

Clubhouse [copa148.com](http://copa148.com)

### Calgary, AB (CYBW)

Flight 114-Monthly Meeting 2nd Wednesday

Hangar Flight Museum [crufc.ca](http://crufc.ca)

### Carleton Place, ON (CNR6)

Flight 121-Monthly Meeting last Saturday

10:00 [ctwinter@gmail.com](mailto:ctwinter@gmail.com)

### Charlottetown, PEI (CYYG)

Flight 57-PEI Flying Association members breakfast

Every Saturday Razy's Roadhouse 08:00 902-626-6963 or [pound@pei.sympatico.ca](mailto:pound@pei.sympatico.ca)



### Chatham-Kent, ON (CYCK)

Flight 203-COPA YCK Monthly Meeting

2nd Monday 19:00 [tim@schinkels.ca](mailto:tim@schinkels.ca)

### Clarence-Rockland, ON

Flight 132-Monthly Meeting 1st Thursday

20:00, 3984 Indian Creek Road,

[crmartel45@gmail.com](mailto:crmartel45@gmail.com)

### Cold Lake, AB (CEN5)

Flight 205-Monthly Meeting s Bi-weekly

Thursday 16:30

Terminal building [jayconlin@hotmail.com](mailto:jayconlin@hotmail.com)

### Cornwall, ON (CYCC)

Flight 59-Monthly Meeting 2nd Saturday

09:00, [earfran@cogeco.ca](mailto:earfran@cogeco.ca)

### Dawson Creek, BC (CYDQ)

Flight 183-Mile Zero Flying Club Monthly

Meeting last Thursday, [rfofster@pris.ca](mailto:rfofster@pris.ca)

### Edmonton, AB

Flight 176-Monthly Meeting 1st Thursday 19:30

Alberta Aviation Museum, [treasurer@copaedmonton.ca](mailto:treasurer@copaedmonton.ca)

# ON THE HORIZON

## **Estevan, SK (CYEN)**

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

## **Fredericton, NB**

Flight 2-Monthly Meeting 19:00 2nd Tuesday Bloor St. Church.  
[raystl@nbnet.nb.ca](mailto:raystl@nbnet.nb.ca)

## **Grand Falls-Windsor, NL**

Flight 195-Monthly meeting 19:00 3rd Tuesday community room  
IBEX Fuels, [wallypennell@hotmail.com](mailto:wallypennell@hotmail.com)

## **Guelph, ON (CNC4)**

Flight 1-Monthly Meeting 19:30 1st Tuesday, Guelph Airpark Café, [brianoates@hotmail.com](mailto:brianoates@hotmail.com)

## **Hanover, ON (CYHS)**

Flight 54-Monthly Meeting 20:00 2nd Saturday CYHS SMA Boardroom.  
[barrytschirhart@wightman.ca](mailto:barrytschirhart@wightman.ca)

## **Havelock, NB (CCS5)**

Flight 27-Havelock Flying Club weekly Fly-in/Drive-in Breakfast 08:00-Every Sunday, [havelockflyingclub.ca](mailto:havelockflyingclub.ca)

## **Hawkesbury East, ON (CPG5)**

Flight 131-Monthly Breakfast Meeting 08:30 1st Saturday  
Club 131-Déjeuner mensuel 08h30 1er samedi, [flight131.copanatonal.org](mailto:flight131.copanatonal.org)

## **Hinton, AB (CEC4)**

Flight 126-Monthly Meeting 20:00 2nd Friday Clubhouse/Terminal building, [glenair@telus.net](mailto:glenair@telus.net)

## **Innisfail, AB (CEM4)**

Flight 130-Innisfail Flying Club Monthly Meeting 19:30 3rd Thursday  
Terminal building, [heaton.bd@gmail.com](mailto:heaton.bd@gmail.com)

## **Kamloops, BC (CYKA)**

Flight 82-Kamloops Flying Club Monthly Meeting 19:00 1st Monday  
Clubhouse, [kamloopsflyingclub.com](mailto:kamloopsflyingclub.com)

## **Kelowna, BC (CYLW)**

Flight 36-Kelowna Flying Club Monthly Meeting 19:00 1st Tuesday  
[kelownaflyingclub.com](mailto:kelownaflyingclub.com)

## **Kingston, ON (CCE6)**

Flight 109-Monthly Meeting 09:30 1st Sunday, Camden East airfield.  
[youcanreachusat@hotmail.com](mailto:youcanreachusat@hotmail.com)

## **Kitchener, ON (CYKF)**

Flight 26-Breslau Flyers Monthly Meeting 19:00 2nd Tuesday, Upstairs classroom  
Waterloo-Wellington Flight Centre  
[copaflight26.com](mailto:copaflight26.com)

## **Lac La Biche, AB (CYLB)**

Flight 165-Monthly Meeting 3rd Monday at 19:00 Terminal building.  
[laclabicheflyingclub.ca](mailto:laclabicheflyingclub.ca)

## **Lethbridge, AB (CYQL)**

Flight 24-Lethbridge Sport Flyers weekly breakfast, 07:30 Every Saturday.  
[lethbridgesportflyers.com](mailto:lethbridgesportflyers.com)

## **Lindsay, ON (CNF4)**

Flight 101-Kawartha Lakes Flying Club Monthly Meeting , 19:00 1st Wednesday at LCVI High School, [kffc.ca](mailto:kffc.ca)

## **Medicine Hat, AB (CYXH)**

Flight 171-Gas City Aviators Monthly Meeting 19:00-Last Thursday.  
[lclarkso@telus.net](mailto:lclarkso@telus.net)

## **Miramichi, MB (CYCH)**

Flight 39-Monthly Meeting 19:30 3rd Wednesday, Clubhouse  
[nbdbrown@nbnet.nb.ca](mailto:nbdbrown@nbnet.nb.ca) or 506-625-5788

## **Nanaimo, BC (CYCD)**

Flight 91-Nanaimo Flying Club Monthly Meeting 09:30 3rd Sunday  
[nanaimoflyingclub.org](mailto:nanaimoflyingclub.org)

## **Nelson, BC (CZNL)**

Flight 87-Nelson Pilots Association Monthly Meeting 18:00 3rd Wednesday, Terminal building, [nelsonpilots.ca](mailto:nelsonpilots.ca)

## **North Bay, ON (CYYB)**

Flight 23-Monthly Meeting s 19:00 2nd Monday. [flyingnorthbay.ca](mailto:flyingnorthbay.ca)

## **Okotoks, AB (CFX2)**

Flight 81-Monthly Meeting s 19:30 Last Monday, Okotoks Elks Hall  
[foothillsflyingclub.com](mailto:foothillsflyingclub.com)

## **Olds-Didsbury, AB (CEA3)**

Flight 142-Old Didsbury Flying Club Monthly Meeting 19:30 1st Tuesday, 403-701-1600

## **Oshawa, ON (CYOO)**

Flight 70-Monthly Meeting s 19:30 1st Thursday. [copa70.com](http://copa70.com)

## **Ponoka, AB (CEH3)**

Flight 187-Monthly Meeting 19:00 1st Monday, Airport terminal.  
[drew@flyingwatsons.ca](mailto:drew@flyingwatsons.ca)

## **Penticton, BC (CYF)**

Flight 50-Penticton Flying Club Monthly Meeting 19:00 2nd Tuesday  
[ronjohnson@telus.net](mailto:ronjohnson@telus.net) or 250-493-0441

## **Peterborough, ON (CYPQ)**

Flight 34-Monthly Meeting 19:00 2nd Wednesday, [tommooore@live.ca](mailto:tommooore@live.ca)

## **Picton, ON (CNT7)**

Flight 53-Breakfast at the Prince Edward Flying Club 08:00 2nd Sunday, 613-471-1868

## **Pitt Meadows, BC (CYPK)**

Flight 16-Aero Club of BC Monthly Meeting 19:30 1st Wednesday.  
[aeroclubofbc.ca](mailto:aeroclubofbc.ca)

## **Pontiac, QC**

Flight 169-Monthly Breakfast Meeting at Restaurant Aylmer  
1st Saturday Club 169-Déjeuner mensuel a restaurant Aylmer, 1er samedi.  
819-360-0706 ou 812-329-2830

## **Prince George, BC (CYXS)**

Flight 79-Monthly Meeting 19:30 2nd Wednesday, [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 portal. [clubrunner.ca/100860](http://clubrunner.ca/100860)

## **Quebec, QC**

Flight 168-Monthly Meeting, various locations 19:30 3rd Monday  
Club 168-rencontres mensuel, lieux varies 19h30 3ieme lundi, 418-889-9023

# ON THE HORIZON



**Red Deer, AB (CYQF)**  
 Flight 92-Red Deer Flying Club Monthly Meeting 19:30 3rd Monday  
 Flying Club building, 403-350-5511

**Russell, MB (CJW5)**  
 Flight 138-Monthly Meeting 20:00 1st Wednesday, Russell Flying Club clubhouse, [wrwile@gmail.com](mailto:wrwile@gmail.com)

**Saskatoon, SK (CYXE)**  
 Flight 10-Monthly Meeting 19:00 2nd Tuesday, SK Aviation Museum classroom, [copasaskatoonraa.com](http://copasaskatoonraa.com)

**Sarnia, ON**  
 Flight 7-Monthly Meeting 4th Monday 19:00, Naval Association 403 Wing [jkwood\\_99@yahoo.com](mailto:jkwood_99@yahoo.com)

**Sedgewick, AB (CEK6)**  
 Flight 157-Iron Creek Flying Club Monthly Meeting 2nd Thursday 19:30. [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, Terminal building, [siflyingclub.com](http://siflyingclub.com)

**Sundre, AB (CFN7)**  
 Flight 146-Sundre Flying Club Monthly Meeting 19:30 2nd Thursday 403-638-7370 or [winmy@telusplanet.net](mailto:winmy@telusplanet.net)

**Star City-Tisdale, SK**  
 Flight 93-Monthly Meeting 3rd Monday Sep-Jun, Terminal building, [tisdaleaviation.ca](http://tisdaleaviation.ca)

**Val D'Or, QC (CYVO)**  
 Flight 192-Monthly Meeting 18:00 2nd Tuesday, Hangar Q-60 [copaflight192@yahoo.ca](mailto:copaflight192@yahoo.ca)

**Vernon, BC (CYVK)**  
 Flight 65-Vernon Flying Club Monthly Meeting 19:00 3rd Tuesday, VFC Clubhouse, [flyingclubvernon@gmail.com](mailto:flyingclubvernon@gmail.com)

Flight 65-Vernon Flying Club monthly pancake breakfast, 09:00 4th Sunday starting January 27, 2019  
 Fly-in, drive-in, or walk in. Everyone is welcome. [flyingclubvernon@gmail.com](mailto:flyingclubvernon@gmail.com)

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# ON THE HORIZON



## Vermillion, AB (CYVG)

Flight 204-Monthly Meeting 2nd Wednesday  
[vrfflyingclub@gmail.com](mailto:vrfflyingclub@gmail.com)

## Victoria, BC (CYYJ)

Flight 6-Victoria Flying Club Monthly Meeting 19:00 1st Tuesday  
[copaflight6@gmail.com](mailto:copaflight6@gmail.com)

## Welland, ON (CNQ3)

Flight 149-Monthly Meeting 19:00 3rd Tuesday, [verburgam@aol.com](mailto:verburgam@aol.com)

## Westlock, AB (CES4)

Flight 139-Westlock Flying Club Monthly Meeting, 19:00 3rd Thursday Terminal building, [dan@syz.com](mailto:dan@syz.com) or 780-961-2213

## Wetaskiwin, AB (CEX3)

Flight 51-Wetaskiwin Flying Club Monthly Meeting 1st Tuesday, Terminal building, [scottcoggan@hotmail.com](mailto:scottcoggan@hotmail.com)

## Warton-Georgian Bluffs, ON (CYVV)

Flight 68-Monthly Meeting 09:30 1st Saturday, Terminal building, [dshcolter@cabletv.on.ca](mailto:dshcolter@cabletv.on.ca) or 519-793-3473

## Whitecourt, AB (CYZU)

Flight 185-Monthly Meeting Various locations 19:00 3rd Tuesday 780-778-0854

## Woodstock, NB (CCD3)

Flight 86-Woodstock Flying Association monthly fly-in and meeting, 08:00 — 1st Saturday, Clubhouse, 506-356-5025

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## COPA FLIGHT 70 HOSTS TCCA SEMINAR

### NEW BUTTONVILLE MF PROCEDURES EXPLAINED

BY GORD MAHAFFY, CAPTAIN, COPA FLIGHT 70-OSHAWA



**Enhancing the value of Oshawa airport (CYOO) is the closing of the Buttonville airport (CYKZ), which makes Oshawa's airport the closest executive airport on the east side of Toronto. This was such a big event that Transport Canada requested that they be allowed to give a seminar on the new airspace procedures for Buttonville (which now has a mandatory frequency). COPA Flight 70-Oshawa, which operates from Oshawa airport, was more than happy to comply.**

On January 3, Transport Canada inspector John Baldasaro presented a seminar on the new procedures for entering and leaving Buttonville airspace. It surprised many of the 60-plus pilots in attendance that they are required to broadcast their intention to enter the MF zone five minutes out, and not five

miles out. There might be someone to talk to on the ground, or someone to talk to at another aerodrome far away or no one to talk to at all, in which case the pilot must broadcast his or her intentions to other aircraft in the vicinity.

Buttonville provides a particular challenge because its airspace is located right under the first ring of the Toronto's terminal airspace. One suggestion for entering the airspace was to climb to 3000 feet and contact Toronto Terminal on 133.4 Mhz. Once in the vicinity of Buttonville, descend and follow the mandatory frequency procedures by joining the circuit straight into the downwind, at 45° to the downwind or into the base leg, which are all permitted in an MF zone. COPA Flight 70 would like to take credit for bringing together pilots

▲ TCCA Inspector Paul Baldasaro (l) receives a formal 'Thank-you' from COPA Flight 70 treasurer Wayne Ellis.

from Oshawa, Peterborough, Buttonville and Lindsay. There were several local pilots in attendance who had never attended a TCCA seminar and at least one airport owner.

And there is one other factor that makes things look good for the City of Oshawa and the Oshawa airport. The recently elected politicians are taking a personal interest in the airport by attending airport functions such as the New Year's Levee held by 420 Wing, the Airport Liaison Meetings, the Airport Open House Display and the pancake breakfasts.

Oshawa is on the move; fly in and be part of it. 🇨🇦

# OSHAWA FACES ECONOMIC DOWNTURN

COPA FLIGHT 70 SEES POSITIVE SIGNS FOR FUTURE

BY GORD MAHAFFY, CAPTAIN, COPA FLIGHT 70-OSHAWA



Oshawa has always been a prosperous, blue collar, hardworking city just a few kilometres to the east of Toronto. It has enjoyed stability and moderate growth since the end of the Second World War. But in the last few months of 2018, a change of epic proportions occurred. General Motors of Oshawa announced the closing of the plant. At one time the plant employed close to 30,000 workers. That number has dwindled, and outsourcing has threatened many local businesses that supply parts to GM. We refer to that as a half-empty glass.

Several developments have occurred that may ameliorate the impact of the GM closure. First, due to the rising prices of housing in Toronto and the growing number of retirees, Oshawa is becoming a retirement community with an explosive growth in new housing. This is bringing in more people

▲ (l-r) Oshawa mayor Dan Carter, Oshawa MPP Jennifer French, 420 Wing president Doug Raine, Durham Region MP Colin Carrie and Oshawa deputy mayor Bob Chapman.

with pensions and savings who don't need employment but do need goods and services.

Oshawa is also in the final stages of expanding one of the most up-to-date technical universities in the world, the University of Ontario Institute of Technology. It also hosts a division of Trent University.

The final resources that makes Oshawa a resilient city is the proximity to Toronto and its transportation system. It boasts access to both the 401 and 407 highways, full rail services, Go-Train service, a deep-water port and, above all, a modernized executive airport (CYOO).

We refer to all these attributes as our half-full glass. 🍷



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## B.C. GOVERNMENT FUNDS AIRPORT PROJECTS FIFTY AIRPORTS RECEIVED \$30 MILLION IN GRANTS SINCE 2015



**The British Columbia Air Access Program (BCAAP), also known as BC Air Access, gave over \$5.3 million in grants to 23 of the province's regional airports for projects in the 2018/19 fiscal year, the last year of a four-year program. The funds go toward safety and capacity upgrades throughout the province.**

"Airports are a vital transportation link across the province and a lifeline for the many smaller communities they serve," said Claire Trevena, B.C.'s Minister of Transportation and Infrastructure. "These grants make sure airports have the support they need to make important upgrades that would otherwise be too costly."

Last year Chetwynd airport (CYCQ) was awarded \$1.3 million for its runway repaving project. "Funding from the B.C. Air Access Program made it

▲ Fairmont airport (CYCZ) received \$23,429 for renewable energy upgrades to hazard beacons.

possible for us to complete crucial safety upgrades at Chetwynd Airport," said Carol Newsom, chief administrative officer with the District of Chetwynd. "There was a critical need to resurface this runway, so planes and emergency aircraft could continue to land safely and our airport could remain open. We're grateful for the long-term impact this will have on our facility and community."

The B.C. government program funded or is funding a range of airport-related projects, from runway vegetation management for the gravel strip at Bob Quinn Lake airport (CBW4) to terminal expansion at Qualicum Beach airport (CAT4).

*"THIS IS PROBABLY THE LARGEST PROJECT WE'VE UNDERTAKEN ON BEHALF OF THE GENERAL AVIATION COMMUNITY HERE AT THE AIRPORT IN RECENT YEARS."*

Salmon Arm airport (CZAM) received \$520,000 toward the construction of Taxiway Charlie, half of its estimated \$1.04 million construction cost. The new taxiway will allow landing aircraft to exit the runway sooner, as well as open up more land for additional GA-related development. "Presently, the taxiway is a diagonal piece. The problem with that taxiway is it takes up all of the space where we want to put the hangars," said Salmon Arm councillor Alan Harrison. "So by moving the taxiway there, we can access fuel, we can access those new hangars and the airstrip part way down, which is key in the development of our airport."

Kamloops airport (CYKA) was able to rebuild its float plane dock thanks to funding from BC Air Access. "This is probably the largest project we've undertaken on behalf of the general aviation community here at the airport in recent years," airport managing director Heather McCarley said.

B.C. is home to more than 300 public airports, heliports and water aerodromes. Although B.C. has 13 percent of Canada's population, it handles 20 percent of Canada's airport traffic and almost 25 percent of all aircraft movements (takeoffs and landings). ✈️



## ALBERTA AIRPORT LIGHTS UP

OLDS-DIDSBURY AIRPORT GETS NEW RUNWAY LIGHTING SYSTEM



Both the provincial and county governments pooled resources to build a new, \$150,000 runway lighting system for the Olds-Didsbury airport (CEA3), located between the towns of Olds and Didsbury in south-central Alberta, 50 kilometres north of Calgary.

COPA Flight 142 — Olds-Didsbury Flying Association is the operator of the county-owned airport. Craig Chapman, a member of the Flight, told local newspaper Mountain View Gazette, “The new lights are drawing about a third of the power that the old system did. We were pulling 3,600 watts and now we are under 1,200 watts. Of course the LEDs are long-life bulbs.”

The Province of Alberta contributed \$112,000 of the total with Mountain View County contributing the remainder. Local MLA Nathan Cooper called the new lighting “a great addition to the airport.”

“I think this development is great,” said county reeve Bruce Beattie. “It’s a real positive thing for our community and our regional airport, which is a positive economic driver for the future. This new lighting system is an example of improving the airport.”

COPA Alberta director Larry Biever commented that keeping Canada’s smaller airports up to date benefits air travellers everywhere. “Every time you fly somewhere on Westjet or Air

▲ Photographer Noel West of Mountain View Publishing took this photo of CEA3’s newly-installed runway lighting system.

Canada or whatever, chances are the person up front flying you around started somewhere like here,” said Biever. “These [smaller] airports are so critical to aviation.”

Olds-Didsbury airport sports two runways, an asphalted 3664-foot runway where the lighting system is installed, and a 1933-foot turf strip. The county has expressed interest in continuing to invest in the airport. Fee-simple lots on the airport are available. 📍

## HELITOWCART 2.0

### NEW OWNERSHIP TEAM TAKES OVER LEVIS COMPANY

BY NATHALIE BARBEAU



**Jacob Chenard, Katherine Villeneuve and Maxime Perron-Caissy, all previously associated with or employed by Helitowcart, have purchased the company from the founding father-and-daughter team of Lucien and Nathalie Barbeau.**

Helitowcart is a Quebec manufacturer of helicopter ground handling equipment that are designed to allow a single person to easily perform hanging activities. It has sold over 1400 machines in more than 90 countries. Catering to private, commercial, oil, mining, rescue and military markets, it gets a certain feel for what, where and how much is happening in the worldwide helicopter industry.

Maxime Perron-Caissy, VP Operational Support, says about the market trend, "This year has been marked by an outstanding demand in light tow carts. The private helicopter owner market has been booming." He notes that there appears to have been a

large pool of new private helicopter owners that joined the Robinson club.

At the same time, demand for luxury universal tow carts has also surpassed all previous records. For Perron-Caissy, such demand is an indicator that

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*"THIS YEAR HAS BEEN MARKED BY AN OUTSTANDING DEMAND IN LIGHT TOW CARTS. THE PRIVATE HELICOPTER OWNER MARKET HAS BEEN BOOMING."*

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optimism has been in the air in regards to the economy, for the vast majority of private helicopter owners are often themselves entrepreneurs.

▲ Co-owners (from l to r): Jacob Chenard, Katherine Villeneuve and Maxime Perron-Caissy

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Another indicator of what is coming in the industry has been from the drone sector. Perron-Caissy says the company was contacted by multiple sources to exchange technical data in order to ensure compatibility of drones currently in development with Helitowcart devices.

One other new trend has been with the heavier helicopter market which has seen entire fleets being changed from skids to wheels and vice versa. To serve this new demand, the company was able to ship conversion kits thanks to the modular design of its Carrier series. Perron-Caissy says that there has also been a marked increase in sales of its accessories such as wheels and tow bars. "This higher volume is partially caused by the increased activity in the Robinson sector." 🚁

# HELITOWCART 2.0

DE NOUVEAUX PROPRIÉTAIRES PRENNENT LE CONTRÔLE D'UNE ENTREPRISE DE LÉVIS  
PAR NATHALIE BARBEAU

**Jacob Chenard, Katherine Villeneuve et Maxime Perron-Caissy, tous associés à Helitowcart ou employés de cette société, ont acheté l'entreprise auprès de l'équipe fondatrice composée de Lucien et Nathalie Barbeau.**

Helitowcart est un manufacturier d'équipement de manutention d'hélicoptères conçus pour permettre à une personne seule d'effectuer avec facilité les sorties et entrées en hangar. Helitowcart a vendu plus de 1400 de ses machines dans plus de 90 pays. Au service de la clientèle privée, commerciale, pétrolière, minière, ambulancière et militaire, elle capture un certain poulx en regard à quoi, où et comment les choses s'annoncent dans l'univers mondial de l'industrie de l'hélicoptère.

Maxime Perron-Caissy, vice-président du soutien opérationnel, a déclaré à propos de la tendance du marché : « Cette année a été marquée par une demande hors du commun pour ses remorqueurs légers. Le marché du propriétaire d'hélicoptère privé a été intense. » Il note qu'il semble y avoir une nouvelle vague de

pilotes privés qui aient joints le club Robinson.

Au même moment, la demande pour ses remorqueurs luxueux de type universel a aussi surpassé tous les records antécédents. Pour M.

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*« CETTE ANNÉE A ÉTÉ MARQUÉE PAR UNE DEMANDE HORS DU COMMUN POUR SES REMORQUEURS LÉGERS. LE MARCHÉ DU PROPRIÉTAIRE D'HÉLICOPTÈRE PRIVÉ A ÉTÉ INTENSE »*

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Perron-Caissy, une telle demande est un indicateur de l'optimisme qui anime l'économie en ce moment, une perspective qu'il base aussi sur le fait que les propriétaires privés

d'hélicoptères sont souvent eux-mêmes entrepreneurs.

Un autre indicateur de ce qui s'en vient dans l'industrie a été dans le secteur du drone. M. Perron-Caissy mentionne que la compagnie a été contactée à plusieurs reprises pour échanger sur des données techniques afin d'assurer la compatibilité de drones actuellement en développement avec les dispositifs Helitowcart.

Une nouvelle tendance a été en regard au marché des hélicoptères plus lourds, où on a vu des flottes entières être changées de train sur ski à train sur roue et vice-versa. Pour servir cette nouvelle demande la compagnie a été capable d'expédier des kits de conversion grâce au concept modulaire du design de sa série Heli-Carrier. M. Perron-Caissy ajoute qu'il y a aussi eu une hausse notable des ventes de ses accessoires tels que roues et barres de remorquage : « Cette augmentation de volume est partiellement causée par une hausse de l'activité dans le secteur du Robinson. » ✈️



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Joyce, the Nova Scotian co-founder of Tim Hortons, acquired the 445-hectare property in 1987 and

opened the golf club, which takes up 100 hectares, in 2000. In 2001, Golf Digest awarded it 'Best New Canadian Course'. The 7,205-yard par 72 course record is held by none other than Tiger Woods, who shot a 63 in 2009.

The airstrip was in the news back in 2007 when Joyce's one-month-old Bombardier Global 5000 business jet crash-landed there after its pilots followed a glideslope indicator to the touchdown point that was calibrated for a smaller aircraft, a Bombardier Challenger. The 'eye-to-wheel' height difference led the larger plane to land short of the runway. Joyce and his



co-pilot suffered back injuries in the accident. 🙏

*Tip: As a self-described luxury resort and spa, it's probably wise not to expect Tim Hortons pricing.*

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# FIFI IN CANADA

B-29 SUPERFORTRESS MAKES FIRST APPEARANCE OUTSIDE U.S.

BY CLARK MORAWETZ



Throughout my life I have celebrated milestone birthdays by taking flight in unique ways. When I turned 10, the members of our local flying club gifted me a flight in a Tiger Moth, flown by the late Second World War veteran Stan Miller. When I turned 20, I went skydiving. At 30, I was gifted a flight in a B-29 Superfortress, one of only two airworthy examples left in existence.

FIFI, as it is affectionately known, is owned by the Commemorative Air Force (CAF) and has been a staple of airshows across the U.S. since its restoration in the mid-1990s. In 2018, FIFI made its first visit to Canada. As documented last year in COPA Flight, FIFI made stops at a number of airports throughout Ontario and Quebec in July and August. My flight was to take place in Peterborough on August 5.

The weather on that morning was very typical for an early August day in southern Ontario; light winds and some early morning haze. With visions of getting a picture of our 172 parked next to FIFI dancing in my head, I thought it would be a great idea to fly from our farm to Peterborough. Without delay, we were airborne and on our way.

My fiancée, the instigator of all of this, was riding in the right seat. Following proper MF procedures, I called UNICOM to get an airport advisory. I was informed that the airport was closed to all incoming traffic. Closed? How could that be? Don't they know that FIFI is supposed to fly today? Out of desperation, I asked if there was some way they could make an exception for a passenger on FIFI...no luck. As it turns out, there was a NOTAM published that the runways would be closed until 09:30 due to a running event on the runway. (The moral of this is to always check your NOTAMs.)

Knowing that we couldn't be late and just take 'the next flight', we hurried back to the farm, landed, got in our car and broke a land speed record to get to Peterborough before the pre-flight briefing. We made it.

Once all of the passengers arrived for our flight, we were led on a tour by CAF volunteers. The passenger compartments of this B-29 are divided into two sections; the front and rear. Although I had a seat in the forward section, I had a chance to explore the rear section while on the ground. The volunteers explained to us the various seating positions,



both in the present and in wartime, and gave us the opportunity to try out each seat. On board every flight on FIFI are two spotters, whose sole job is to verify that the flaps, gear and controls are functioning as they are supposed to. No one occupies the tail gunner position on regular flights, but I had a chance to crawl back in the tail to check it out. This journey is not for the claustrophobic or larger individuals. I could certainly appreciate why most of the guys that occupied that post were small and thin.

▲ COPA's Ontario director Clark Morawetz can hardly contain his joy as he experiences flight in one of only two B-29s still in flying condition.

After touring the rear section of FIFI we were given a pre-flight briefing by the crew. The pilots thanked us for helping keep the B-29 flying and allowing the CAF to carry on its mission of remembrance and education. We received instructions on boarding, de-planing and how to evacuate in an emergency should the need arise.

# FIFI

After that, we boarded FIFI and took our seats. To board the cockpit of a B-29, you have to climb up a ladder through the nose gear bay. Due to the tight quarters in the cockpit, the occupants have to board in a specific order, starting with the bombardier and ending with the captain. I occupied the radio operator's chair.

As you can imagine, in 1945 ergonomics were not a major concern in the design of the seats on board the B-29. The radio operator's chair reminded me of a simple swivel office chair, bolted to the floor. The occupant was held in place with a lap belt.

Once boarded, it wasn't long before FIFI was up and running. Because it was the first flight of the day, the crew started all four engines and let the oil temperatures warm up to 30°C before commencing the taxi. The taxiways in

Peterborough are narrow for a B-29, so the crew informed us that they would shut down the outboard engines for the taxi, but restart them holding short of the runway. At idle, the B-29 was surprisingly quiet in the cockpit. After doing a run-up on all four engines, we took our positions and were off.

The acceleration was impressive for an aircraft of its size. We rotated at about 2000 feet down the runway and climbed to 3,000 feet for the 30-minute flight. I was glad to have the supplied earplugs during the takeoff and climb. Once in cruise, we were allowed to get out of our seats and check out the view from the other seats in the cockpit. On a typical sightseeing flight, the objective is to get a new perspective on the world outside of the aircraft. On this flight, everyone's attention was on FIFI, with the odd glance down at the ground for

reference. As we headed back towards the airport, we flew over the city and set up for the circuit. The size of the shadow passing over the ground, even at 3,000 feet, was impressive. I thought of what it must have been like, to be on the receiving end of a bombing raid from these airplanes.

Before I knew it, we were told to return to our seats for landing. The approach and landing were well executed, with just a gentle bounce before FIFI settled onto the runway. Just like that, the flight was over.

I never did get a picture of our 172 with FIFI, but I sure got many other great pictures and created a lot of great memories in the process.

Clark Morawetz is a COPA Director representing Southern Ontario. He owns a Cessna 172 with his fiancé and flies professionally for Porter Airlines. 🇨🇦

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Photo aérienne - Aerial photo Nathalie Huard

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Introduced as part of their SOAR initiative (Sharing Opportunities for Advancement & Reward), the Flight Instructor Rating Subsidy Program funds a commercial pilot's Flight Instructor (FI) rating at any of a number of SOAR partner flight schools across the country. In exchange, the pilot agrees to work at the school where he or she obtained his or her FI rating as an Instructor for a minimum of 18 months.

The pilot is provided a conditional offer of employment with Air Georgian provided the pilot fulfilled his or her employment obligations and demonstrates a strong work ethic. Once a pilot is employed by Air Georgian, she or he is eligible to participate in the Pilot Mobility Arrangement that Air Georgian maintains with Air Canada, which secures an interview with the bigger airline.

"We have heard from hundreds of potential pilots — people who very much want to fly and have a career in commercial aviation, who are unable to reach their dreams of flight due

to Canada's archaic education funding programs and the high cost of training," said Air Georgian's vice-president John Tory.

Air Georgian has also chosen to build on SOAR by establishing their own flight academy to attack the industry shortage of not only pilots, but other aviation occupations such as flight attendants, maintenance

engineers, dispatchers, etc.

According to Air Georgian CEO Eric Edmondson, "The Academy will create an open environment for aviation professionals to collaborate and develop advanced training programs and new techniques. The Academy is an important development for Air Georgian as we continue to expand our role as an Air Canada Express partner and in supplying top talent to Air Canada."

"Air Georgian is currently working with academic leader Dr. Suzanne Kearns to support graduate research into pilot training methodologies and to develop leading-edge technology-based recruitment programs," said Tory. "We are increasing options for career training and progression, reigniting the passion for Canadian aviation."

Air Georgian has trained well over 6000 pilots in the 25 years of their existence. With bases in Calgary and Toronto, Air Georgian operates over 64,000 flights per year on behalf of Air Canada to 31 destinations in Canada and the U.S., employing a fleet comprising five Bombardier CRJ-100s, 12 CRJ-200s and 14 Beechcraft 1900Ds.

For more information on the Flight Instructor Rating Subsidy program, check out [airgeorgian.ca/soar/recruitment](http://airgeorgian.ca/soar/recruitment).

# 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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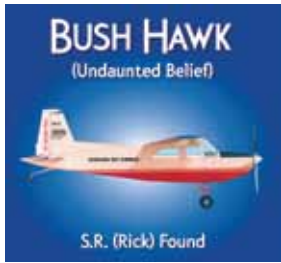


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## BUSH HAWK (UNDAUNTED BELIEF)

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. 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.

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## BEST SEAT IN THE HOUSE

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

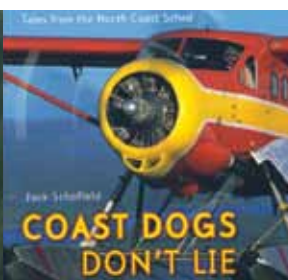
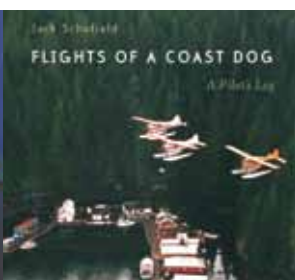
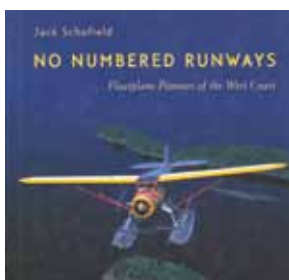
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Dennis Currie flew in the bush, flew the annual herring spotting in a Cessna 185, flew Hercules freighters for PWA and tracked the great circle route to the UK in a Boeing 777 for Air Canada. He was happy in the left seat of a great number of aircraft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

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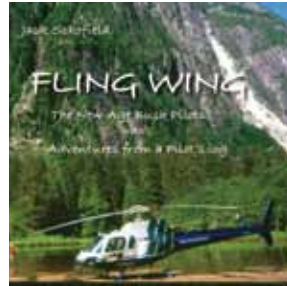


## VERTICAL HORIZONS

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

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

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Publisher Harbour Publishing Ltd.  
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## FLING WING AND FINDING NIMMO

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**1947 CHAMP 7AC** 5459 TT 412.6 SMOH, C-65. Good fabric, newer paint, new interior. All AD's. No elec, interior 9/10, exterior 9/10. In annual. \$23,000. Contact: seairltd@mymts.net or 204-324-7552 (3276.18209)



**1961 PIPER PA-22 COLT** 2002 tailwheel conversion & rebuild, AirTech on polyfiber, Lyc.0320 A3A 160 Hp, 67 hr SMOH, \$28,500. based at CNC4 kenjay\_ca@yahoo.ca or 905.878.4017 (3333.18070)



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For a list of common abbreviations used in Classified advertising please see page 45



**1946 PIPER CUB W/PA-11 STCs** 5450 TT, 550 SMOH, 0-200 100hp, hydraulic Federal 1500 wheel skis, electric starter, mode C, excellent condition int/ext, April 2018 annual, fun stick & rudder. \$49,500. 647-455-5217 (3108.18085)



**NICE 1986 B36TC**, 1660 TTSN; 687 since Ram OH; 82 STOP, including new cam, cam gear and new turbo exhaust clamp. Gami's; Tannis engine heater; Aspen PFD, SVT; Garmin 530W with GPSS; Avidyne 600 traffic, PMA 8000 audio; Garmin GTX327; KFC150 AP, ADF, DME, KX165 Nav comm and much more. Always hangared. \$265,000US Contact: mikefcb@mail.com (2806.18078)



**1959 FOCKE-WULF** 149D 480 ON BMW-LYCOMING 0 TIME PROP GNS 430W PRISTINE 119,900 USD



**1961 DHC-2**, 20HRS SMOH/SPOH IFR COMPLETELY RESTORED



**1964 PA-18-150** 350 SMOH 617 SPOH WIP 2100 AMPH, C-2300 WHEEL SKI INCLUDED 145K CAD

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**1979 C-182Q**, 184 SMOH P/PONK 0 TIME PROP, GNS430W S-TEC A/P, EDO 2960 AVAILABLE 145K CAD



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Gene Hembree is our buyer. Please contact him at 330-698-0280 ext.224 [gene@preferredairparts.com](mailto:gene@preferredairparts.com)

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## 040 - CESSNA

**CESSNA 182 P** Professional paint 2014. 382 Hrs SMOH. New EC1 cylinders, RG-35 battery & Acorn exhaust 2016/17. Garmin 430 w/ILS head. Narco Mk 12D NAVCOM w/ILS. Fuel Tanks 2009/10. All records. \$139,000. Email: jrorr@hotmail.com or Ph 613-295-1789 (3379.18189)

**CESSNA 182P KATMAI CANARDS**, 0520 engine, 3-blade propeller, wing extensions. Flint aux fuel tanks, 850 tires, Alaskan mud flaps, full IFR Garmin gns 430W. Dual radios, auto pilot strike finder. Fresh annual Nov 2018 \$195,000USD jcook@bneltd.com or 780-648-2193 (3434.18093)

**1960 CESSNA 172 7815 TT**, Engine 2200 SMOH, Prop 300 TSOH, Icom A200, King Mode C Transponder, good paint, great performer - carry 4 adults anytime, new tires, AME owned. \$23,000 (204)741-0500 (3436.18068)

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## 135 - PIPER

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**PIPER PA31-350, C-414**, many more PA31-350 Sale/trade for Cessna 182. See [www.k-air.ca/sales](http://www.k-air.ca/sales) for pictures and details, as well as the other aircraft available. Contact Dave if you have questions. Info@k.air.ca or Call 780-221-2680 (3441.18193)

For a list of common abbreviations used in Classified advertising please see page 45

## 170 - STINSON

**1947 STINSON 108-2** dual brakes trick air penetration skis. Aux. fuel tank, Lycoming O-435-C engine. Hartzell propeller. Dual radios. C4000 Transponder. 850 tires, Cleveland brakes. Sold with fresh annual. \$40,000 CAD. Email: jcook@bneltd.com or (780) 648-2193 (3434.18094)

## 215 - AIRCRAFT WANTED

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## 285 - FLOATS FOR SALE

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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  
SFREMAN/  
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  
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