

# COPA Flight

The Journal of the  
Canadian Owners and  
Pilots Association

MARCH 2019

## Montebello 2019

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**ON THE COVER:** Phtographer Jean-Pierre Bonin captures Clark Laprairie on approach to Montebello 2019 in an Aviat Husky A-1C-180.



**FEATURE**

**30 MONTEBELLO 2019**

For many pilots in central Canada, the winter is not complete without attending the Montebello Fly-In. Although uncooperative weather prevented some from flying in, that didn't dampen the spirits at this long-running annual event, the first since COPA took the helm. Jean-Pierre Bonin, a regular attendee, tells us about it with the help of COPA's Carter Mann and Magnes' Belinda Bryce.



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## TIME TO INVEST IN YOURSELF GET BACK TO THE BASICS OF FLYING

Every spring I give the same free advice: it's best to invest in yourself rather than in any other gizmo you might want to purchase for your plane and the busy flying season coming up. How so? Find yourself an experienced instructor, one who's got some seat-of-the pants flying experience and just go out there.

Go VFR and get back to some stick-and-rudder flying without worrying about precision or numbers and just feel the aircraft. Strap it on to your back and try not to look at the instruments and just fly with that instructor. Slips, slides, slow flight perhaps aerobatics, just do it.

On not losing situational awareness by depending on systems, do yourself a favour and find the short clip 'Children of the Magenta Line' on the Internet. I would make this mandatory watching for any pilot, at any level. See what you learn from it. It's a gem. It's a bit odd to have to mention this, but it seems that not every member knows that there are over two hundred COPA chapters out there, or what they consist of. These chapters, called COPA Flights, promote COPA, represent their members as a body to the bigger organization and represent general aviation in their local areas by conducting promotional, educational, social and other activities.

COPA Flights are our pillars on the ground, the conduit through which we have two-way communication with our members. Every once in a while, we send out a package to the chapter presidents (called Flight Captains) to

get some dialogue going with their members and bring the message back to us. In a way, it is with their help that we shape our future.

Continuing what we started in 2017, we will be moving around the country to visit some of these Flights for more dialogue.

### THIS IS YOUR MAGAZINE

We get great feedback telling us how much you enjoy the magazine over the previous medium. Do you want to make it even better? Contribute! We rely on you our members, our aviation colleagues, our friends and anyone who can contribute to this communication tool, to provide stories and articles that others would surely enjoy. No, we do not have journalists nor do we have reporters — but we do have 16,000 members across the country. Why not send something in to our editor Steve Drinkwater at [steve@copaflight.ca](mailto:steve@copaflight.ca)?

### AIR VENTURE

Once again we will be at Air Venture 2019 (in Oshkosh, Wisconsin) July 22 to 29 at the International Federal Pavilion, promoting flying in Canada and meeting with hundreds of Canadian pilots and potential foreign visitors. We will also hold our popular Canadian party on Tuesday July 23 thanks to Magnes, AIG and McLarens, where all Canadian pilots are invited to gather around in a fun and informal setting. There will be many door prizes, food and drinks for everyone to enjoy. 🍷

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## RETOUR AUX BASES C'EST LE TEMPS D'INVESTIR SUR VOUS-MÊME

Chaque printemps, alors que s'amorcera la belle saison de vol je redonne le même conseil gratuit: mieux vaut investir sur vous-même plutôt que sur un autre bidule pour votre avion. Comment? Trouvez un instructeur d'expérience et de confiance, passez en mode VFR et revenez aux bases du vol : le manche, les pédales et ne faire qu'un avec l'aéronef. En regardant dehors, sans vous soucier de la précision ou des chiffres, « sentez » simplement l'avion. Essayez de ne pas regarder les instruments, lors de différentes manœuvres, des atterrissages, des glissades, du vol lent et peut-être d'acrobatie aérienne. Bien accompagné et en toute sécurité, c'est le temps de le faire.

Perdre de vue la situation au profit de l'automatisation peut arriver à n'importe qui. Allez voir la vidéo « Children of the Magenta » sur Internet. Je rendrais ce visionnement obligatoire pour tous les pilotes, à tous les niveaux, il y a là plusieurs leçons à tirer.

C'est un peu étrange d'avoir à le mentionner mais il semble que ce ne sont pas tous les membres qui savent qu'il existe plus de deux cents chapitres locaux de COPA ou ce qu'ils font. Ces chapitres, appelés Clubs COPA (anciennement escadrilles), font la promotion de COPA, représentent leurs membres locaux au sein de notre organisation et de l'aviation générale dans leurs régions en organisant des activités promotionnelles, éducatives, sociales et autres.

Les Clubs COPA sont nos piliers régionaux, l'un des canaux de communication avec nos membres. De temps en temps, nous communiquons avec les dirigeants de Clubs pour initier un dialogue avec leurs membres et recueillir de l'information. D'une certaine

manière, c'est avec leur aide que nous façonnons notre avenir. Le dernier exemple en date montre comment des présidents de clubs ont été sondés ou interviewés dans le cadre de notre exercice de planification stratégique. Vous pouvez trouver votre Club local sur notre site Web ou appelez-nous. Durant les prochains mois, nous nous déplacerons au pays pour visiter certains de ces Clubs afin de poursuivre le dialogue.

### VOTRE MAGAZINE

Nous recevons d'excellents commentaires d'appréciation du magazine par rapport au format précédent. Voulez-vous encore l'améliorer? Contribuez! Nous comptons sur vous, nos membres, nos collègues de l'aviation, nos amis et tous ceux qui peuvent contribuer à cet outil de communication pour nous fournir des récits et des articles qui plairont sûrement aux autres. Non, nous n'avons ni journalistes ni reporters - mais nous avons 16 000 membres partout au pays! Vous pouvez soumettre votre texte à notre rédacteur en chef Steve Drinkwater à cette adresse : [steve@copaflight.ca](mailto:steve@copaflight.ca).

### AIR VENTURE

Une fois de plus, nous serons à Air Venture 2019 (Oshkosh, Wisconsin) du 22 au 29 juillet au « International Federal Pavilion » pour promouvoir l'aviation au Canada et rencontrer des centaines de pilotes canadiens et visiteurs étrangers potentiels. Nous organiserons également notre populaire soirée, le mardi 23 juillet, grâce à Magnes, AIG et McClarens, où tous les pilotes canadiens sont invités à se réunir dans un cadre festif et informel. Il y aura de nombreux prix de présence, de la nourriture et des rafraîchissements pour tous. ✈️

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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.



**FIFI IN CANADA**

With reference to the article on FIFI in the February 2019 edition of COPA Flight, I would like to point out that FIFI has indeed been out of the U.S. before, at least once, and to my recollection possibly twice to Canada. I took a photo of her back around 1980, give or take a few years and most likely at Hamilton, Ontario, but possibly London, as those were the two airshows that I attended regularly before leaving the province in 1988.

*Ed: The Commemorative Air Force has confirmed that indeed FIFI had ventured north of the border in the past. However, they say this was the first time the plane stopped at various locations in Canada to offer tours of the B-29's interior and flights for paying passengers.*

**WE NEED A 1090ES ADS-B OUT MANDATE**

Thank you for an excellent article on some of the key situational awareness and location alerting opportunities of ADS-B. The absence of a Canadian mandate is similar to the policy ambiguity that gave our American cousins a two-year head start on the use of electronic charts. They had greatly enhanced situational awareness years ahead of us.

I fly VFR and IFR out of Vancouver/ Boundary Bay airport (CZBB). 'Capacity Constraints', restricting VFR flight above 2500 feet in the Vancouver and Victoria Terminal airspace, are

now a common occurrence during the summer months. Not a stretch to imagine this very congested airspace and many others just like it changing to ADS-B only in the very near future. ADS-B will permit a significant, up to 50 percent, increase in commercial aircraft movements within major Canadian Terminal airspace.

I would strongly encourage the COPA Board and management to ask Nav Canada to provide a concise implementation schedule very soon. With a schedule set, technology providers may be inclined to invest in the development of affordable 1090ES OUT devices similar to the \$2,000 (USD) 978 UAT OUT devices. Imagine a wing tip or tail-mounted diversity-compliant 1090ES OUT device made available because a market was defined. In-flight weather, a \$500 rebate or SPOT-like tracking services would be nice but won't happen — we fly in a system paid for by the airlines. The sooner we have an ADS-B mandate schedule for General Aviation aircraft, the better.

*James Fairweather*

*Editor's note: Credit to the photographer who took the three photographs that appeared in the On The Horizon section of the January issue of COPA Flight was inadvertently omitted during the production process. COPA Flight apologizes for the omission and is happy to credit Stacey Skyrpan of Lac La Biche, Alberta.*

PHOTO: JP BONIN



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# FROM THE SECOND WORLD WAR TO THE 21<sup>ST</sup> CENTURY

THE EVOLUTION OF THE NIAGARA CENTRAL DOROTHY RUNGELING AIRPORT

BY ADRIAN VERBURG, CAPTAIN, FLIGHT 149



COPA Flight 149 was formed 12 years ago at the Niagara Central Dorothy Rungeling Airport (CNQ3), formerly known as the Welland Airport. The field had its beginnings during the latter years of the Second World War as part of the British Commonwealth Air Training Plan.

After the war, the airport became a civilian facility managed and supported by the four municipalities of Welland, Port Colborne, Wainfleet and Pelham. Although the field was operated as a public airport for many years, little priority was given to upkeep, improvement and promotion. Today, the airport is governed by representatives from the four municipalities in the form of the Niagara Central Dorothy Rungeling Airport Commission (NCDRAC). In recent years the NCDRAC has been proactive in promoting the airport to make it more self-reliant and an increasingly valuable part of the region's infrastructure. Starting in 2002, new private hangars began to be built. Today there are twelve buildings on site and some 65 aircraft are based on the field. COPA Flight 149 is pleased to be a partner in the revitalization of the airport.

Flight 149 was formed in 2007 and has approximately forty members. The Flight, as well as individual members, have been very proactive in supporting 'our airport'. In conjunction with the NCDRAC, we have been responsible for a number of projects to



◀ (Top) Niagara Central Dorothy Rungeling Airport; (Left) Flight 149 is a strong supporter of COPA for Kids.



improve the airport as a public facility. One of the first was the administration building, which serves multiple needs such as the airport manager's office, a pilot lounge, a flight planning facility and a meeting room.

CNQ3, like many airports, is located somewhat remote from the town centre and tourist facilities. Our Flight has supplied and maintained a courtesy van which is available to visiting pilots arriving at the airport.

We have an active COPA for Kids program every year. Flight 149 members volunteer their time and aircraft to provide an introduction to aviation, including free flights, to local young people, and are looking forward to implementing new enhancements to this program.

Our latest project has been to repurpose Runway 11-29, abandoned in the 1980s as a 2500 by 60-foot turf strip. This project returns the airport to its

original three-runway configuration, and has been achieved through the efforts of Flight 149 members at no cost to the airport, increasing the value of this public asset to the local community, visiting aircraft, the on-field flight training operation and other users of the airport. Flight 149 and its members, with generous donations from individuals, supplied all the equipment and materiel to make this happen, as well as taking the responsibility for the ongoing maintenance and upkeep at no cost to the airport authority.

As the Captain of COPA 149, I am proud of our working relationship with the airport authority and of all our members who have funded, raised moneys and given of their time, expertise and equipment to make all of these projects happen.

For further information on the Niagara Central Dorothy Rungeling Airport, visit [centralairport.ca](http://centralairport.ca).

## WHO WAS DOROTHY RUNGELING?

Born on May 12, 1911 in Hamilton, Ontario, Dorothy Rungeling, C.M. was a pilot and aviation writer who entered many air races over the years, including the All Women's International Air Race, the Women's Transcontinental Air Race (aka the Women's Air Derby) and the Governor General's Cup Air Race.

Rungeling learned to fly at the Welland airport, obtaining her PPL in 1949, her CPL in 1951, her Instructor rating in 1953 and, in 1958, became the first woman in Canada to earn an ATPL. She was also Canada's first female helicopter pilot.

Along the way, Rungeling took up writing. She was a publish author and won may accolades, including the AITA's Aviation Writer's Award in 1953.

Dorothy Wetherald Rungeling, C.M., died on February 17, 2018 at the age of 106.



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# FLYING OVER DEVONSHIRE

ENJOYING THE ENGLISH COUNTRYSIDE FROM THE AIR

BY JANINE CROSS



▲ A 1000 year old castle in Somerset UK — totally open airspace — how often do you get to fly over a castle?

During the Second World War, the U.S. Navy patrolled the Atlantic from an airbase high in the Blackdown Hills of Devon, England: Dunkeswell Aerodrome (EGTU). Situated on high, flat land close to the Atlantic Ocean and the English Channel, the aerodrome was a unique strategic base for air crews protecting supply ships from attack by German submarines. Once a quiet parish village, Dunkeswell is now the highest licensed airfield in the United Kingdom (839 feet above sea level) and is a dynamic centre for one of the largest general aviation communities in the country's southwest.



On a recent winter business trip to England, my husband and I planned a detour to Dunkeswell Aerodrome. We stopped en route at Wolford Chapel, located six minutes from the airfield, down a tree-shrouded dirt lane. Built in 1802, the rustic chapel is the burial place of John Graves Simcoe, the first Lieutenant-Governor of Upper Canada (now Ontario). Donated to the people of Ontario in 1966, the chapel proudly flies the Canadian flag.

Once at Dunkeswell Aerodrome, we rented a Cessna 172, G-DUNK, from the Devon & Somerset Flight Training school. Against a backdrop of bleak, low cloud and between green fields dotted with sheep, we took off into what our dispatcher called a 'very testy wind indeed' — 30 knots on the ground and around 50 knots airborne. Because of the smooth, undulating topography of the area, we experienced next to no turbulence in the gusty wind.

We flew two legs so we each could take a turn at the controls. For the first out-and-back, we flew east over the quaint secluded villages and beautiful rolling countryside of Devon, circling back to the airfield along the English Channel, near the Jurassic coast of Lyme Regis and the chalky cliffs of Seaton. On the second flight, we headed north across a patchwork quilt of hedge-lined fields, overflow a castle, and circled over the rugged coast of the Bristol Channel.



The Dunkeswell air/ground frequency (123.475) was silent save for our radio calls, with no other aircraft in the vicinity, most likely because of the 'dodgy' weather forecasted for the afternoon. Nor were there any parachutes blooming in the sky; Dunkeswell is an active parachuting airfield, and popular with microlights as well. Upon touchdown each time, we were exhorted to not use the brakes, not one iota: "Just roll to a stop, there's no hurry, no one around but you and the sheep."

After the flight, we popped into the adjacent Aviator Cafe and Bar, then zipped over to the Dunkeswell Airfield Heritage Centre, which has over 400 photographs of what life was like

▲ Top: We rented and flew around the "West Country" of England.  
Inset: This was the burial place of John Graves Simcoe, the first Lieutenant Governor of Upper Canada (now Ontario) — a little piece of Canada in England.

at the airfield during the war. Because the Americans occupying the airfield had access to film and faced very little restriction on what they photographed (unlike the British), amongst the collection are some very unique photographs, such as U-boats being attacked and sunk.

As GA pilots, flying out of Dunkeswell Aerodrome — the only U.S. naval air base in Europe during the Second World War — was a memorable experience indeed. 🇺🇸

# INCIDENTS + ACCIDENTS

## ATLANTIC REGION

**A CANLink Aviation Diamond DA 20-C1 (C-FVFN)** from Moncton/Romeo Leblanc Int'l, NB (CYQM) to Moncton/Romeo Leblanc Int'l, NB (CYQM) returned from the training area due to a rough running engine. No impact on operations.

## QUEBEC REGION

**A Jazz de Havilland DHC-8-300 (JZA8711)** from Quebec/Jean Lesage, QC (CYQB) to Montreal/Trudeau, QC (CYUL), which was inbound for CYUL and following arrival OMBRE6, reported the presence of a remotely piloted aircraft system (drone) at 7 000 ft, on its left. No impact on operations.

## ONTARIO REGION

**At the Kingston, ON (CYGK) aerodrome**, an aircraft on departure from Runway 01, westbound, reported a drone on the upwind of Runway 01. The altitude was between 500 to 1400 ASL. The city police were notified.

## PRAIRIE AND NORTHERN REGION

**At the Iqaluit, NU (CYFB) aerodrome**,

the runway visual range (RVR) was giving low readings (1100 feet when visibility was 1 mile) and producing errors.

## PACIFIC REGION

**A Pacific Professional Flight Centre Cessna 172P (C-GHFH)** from Vancouver/Boundary Bay, BC (CZBB) to Vancouver/Boundary Bay, BC (CZBB) entered the Langley, BC (CYNJ) class C airspace without a clearance.

## RÉGION DE L'ATLANTIQUE

**Un Diamond DA 20-C1 (C-FVFN)**, exploité par CANLink Aviation, de Moncton/Roméo LeBlanc (CYQM), NB, à Moncton/Roméo LeBlanc (CYQM), NB, est revenu de la zone d'entraînement à cause d'un moteur qui avait des ratés. Aucun impact sur l'exploitation.

## RÉGION DU QUÉBEC

**Un de Havilland DHC-8-300, exploité par Jazz (JZA8711)**, de Québec/Jean-Lesage (CYQB), QC, à Montréal/Trudeau (CYUL), QC, en rapprochement vers CYUL, qui suivait l'arrivée OMBRE6, a signalé

la présence d'un véhicule aérien non habité (drone) à 7 000 pi sur sa gauche. Aucun impact sur l'exploitation.

## RÉGION DE L'ONTARIO

**À l'aérodrome de Kingston (CYGK)**, ON, un aéronef au départ de la piste 01 a signalé la présence d'un drone en amont de la piste 01, qui volait à une altitude de 500 à 1 400 pi ASL. Police de Kingston informée.

## RÉGION DES PRAIRIES ET DU NORD

**À l'aérodrome d'Iqaluit (CYFB)**, NU, la portée visuelle de piste (RVR) affichait des lectures inférieures (1 100 pi lorsque la visibilité était de 1 SM) et des erreurs.

## RÉGION DE PACIFIQUE

**Un Cessna 172P (C-GHFH)**, exploité par Pacific Professional Flight Centre, de Vancouver/Boundary Bay (CZBB), BC, à Vancouver/Boundary Bay (CZBB), BC, est entré sans autorisation dans l'espace aérien de classe C de Langley (CYNJ), BC. 🚁



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# ENFORCEMENTS

## QUEBEC REGION

**On 2 occasions, a person operated a helicopter in such a reckless or negligent manner as to endanger the life or property of any person (CAR 602.01 [2x] \$7,500).**

**On 2 occasions the pilot-in-command of a VFR helicopter departed from an uncontrolled airport within an MF area failed to report his departure procedure intentions before moving onto the take-off surface (CAR 602.100 [2x] \$3,000).**

**The pilot-in-command of a VFR helicopter arriving at an uncontrolled airport within an MF area also failed to give his arrival procedure intentions at least 5 minutes before entering the area (CAR 602.101 [1x] \$500).**

**On 2 occasions, a person operated a helicopter in VFR flight within controlled airspace without visual reference to the surface. (CAR 602.114 [2x] \$5,000).**

## PRAIRIE REGION

**A person signed a maintenance release in respect of a major repair**

on an aeronautical product when this major repair did not conform to the requirements of the relevant technical data (CAR 571.06(1) [1x] \$2,500.

## RÉGION DE QUÉBEC

**À deux occasions, une personne a utilisé un hélicoptère d'une manière imprudente ou négligente qui constituait un danger pour la vie ou les biens de toute personne (RAC 602.01 [2x] 7 500 \$).**

**À deux occasions, le commandant de bord d'un hélicoptère VFR en partance d'un aérodrome non contrôlé qui se trouve à l'intérieur d'une zone MF a omis de signaler ses intentions concernant la procédure de départ avant de s'engager sur la surface de décollage (RAC 602.100 [2x] 3 000 \$).**

**Le commandant de bord d'un hélicoptère VFR qui arrive à un aérodrome non contrôlé qui se trouve à l'intérieur d'une zone MF a omis de signaler ses intentions concernant la procédure d'arrivée, avant l'entrée dans la zone MF (RAC 602.101 [1x] 500 \$).**



**À deux occasions, une personne a utilisé un hélicoptère en vol VFR dans l'espace aérien contrôlé sans repères visuels à la surface (RAC 602.114 [2x] 5 000 \$).**

## RÉGION PRAIRIE ET DU NORD

**Une personne a signé une certification après maintenance à l'égard d'une réparation majeure sur un produit aéronautique alors que cette réparation majeure n'était pas conforme aux exigences relatives aux données techniques pertinentes (RAC 571.06(1) [1x] 2 500 \$).**





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# HEALTH TECHNOLOGY IN THE COCKPIT

AT-HOME AND IN-FLIGHT MONITORING OF VITAL SIGNS



**M**any pilots concern themselves with their health when symptoms appear, or during their medical examination with their flight surgeon. One in three adults today are living with a cardiac condition. Hypertension is on the rise and is a cause of loss of flight privileges. Personal health is something which should be frequently monitored, allowing a pilot to move from reactive to proactive health management.

In Canada, the medical requirements are contained in Parts 404 and 424 of the Canadian Aviation Regulations (CARs). Medical certification may be granted when treatment for increased blood pressure (BP) has been successful in reducing BP below 160 mmHg systolic and below 100 mmHg diastolic. Optimal BP is less than 120/80 in most individuals and less than 130/80 in those people with diabetes or renal dysfunction. On any medical visit, a BP level of 180 or more systolic or 110 or more diastolic is not compatible with medical certification. Some

pilots have experienced 'white coat syndrome', which causes BP readings to be elevated when tested by a physician (typically caused by stress and anxiety), causing these indicators to present an inaccurate assessment versus readings taken at home. Technology companies such as Qardio have developed medical grade health monitoring devices that make testing at home easy and reliable. These new generation smart BP and ECG monitors work with an app that keeps data history in one convenient place and can be easily shared with physicians.

Proactive health management begins with having a baseline of what is your known health state. Indicators such as body temperature, respiratory rate, oxygen saturation (%), heart rate (bpm), blood pressure (diastolic, systolic), blood glucose, UV index, inhaler usage and peripheral perfusion index can be tracked and recorded. Height, weight, body fat (%), lean body mass and waist circumference, combined with daily physical exercise, contribute to determining calories

burned. Awareness of net calories added to your body begins with daily food consumption. The advent of smart devices, clouds and Bluetooth has allowed a variety of technology manufacturers to create medical grade data gathering devices and applications. Apple's Watch 4 has a variety of sensors: optical and electrical heart sensors; light; accelerometer and gyroscope. Understanding all the ways you move throughout the day is part of living a healthy life. Apple's 'move-exercise-stand' methodology delivers data to a variety of Apple apps with the goal of motivating you. Apple's Health App becomes a single repository of health and fitness data where third party hardware devices are able to push their readings to. Apple reports that they are working with Canadian regulators to enable the ECG sensors in Watch 4 (providing an early warning system for cardiac events), which may happen sometime in 2019. Currently, Watch will record your heart rate (beats per minute).

Qardio ([getqardio.com](http://getqardio.com)) manufacturers medical grade solutions including a blood pressure cuff (QardioArm), weight scale (QardioBase 2), wearable ECG (QardioCore) and a Heart Health app. These Bluetooth-enabled devices integrate with iOS and Android devices, pushing data to their app and their cloud. While sitting or lying down, slip the QardioArm on and press the START button on the app. The battery-equipped pressure cuff will start its inflation and data gathering cycles, instantly communicating with the app. QardioBase 2 is an electronic weight scale which tracks your weight and body fat. Your weight is used by a variety of apps, including Apple Health, to determine calories burned. QardioCore is a wearable electrocardiogram (ECG/EKG) monitor designed to improve the

detection and monitoring of cardiac conditions, delivering cardio tracking and analysis (iOS only). Combined with data stored in the Qardio cloud, pilots and their physicians have access to the historical and real-time medical data. Data privacy is ensured through both Qardio's privacy policy and the security systems in place, while complying with government privacy mandates. Qardio aggregates data for a variety of purposes, including overall health trends. For collection and analysis purposes, individual data is rendered anonymous, ensuring that regulatory compliance is maintained. Qardio's app is compatible with Apple Health.

During flight, knowing your oxygen saturation (SpO2) and pulse rate (BPM) are essential to completing the flight safely. Understanding your personal norm while on the ground and in the air can be accomplished with an oximeter.

Nonin's wireless NoninConnect 3245 oximeter is equipped with Bluetooth and will push readings to a variety of apps and devices, such as the Nonin-Connect app, Apple's Health app and Guardian Avionics' Aero 455 pulse oximeter/CO detector and smart851. Nonin oximeters are manufactured from high quality components and tested to 40,000 feet for accuracy. The Aero 455 integrates into a variety of PFDs, MFDs and graphic engine monitors to display SpO2 and BPM from both the Aero 455 and Nonin Bluetooth oximeters. During flight, impacting the quantity of oxygen moved into the circulatory system could have dire results. Tracking, reporting and alerting on low oxygen saturation levels allow the pilot to take the necessary steps to conclude the flight safely.

The correct flight path towards a healthier and hopefully longer life



begins with evolving healthy lifestyle behaviours. For general aviation pilots, the privilege of flight becomes part of your lifestyle, not that different from exercise, food and alcohol consumption decisions. Some medical conditions are genetic and inherited from our parents. However, with today's technology, changes to your day-to-day lifestyle could potentially reduce those negative health impacts.

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**Application Deadline: March 1, 2019**



# THE RISKIER RISKS

## HOW TO PREPARE FOR AN INSURANCE QUOTE



I recently had the privilege of attending and presenting at COPA's 2019 Montebello Fly-In. Despite unfavourable 'ski-in' conditions, 22 aircraft flew in for the weekend. It was great to be among so many fellow pilots at a truly beautiful venue, long in Canadian history.

I attended the General Aviation Safety Campaign presentations, which culminated to my presentation on insurance. As always, I find the question-and-answer period to have some of the most important learning. And the crowd didn't let me down. There were some difficult questions — two specifically which I would like to take the opportunity to discuss here in greater detail because the answer can be applied to several other aspects of aviation and insurance: "Why can't you insure ultralight schools?"; and "Why can't you insure ultralights on floats?"

These are what I call the 'Riskier Risks'. And not because they are inherently riskier, but because the underwriters who ultimately make the decision to insure them or not, do not know how to write them profitably. And so they get lumped in with other 'Riskier Risks' like new types of aircraft, transitioning pilots, older pilots, helicopters and boat aircraft, to name a few. Point in fact, when the Cirrus SR22 came on the market, it was difficult, if not impossible, to get reasonable insurance. Now they are one of the more desirable aircraft to insure by many insurance companies.

If you are faced with one of these 'Riskier Risks', there are some steps aviators and aviation entities can take to minimize their exposure and then educate and convince underwriters to insure their operations.

▲ This aircraft did not fare well after an off-airport forced landing.

### FOLLOW HIGH SAFETY AND TRAINING STANDARDS

As always, solid risk management should ensure pilot training and equipment maintenance adhere to high standards. In the case of an ultralight school, do you meet the same safety and maintenance requirement of a certified school? If not, why not? For individual pilots, Claude Roy did an excellent job of highlighting this in his presentation, reminding us to Aviate, Navigate and Communicate and always keep a way out. And he doesn't stop there; he has written it all down and created handouts for fellow pilots and, assumingly, for his students. Including these handouts in the insurance submission goes a long way in showing the underwriter their commitment to safety.



## COLLECT AND PROVIDE MORE DATA

The more information you can provide to your broker (and therefore the underwriter), the better. The process is not that dissimilar to going to the bank for a business loan. You need to be proactive about convincing the broker (and underwriter) that you are a good risk. Include a full and detailed picture of your operation as well as any details on training and maintenance programs. If you can supply data to support your business, this will help ensure you obtain the appropriate limits and also get the most competitive terms.

## PICK A RELIABLE INSURANCE PARTNER

In the past three years, 20 aviation insurance markets have exited the space. The declining capacity,

coupled with the increase in severity and value of claims, makes it all more important that you choose an insurance company that has demonstrated commitment and disciplined underwriting to aviation over the long term. 'Disciplined underwriting' means not being reactionary (i.e. consistently reducing your pricing model in face of competition). It also means not hanging a sign that says "insurance" on your door and buying market share.

In an article by Katie Dwyer for Risk and Insurance, she quotes Paul O'Ryan, Head of Aviation North America for Swiss Re, "You want an underwriter that's got the wherewithal to look at risk with a wider lens and that can dovetail coverage for aviation risk with other lines of business to smooth out all of their exposures." You also want to work with a broker who understands this,

and will educate and point you in the right direction.

Most risks are straightforward — complete an application and get a quote. However, for more difficult risks, especially during a transitioning insurance market where pricing is moving upward, customer participation becomes very relevant. Understand the exposures, be proactive in providing detail on how you are dealing with those exposures. Promote your safety, detail your lesson plans, your training and your experience. Help the underwriter understand what makes you safe and remove the 'Riskier' from your 'Risk'.

For more information on the COPA VIP Insurance Program or any of your insurance needs, please call Magnes at 1-888-772-4672 or email me at [bbryce@magnesgroup.com](mailto:bbryce@magnesgroup.com).

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# LES RISQUES PLUS RISQUÉS

COMMENT SE PRÉPARER À UNE SOUMISSION D'ASSURANCE

**J'ai récemment eu le privilège d'assister et de faire une présentation au Rendez-vous aérien Montebello 2019 de la COPA. Malgré des conditions de ski défavorables, 22 appareils sont arrivés pour le week-end. C'était génial d'être parmi tant d'autres pilotes dans un lieu magnifique avec une longue histoire au Canada.**

J'ai assisté aux présentations de la Campagne sur la sécurité de l'aviation générale. S'en est suivie ma présentation au sujet des assurances. Comme toujours, je trouve que la période de questions — réponses comporte un important volet d'apprentissage et j'ai été bien servie. Il y avait quelques questions difficiles — dont deux que j'aimerais aborder plus en détail ici, car la réponse peut s'appliquer à plusieurs autres aspects de l'aviation et des assurances : « Pourquoi ne pouvez-vous pas assurer les écoles d'ultra-légers ? »; et « Pourquoi ne pouvez-vous pas assurer les ultra-légers sur flotteurs ? »

C'est ce que j'appelle les « risques plus risqués ». Et non pas parce qu'ils sont intrinsèquement plus risqués, mais parce que les assureurs qui prennent finalement la décision de les assurer ou non, ne savent pas comment le faire de manière profitable. C'est ainsi qu'ils sont regroupés avec d'autres « risques plus risqués » comme de nouveaux types d'aéronefs, des pilotes en transition, des pilotes plus âgés, des hélicoptères et des avions à coque, pour ne nommer que ceux-là. En fait, lorsque le Cirrus SR22 est arrivé sur le marché, il était difficile voire impossible d'obtenir une assurance à prix raisonnable. Maintenant, ils sont l'un des avions les plus prisés à assurer par de nombreuses compagnies.

Si vous faites face à l'un de ces « risques plus risqués », vous pouvez prendre certaines mesures pour réduire votre exposition aux risques, en plus d'informer et de convaincre les assureurs de pouvoir vous assurer.

## SUIVRE DES NORMES ÉLEVÉES DE SÉCURITÉ ET DE FORMATION

Une bonne gestion des risques devrait impliquer que la formation des pilotes et la maintenance des équipements respectent des normes élevées. Dans le cas d'une école d'ultra-légers, répondez-vous aux mêmes exigences de sécurité et de maintenance qu'une école d'avions certifiés ? Si non, pourquoi pas ? Pour les individus, Claude Roy a bien souligné dans sa présentation de ne jamais oublier les principes de piloter, de naviguer et de communiquer et de toujours garder une porte de sortie. Et il ne s'est pas arrêté là; il a tout consigné sur papier à l'intention des autres pilotes et vraisemblablement, de ses élèves. L'inclusion de ces documents dans la proposition d'assurance montre bien à l'assureur l'importance et l'engagement envers la sécurité.

## RECUEILLIR ET FOURNIR PLUS DE DONNÉES

Plus vous pourrez fournir d'informations à votre courtier (et donc à l'assureur), mieux ce le sera. Le processus n'est pas très différent de celui qui consiste à obtenir un prêt commercial à la banque. Vous devez être proactif pour convaincre le courtier (et l'assureur) que vous représentez un bon risque. Inclure portrait complet et détaillé de vos opérations ainsi que tous les détails sur les programmes de formation et de maintenance. Si vous pouvez fournir des données pour soutenir votre entreprise, cela vous aidera à obtenir les couvertures appropriées et ce, aux meilleures conditions.


## CHOISISSEZ UN PARTENAIRE D'ASSURANCE FIABLE

Au cours des trois dernières années, 20 marchés de l'assurance aviation ont disparu. La diminution de la capacité, associée à l'augmentation de

la gravité et de la valeur des sinistres rend d'autant plus important le choix d'une compagnie d'assurance ayant démontré son engagement et son savoir-faire en aviation sur du long terme. « Assurer de manière disciplinée » signifie ne pas agir de manière réactive (i.e. réduire systématiquement vos tarifs face à la concurrence). Cela signifie également qu'il ne faut pas accrocher une pancarte « assurance » à votre porte et acheter des parts de marché.

Dans un article de Katie Dwyer sur les risques et l'assurance, elle cite Paul O'Ryan, responsable de l'aviation en Amérique du Nord chez Swiss Re : « Vous voulez un assureur qui a les moyens de pouvoir analyser le risque sur un plus large spectre et qui puisse amalgamer son volet aéronautique à d'autres secteurs d'activité pour atténuer leurs expositions aux risques. » Vous souhaitez également travailler avec un courtier qui comprend cela, qui vous renseignera et vous orientera dans la bonne direction.

La plupart des risques sont simples : remplissez une application et obtenez un devis. Cependant, pour les risques plus difficiles, en particulier sur un marché de l'assurance en transition où les prix montent, la participation des clients devient très pertinente. Comprenez les risques et soyez proactifs en fournissant des détails sur la façon dont vous les gérez. Faites la promotion de votre programme de sécurité, vos plans de cours, votre formation et votre expérience. Aidez l'assureur à comprendre ce qui vous rend sécuritaire et supprimez les mots « plus risqués » de vos « risques ».

Pour plus d'informations sur le programme d'assurance VIP COPA ou sur vos besoins en matière d'assurance, veuillez appeler Magnes au 1-888-772-4672 ou par courriel à l'adresse [bbryce@magnesgroup.com](mailto:bbryce@magnesgroup.com). 



# 2019 COPA CONVENTIONS & TRADESHOWS

**June 6-8**  
Innisfail, AB CEM4

**August 22-24**  
Cornwall, ON CYCC

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# ON THE HORIZON



## EVENTS ON THE HORIZON

### APRIL

April 27 (28 rain date)  
Iron Creek, AB (CEK6)  
Flight 157 - COPA for Kids event  
08:00 - 17:00  
Flagstaff Regional Airport CEK6  
(formerly Killam/Sedgewick)  
More Info: [shelley@ccwireless.ca](mailto:shelley@ccwireless.ca)

### MAY

May 18-19  
Annual Victoria Day Weekend Fly-in  
Breakfast Stanley Airport, NS, (CCW4)  
8:00-12:00 come spend the night Stanley  
Hilton open. NASCAR All-Star on Saturday  
More info 709-634-1931,  
[dmmurley@hotmail.com](mailto:dmmurley@hotmail.com)  
Airport Phone 902-632-2251,  
[stanleysportaviation.ns.ca](http://stanleysportaviation.ns.ca)

May 25 (26 rain date)  
MIDLAND/HURONIA, ON (CYEE)  
Joint Fly-In and Canadian Vintage  
Motorcycle Club  
More Info 705-526-8086, [huronaiairport.com](http://huronaiairport.com)

May 26  
Drayton Valley, AB Fly-in Breakfast  
Flight 186 Breakfast served from  
8:00 - 13:00  
More info 780-542-1482, 780-542-1648

### JUNE

June 2  
Smiths Falls, ON (CYSH) Annual  
Fly-In Breakfast  
07:30- 11:30 rain or shine Fly-In/Drive-In  
[smithsfallsflyingclub.com](http://smithsfallsflyingclub.com), 613-283-1148

June 8 (9 rain date)  
Edenvalle, ON (CNV8) 99s  
First Annual Poker Run  
09:00 - 14:30 More info 705 309 3007  
[firstcanadian99s.com/2017-poker-run/](http://firstcanadian99s.com/2017-poker-run/)

## REGULARLY HELD EVENTS

**Airdrie, AB (CEF4)**  
Flight 134 Monthly Meeting  
First Thursday 19:30, [airdrieflyingclub.ca](http://airdrieflyingclub.ca)

**Arnprior, ON (CNP3)**  
Flight 33 Monthly Meeting on the 2nd  
Wednesday at 19:00

**Bancroft, ON (CNW3)**  
Flight 119 Bancroft Flying Club Monthly  
meeting on the last Monday  
19:00, except Jul, Aug & Dec.

**Beaverlodge, AB (CYQU)**  
Flight 184-Monthly Meeting 3rd Tuesday  
September to April 19:30  
Terminal Building second floorboard room  
[wpaat@telus.net](mailto:wpaat@telus.net)

**Bonnyville, AB (CYBF)**  
Flight 90-Monthly Meeting last Monday  
19:00 Terminal building  
[facebook.com/bonnyvilleflyingclub](https://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 Meetings  
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@bell.net](mailto:earfran@bell.net)

**Dawson Creek, BC (CYDQ)**  
Flight 183 - Mile Zero Flying Club  
Monthly Meeting last Thursday  
[rfolster@pris.ca](mailto:rfolster@pris.ca)

**Drayton Valley (CER3)**  
Flight 186-Monthly Meeting  
2nd Thursday 19:00  
Break July and August  
[praa.clubinfo@gmail.com](mailto:praa.clubinfo@gmail.com)

**Edmonton, AB**  
Flight 176-Monthly Meeting 1st Thursday 19:30  
Alberta Aviation Museum  
[treasurer@copaedmonton.ca](mailto:treasurer@copaedmonton.ca)

**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)

# ON THE HORIZON

## **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](http://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  
[gfenair@telus.net](mailto:gfenair@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)

## **Iron Creek, AB (CEK6)**

Flight 157- Monthly Fly-in for Coffee and  
goodies 09:00 - 13:00 3rd Saturday  
[shelly@ccwireless.ca](mailto:shelly@ccwireless.ca)

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

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

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

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

## **Kingston, ON (CEE6)**

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](http://copaflight26.com)

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

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



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

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

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

Flight 101-Kawartha Lakes Flying Club  
Monthly Meeting 19:00 1st Wednesday at  
LCVI High School, [klfc.ca](http://klfc.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](http://nanaimoflyingclub.org)

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

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

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

Flight 23-Monthly Meetings  
19:00 2nd Monday [flyingnorthbay.ca](http://flyingnorthbay.ca)

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

Flight 81-Monthly Meetings  
19:30 Last Monday, Okotoks Elks Hall  
[foothillsflyingclub.com](http://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 Meetings  
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 (CYFF)**

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 [tommoore@live.ca](mailto:tommoore@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](http://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://portal.clubrunner.ca/100860)

# ON THE HORIZON



## Quebec, QC

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

## 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

## Saskatoon, SK (CYXE)

Flight 10-Monthly Meeting  
19:00 2nd Tuesday,  
SK Aviation Museum classroom  
copasaskatoonraa.com

## Sarnia, ON

Flight 7-Monthly Meeting  
4th Monday 19:00  
Naval Association 403 Wing  
jkwood\_99@yahoo.com

## Sedgewick, AB (CEK6)

Flight 157-Iron Creek Flying Club  
Monthly Meeting 2nd Thursday 19:30  
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

## Sundre, AB (CFN7)

Flight 146-Sundre Flying Club  
Monthly Meeting 19:30 2nd Thursday  
403-638-7370 or  
winnmy@telusplanet.net

## Star City-Tisdale, SK (CJY3)

Flight 93-Monthly Meeting  
3rd Monday Sep-Jun, Terminal building,  
tisdaleaviation.ca

## Val D'Or, QC (CYVO)

Flight 192-Monthly Meeting  
18:00 2nd Tuesday, Hangar Q-60  
copaflight192@yahoo.ca

## Vernon, BC (CYVK)

Flight 65-Vernon Flying Club  
Monthly Meeting 19:00 3rd Tuesday  
VFC Clubhouse  
flyingclubvernon@gmail.com

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# ON THE HORIZON

**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)

**Vermillion, AB (CYVG)**  
Flight 204-Monthly Meeting  
2nd Wednesday [vrflyingclub@gmail.com](mailto:vrflyingclub@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).  
Monthly Fly-in 09:00 – 11:00 4th Saturday  
starting Jan. 26 until Dec. 28. Coffee and  
treats will be served

**Warton-Georgian Bluffs, ON (CYVV)**  
Flight 68-Monthly Meeting  
09:30 2nd 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



Email your events to [membership@copanational.org](mailto:membership@copanational.org) for inclusion in COPA Flight's On The Horizon section. Deadline is the first day of the month prior to publication.

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## Assurance Responsabilité pour les membres de la COPA!

La COPA offre maintenant un programme d'assurance tous risques élaboré spécifiquement pour protéger les propriétaires et les opérateurs de drones commerciaux.

### Les avantages du programme incluent entre autres:

- Des soumissions et polices en seulement quelques minutes grâce à notre système en ligne entièrement automatisé.
- Protection à des tarifs compétitifs.
- Une connaissance des lois et règlements locaux pour garantir une bonne couverture d'assurance.

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

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## GENERAL AIRSPRAY RECOGNIZED

COPA FLIGHT 177 PRESENTS MEMBERS CHOICE AWARD



Readers will recall the announcement of the Members Choice Awards winners in the December, 2018 edition of COPA Flight. In the category of Best Aircraft Maintenance, one of the two winners was General Airspray Limited, based at the Lucan airport (CPS4) in Ontario.

"A top-notch family-run maintenance facility servicing private and commercial aircraft," was one of the accolades we received during the competition. Another one was "...

▲ COPA Flight 177 — Exeter captain Summer Papple presents General Airspray president Paul Hodgins with the Members' Choice Award for Best Aircraft Maintenance.

friendly, professional service with high quality work and attention to detail."

Presenting the award to General Airspray Limited president and co-owner Paul Hodgins was COPA Flight 177 — Exeter captain Summer Papple. 🌟

## SERVICE AWARD

LONG-TIME CADET SUPPORTER RECOGNIZED



Air cadet squadron 779 Black Knight held their annual banquet in Mount Hope on December 18. It was then that Fred Hopkinson was given special recognition. Having first become associated with the air cadet movement by enlisting in Hamilton's Squadron 62 in 1952, Hopkinson never left.

Hopkinson earned his pilot wings in 1956 thanks to an RCAF flying scholarship. When he aged out as a cadet, he went on to serve as a civilian instructor before eventually becoming the commanding officer of a squadron.

Through the years Hopkinson served on the Ontario provincial committee of Air Cadet League of Canada (ACL) before ascending to a director position at the national organization. He eventually served as the League's vice-president and, later, its president.

At the December 18 dinner Hopkinson was awarded with a gold bar marking his 40 years of service to the ACL as well as a service pin in recognition of his 60 years of involvement with air cadets. "It's really an honour," Hopkinson said. "It means so much to me." He then added, "You will make friends in the air cadets who will be there forever." 🌟



## A LITTLE GEM OF AN AIRFIELD

A BRIEF HISTORY OF LANGLEY REGIONAL AIRPORT

BY ROBERT BALDOCK



**Situated on farmland that was once paddies of rice, Langley airport (CYNJ) is located in the Fraser Valley of British Columbia. In the late 1930s, when the fledgling Trans Canada Airlines planned a transcontinental air service, the difficulties of Canadian weather and the limitations of aircraft precipitated the Canadian government providing emergency airstrips every 50 miles across the country. Langley airport is one of the few of these emergency fields still active as an airport today.**

After the Second World War, the dirt strip of Langley airfield was used primarily by a few local pilots, one of whom was Art Seller. An aviation visionary, Seller started Skyways, a flying school and crop-dusting service with a small fleet of Piper J-3 Cubs and wartime-surplus Stearmans. In the late 40s and early 50s, Seller converted surplus Grumman Avengers into water bombers, and his operation grew over the years into the internationally renowned Conair, now based at Abbotsford airport (CYXX).

As Langley airport grew, the main runway (01/19) was paved and the Department of Transport built and operated a control tower. The 1980s recession threatened CYNJ with closure, but Langley Township Mayor John Beales, an experienced private pilot and successful businessman, committed to saving the 'little gem'. He appointed Colonel George Miller as airport manager. Recently retired from the Canadian Armed Forces, and a former member of the Snowbirds, Miller turned CYNJ into one of the most successful small airports anywhere in the country.

The Langley Aviation Council (LAC) was formed during this time to give a voice to airport users, and by the 1990s, the LAC changed its name to the Langley Aero Club, taking on its current role of organizing social and aviation educational events, and to give airport management a conduit to publicize its programs and plans.

During the late 1980s, the Canadian Museum of Flight relocated from a

◀ The new terminal building at Langley Regional Airport includes a new tower for Nav Canada.

private farm to Langley airport. Started in the 1960s by Ed and Rose Zalesky, who ran a successful aircraft salvage business, the museum brought with it not only aircraft but pilots, engineers and restoration enthusiasts. To this day, this dedicated community restores, maintains and displays numerous vintage aircraft which they fly and offer to the public for familiarization flights. A Douglas DC-3 is part of the collection, thanks to a group called the 'Friends of the DC-3' who, in the early 1990s, gathered parts from around B.C. and Washington. Over a five-year period they restored a complete DC-3 aircraft to static display condition.

A new terminal building and control tower is currently under construction at CYNJ. Despite all this activity and growth, Langley airport has maintained the same friendly atmosphere which has prevailed since the early days. With its economic outlook bright, the airport should flourish well into the future.

For all those considering a trip to B.C.'s Lower Mainland, whether flying or otherwise, consider a visit to Langley airport. Food, accommodation and transportation are all readily available. Visit the museum, take a scenic fixed- or rotary-wing flight, and view some of the most spectacular scenery anywhere. At fly-ins you can expect competitive fuel prices, secure tie-downs, a pilot shop, readily available mechanical and avionics services, and an airport management team to guide you to the resources you need.

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REGIONS B.C. + YUKON

## THE SKY'S NO LIMIT

ABBOTSFORD TO HOST DIVERSITY OUTREACH EVENT



Billed as the largest event of its kind in the world, Langley-based 'Girls Fly Too!' is once again playing host to a free, two-day event at the Abbotsford airport (CYXX). The event, being held on March 9 and 10, is timed to coincide with International Women's Day.

Although anyone can attend, the stated mission of Girls Fly Too! is to inspire young women and girls to pursue a career in the aviation, aerospace, marine or defence industries. The event has attracted many sponsors and industry participants, including Transport Canada, CAE, Boeing, KF Aerospace and Cascade Aerospace, to name just a few.

Free flights for female first flyers will be offered to those who have registered in advance, as well as on site during the event.

Girls Fly Too! is the brainchild of Kirsten Brazier. "From shop floor to top floor, we're inspiring future leaders!" said Brazier, a B.C.-based pilot of



both rotary and fixed-wing aircraft, who started the annual event in 2012 in Yellowknife. It has been hosted by the Abbotsford airport since 2015.

Kirsten boasts of having touched the lives of over 67,300 participants. Of those, 9,172 girls and women have experienced their first flight in a small aircraft thanks to the program. Last year, NASA astronaut and U.S. Navy Captain (Ret.) Wendy Lawrence participated for the third time. The 2018 event attracted over 20,000 participants, mainly from B.C., Alberta and Washington, and almost 2000 women and girls experienced their first flight.

Interested in volunteering? Anyone 15 years old or older, and of any gender, can apply. Visit [girlsfly2.ca/volunteer](http://girlsfly2.ca/volunteer).

# REGIONS PRAIRIES

## SASKATCHEWAN AIRSHOW RETURNING RCAF SPONSORING THE UPCOMING SUMMER EVENT

Saskatchewan, home to a major military pilot training centre for Canadian and NATO students located south of Moose Jaw, will see the return of the Saskatchewan Airshow. After a 14-year hiatus, the Saskatchewan Airshow will be held this year on July 6 and 7.

Much of the impetus to reactivate the airshow comes from Wing Commander Colonel Denis O'Reilly. A native of Moose Jaw, O'Reilly said he wants to inspire young people to take up flying as a profession.

"My parents had a farm just off the end of the runway and I used to bike

out the airport in the summertime, grab a coke and help the pilots wash their aircraft and maybe hope to get a flight," O'Reilly said.

Moose Jaw is also the home base for the RCAF's 431 Air Demonstration Squadron, better known as the Snowbirds. "I just grew up hearing that noise all the time and just looking up in the sky and thinking that's something really cool men and women get to do and that's something I'll probably never get to do, not really realizing it's something available to all Canadians," O'Reilly added.

The Snowbirds will be one of the main attractions at the 15 Wing Moose Jaw-sponsored event. Kent Pietsch and his Jelly Belly airplane will be one of the airshow performers. Showcasing aerobatic stunts which include a rooftop landing on a moving RV. Also confirmed is an RCAF CT-156 Harvard II training aircraft, as well as the RCAF's CF-18 Demo team.

Other airshow acts have already been booked, with more in the works. Organizers are expecting from 20,000 to 30,000 attendees. 🇨🇦

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## TROIS-RIVIÈRES, QUÉ.

### LE CLUB COPA 52 LANCE 2019 EN GRAND

TEXTE ET PHOTOS PAR JONATHAN BEAUCHESNE, *DIRECTEUR COPA POUR LE QUÉBEC*



**L'année 2019 a commencé en lion pour l'Association des Pilotes de la Mauricie (Club COPA 52). Le 12 janvier dernier, un souper fut organisé au restaurant Le Pilote de l'aéroport de Trois-Rivières (CYRQ) afin de souligner le début de cette année qui s'annonce faste en événements sociaux et aériens.**

Pour l'occasion, près de 60 personnes ont pris part à la soirée. COPA était sur place, représenté par l'auteur de ces lignes ainsi que par le président-directeur-général, Bernard Gervais. À nos côtés, l'association provinciale Aviateurs Québec affichait également présent avec le directeur général, Gilles Lambert, ainsi qu'un membre du conseil d'administration, Michel Chartier. L'association locale s'est dite heureuse de voir autant de représentants des associations provinciale et nationale à son repas de début d'année.

L'année 2018 fut remplie avec de nombreux événements locaux et des vols-voyages organisés par l'association. Pour 2019, le Club COPA 52 ne s'assoira pas sur ses lauriers. Au menu pour l'année qui vient : une probable participation pour souligner le 100e anniversaire du premier vol de brousse au Canada au Lac-à-la-Tortue en juin, un rendez-vous aérien à l'aéroport de Trois-Rivières en août, un « fly-in poker » vers la mi-septembre ainsi que le développement du tourisme aérien avec les organisations publiques de la région, sans compter que Trois-Rivières sera l'hôte de l'Assemblée générale annuelle d'Aviateurs Québec, le samedi 13 avril prochain. Décidément, les projets ne manquent pas en Mauricie !

Depuis plusieurs années, l'aéroport de Trois-Rivières se développe, tout en incluant l'aviation

▲ Près de 60 membres se sont présentés pour le premier super de l'année du Club COPA 52.

générale dans cette croissance. Il n'y a pas de frais d'atterrissage, le service internet sans fil « wi-fi » est gratuit sur place, sans oublier le service de carburant disponible tous les jours de 07h00 à 20h00 à prix raisonnable ainsi qu'un service de douanes pour aéronefs de 15 passagers et moins. Mentionnons que la municipalité est à proximité, donc il vous sera facilement possible de profiter de tous ses attraits. D'autres aéroports situés en Mauricie valent également le détour, tels que La Tuque et Lac-à-la-Tortue.

Si vous passez dans la région de la Mauricie, réservez-vous du temps pour profiter des attractions locales, des plaisirs de la nature et du chaleureux accueil de ses résidents. 🇨🇦

## UNITED AIRLINES UNHAPPY WITH HAPPY VALLEY AIRPORT

U.S. CARRIER NO LONGER TO MAKE STOPS IN GOOSE BAY EXCEPT IN DIRE CIRCUMSTANCES



**The treatment, or lack thereof, that United Airlines experienced last month when it made an unplanned stopover at Happy Valley/Goose Bay airport (CYJR) for a medical emergency has provoked the American carrier to classify the airport as one suitable only for emergencies. One presumes that United no longer will consider a medical emergency, or at least some of them, as dire enough to merit an emergency landing at the Labrador airport in the future.**

The incident that provoked the measure occurred late on Saturday, January 19 when the United flight from Newark, New Jersey to Hong Kong landed at what was the nearest airport when a passenger became ill. Medical personnel met the aircraft and took the ill passenger to a

hospital, but the 250 passengers and crew were not allowed to disembark the aircraft as there was no border staff available to process them.

That normally would not have been an issue, but the extreme cold temperatures caused a mechanical problem that prevented the passenger door from closing properly, preventing the flight from continuing on its way.

Temperatures inside the aircraft began to reach uncomfortably cold levels as passengers awaited another aircraft to come to their rescue. Passengers tweeted from on board the aircraft that communication from United was poor, causing tempers to flair. The whole misadventure didn't end until 16 hours later, provoking many complaints to the airline.

▲ United flight 179, a Boeing 777-200, sits on the apron at Goose Bay.

The Canadian Border Services Agency (CBSA) has not come clear on why they were able to process almost 200 passengers and crew when another United Airlines flight made an emergency landing in June of 2015. However, they did issue a statement that read, "There are procedures in place in the event of a flight diversion landing outside of normal CBSA working hours." The statement went on to say, "The decision to request to deplane rests with the pilot of an aircraft." Another statement issued later also noted flights that arrive between midnight and 8 a.m. and require clearance are handled 'on a cost-recovery basis.'



# MONTEBELLO 2019



## FIRST WINTER FLY-IN WITH COPA AT THE CONTROLS

TEXT BY JEAN-PIERRE BONIN, CARTER MANN AND BELINDA BRYCE

PHOTOS BY JEAN-PIERRE BONIN AND HÉLÈNE LAVIGNE



After 28 years of (Quad City) Challenger rendezvous on the Ottawa River, most often held at the Château Montebello, it was time for Claude Roy and his wife Joan to pass the torch. As organizers of the event in 2019, COPA stepped into some pretty big shoes, but the transition was seamless.

In the words of COPA president Bernard Gervais, Montebello began as a celebration of the Challenger aircraft and has evolved into a celebration of the freedom to fly.

The Fairmont Château Montebello offers a perfect setting to hold a fly-in conference. People came from all over to attend, some from as far away as Amos, Quebec and London, Ontario in cars. And of course, some came by plane.

It's hard to report on a winter fly-in without mentioning the weather. Abundant snow followed by heavy showers in the week prior to the event rendered it impossible to clear a runway for aircraft on wheels. Weather was IMC south of Montreal in the morning, grounding those on skis who could otherwise have made it. Yet, after partly cloudy skies early in the morning, the sun came out and, at -10°C with light wind, it made for a great day outside.

One of the most appreciated improvements over previous years was the presence of an aircraft marshalling team Vintage Wings of Canada. They were equipped with ground radio to give information and guidance to planes on the ground as well as insuring the safety of visitors while keeping an eye on the snowmobiles buzzing by, and they did a tremendous job.

Another plus this year was the hot dog lunch on Saturday, which helped raise funds for the COPA Freedom to Fly Fund.

Outside activity was slow early in the morning, but things picked up somewhat from 10:00 to 12:00 as planes started arriving. At around 11:30, a familiar sound had spectators searching the sky. The Challengers were coming in, remind-

ing many of previous years. Four of them flew overhead in formation. Denis Thomassin later said the Challenger fly-past was in honour of Mike MacNeil, who passed away in an aircraft accident in July 2018. MacNeil was the group leader, promoting recreational flying and organizing flights with other Challenger pilots in the region. Mike's Challenger (on floats) was featured on the cover of COPA Flight's February 2014 edition.

During the day, seminars on a variety of topics were held for conference registrants. The joint Transport Canada-COPA General Aviation Safety Campaign (GASC) Ultralight Working Group Safety Seminar was one, the Challenger 35th Anniversary was another, John Baker of *RotacRepair.ca* presented a seminar on Rotax engines and Belinda Bryce of Magnes Group gave a seminar on aviation insurance.

Ludavic Mason and Simon Garrett from Transport Canada (TC) teamed up with Claude Roy of Challenge Aviation Inc. and JC Audet of COPA to summarize the new General Aviation Safety Campaign (GASC) Ultralight Working Group activities. They shared some compelling accident statistics with the audience on fatal losses in the ultralight category. One slide explained that although pilot error and human factors remain the dominant cause of accidents, losses due to mechanical failure came in a strong second place at 24 percent. TC's goal is to reduce the frequency of fatal losses and improve overall safety of the ultralight category without imposing regulatory changes.

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Claude Roy discussed the human factors that lead to accidents. He best summed it up when he said, "No amount of flying rewards can justify the flying risks." Roy added, "A pilot needs to be conscious of the risks, dial down their expectations, stay within their comfort zone and listen to their inner voice." He concluded by saying that pilots are high achievers and risk takers.

Ultralights and specifically the Challenger remained front and centre with a focus on Transport Canada's aviation advisory on the lift strut as well as a lot of discussion around improving safety in the Basic Ultralight Aircraft (BULA) and the Advanced Ultralight Aircraft (AULA) categories.

During breaks, the mezzanine was host to various association and vendor booths for pilots and aircraft owners as well as aviation aficionados.

Saturday night's banquet featured Pierre Ruel as keynote speaker. Ruel is Chief of Flight Standards at Transport Canada and a former CF-18 pilot.

During the banquet, representatives from Aviateurs.Québec took a moment to present COPA with a \$5000 contribution toward the Freedom to Fly Fund in recognition of the support COPA has given to defend several airports from ongoing litigation threatening their viability. 🇨🇦

**WESTERN  
WINTER FLY-IN?**

COPA is exploring the opportunity of work with a COPA Flight in Western Canada to help organize a relaxed, simple one day/one night winter social fly-in event, similar to the Montebello format. Ideal criteria would include a sufficiently large ice surface (e.g. river or lake) for wheel and ski-equipped planes, and adjacent accommodations that could host out-of-town attendees and two or three free seminar sessions. The location should be relatively easy to fly to. Already have a winter fly-in and want to expand it? Call us with your ideas.





## MONTEBELLO 2019

PREMIER RVA HIVERNAL AVEC LA COPA AUX COMMANDES

**Après 28 ans de Rendez-vous Chal-lengers sur la rivière des Outaouais, principalement au Château Montebello, il était temps pour Claude Roy et son épouse Joan de passer le flambeau. En organisant l'événement en 2019, la COPA a chaussé de grands souliers, mais la transition s'est déroulée sans accroc pour l'observateur que je suis.**

Le Fairmont Château Montebello offre un cadre idéal pour organiser un combo RVA/conférences/banquet. Et ils sont venus de loin pour l'événement, certains d'aussi loin qu'Amos, Qué. et London, Ont. en voiture et d'autres en avion bien sûr.

Selon les propos du président de la COPA, Bernard Gervais, Montebello a commencé par célébrer l'avion Quad-City Challenger et a évolué pour devenir une célébration de la liberté de voler.

Difficile de parler d'un RVA en hiver sans mentionner la météo. Des chutes de neige abondantes suivies de fortes averses la semaine précédant l'événement a rendu impossible l'ouverture d'une piste pour les avions sur roues. De plus la météo était de type IFR au sud de Montréal le matin, empêchant la venue de bon nombre d'aéronefs sur skis. Cependant, après un ciel partiellement nuageux tôt le matin, le soleil s'est finalement montré. Avec une température de moins 10 Celsius et un vent léger la journée en plein air fut agréable.

Une des améliorations les plus appréciées fut la présence de l'équipe des Signaleurs des Ailes d'époque du Canada. Équipés d'une radio terrestre pour donner des informations aux pilotes en approche, guidant les avions au sol, assurant la sécurité des visiteurs et surveillant les motoneiges qui passaient, ils ont accompli un travail remarquable. Bravo!

Un autre avantage cette année a été le dîner aux hot-dogs samedi (avec un don suggéré pour le fonds de défense du droit de voler de COPA).

Les activités à l'extérieur ont été calmes tôt le matin, mais les avions ont commencé à arriver entre 10 et 12 heures. Vers 11 h 30, un son familier nous a fait surveiller le ciel. Des Challengers en approche venaient rappeler les rendez-vous des années précédentes. Quatre d'entre eux nous ont survolé en formation. Denis Thomassin m'a dit plus tard que le survol des Challengers était en l'honneur de Mike MacNeil, décédé des suites d'un accident d'avion en juillet 2018. Mike était un grand ami, leader et rassembleur autour du plaisir de voler en ultra-léger. Mike et son Challenger (sur les flotteurs) a fait la couverture de l'édition de février 2014 de COPA Flight. Il va nous manquer.

Au cours de la journée, des conférences ont été organisées pour les visiteurs : une session du groupe de travail de la campagne de sécurité pour l'aviation générale (CSAG), la 35e anniversaire du Challenger; le mise à jour Rotax par *RotacRepair.ca* et Assurances au Canada, présenté par Belinda Bryce de Magnes.

Ludovic Mason et Simon Garrett de Transports Canada (TC) ont fait équipe avec Claude Roy de Challenge Aviation Inc. et JC Audet de la COPA pour résumer les nouvelles activités du groupe de travail sur les ultra-légers de la Campagne de sécurité pour l'aviation générale (CSAG). Ils ont partagé des statistiques convaincantes sur les accidents avec l'auditoire concernant les pertes fatales dans la catégorie des ultra-légers. Une diapositive explique que, bien que les erreurs de pilotage et les facteurs

humains restent la principale cause d'accident, les pertes dues aux défaillances mécaniques arrivent en deuxième place, avec 24 pour cent. L'objectif de TC est de réduire la fréquence des pertes fatales et d'améliorer la sécurité générale de la catégorie des ultra-légers sans imposer de modifications à la réglementation.

Claude Roy a évoqué les facteurs humains à l'origine des accidents. Il a bien résumé la situation lorsqu'il a déclaré : « Aucune bénéfique en vol ne peut justifier de prendre des risques ». Roy a ajouté : « Un pilote doit être conscient des risques, réduire ses attentes, rester dans sa zone de confort et écouter sa voix intérieure. » Il a conclu en disant que les pilotes sont des personnes très performantes et qui prennent parfois des risques.

Les ultralégers et plus particulièrement le Challenger sont restés à l'avant-plan et ont mis l'accent sur les avis de Transports Canada relatifs à la jambe de force, ainsi qu'à de nombreuses discussions sur l'amélioration de la sécurité dans les catégories des avions ultralégers de base (BULA) et des avions ultralégers de type avancé (AULA).

Pendant les pauses, la mezzanine accueillait diverses associations et des kiosques de vendeurs pour les pilotes et les propriétaires d'avions, ainsi que pour les passionnés de l'aviation.

Le banquet du samedi soir accueillait Pierre Ruel comme conférencier principal. M. Ruel est chef, normes d'opérations aériennes, Transports Canada et ancien pilote de CF-18. Pendant le banquet, les représentants d'Aviateurs Québec ont présenté à la COPA une contribution de 5 000 \$ au fonds de défense du droit de voler, en reconnaissance de son soutien pour la défense de plusieurs aéroports de la province contre des poursuites en cours menaçant leur survie. 🐾

# NORTHERN LIGHTS COLLEGE

DAWSON CREEK CAMPUS OFFERS EXCELLENT AME TRAINING RESOURCES



We've all heard about the pilot shortage, not just here in Canada but around the world too. What we might hear less about, however, is the corresponding shortage of Aircraft Maintenance Engineers (AMEs). This may be an attractive alternative to those who want in to the booming aerospace sector, but prefer to keep their feet firmly planted on the ground.

There are many post-secondary institutions across the country that offer programs for aspiring AMEs. One program that has been around for a long time is at Northern Lights College (NLC) in northern British Columbia. NLC's Dawson Creek campus is home to their Aerospace Centre of Excellence, which opened its doors in 1981.

Housed in a 1,860-square-metre hangar is NLC's collection of aircraft that students use to develop their skills. Among the wide variety of types are Robinson, McDonnell-Douglas, Hughes and Bell helicopters, single and twin-engine piston-

powered Cessnas and Pipers, even a King Air B90 and a British Aerospace JetStream 31, both turboprops.

"The variety of aircraft we have here is unique—students see and work on helicopters and airplanes that they will encounter when they get out into the workforce," said Hal Hobenshield, a one-time program chairman. "No matter if the student goes into helicopter or fixed wing maintenance engineering, these are the aircraft that they are going to work on as aircraft maintenance engineers in Canada."

NLC's AME basic training program lasts 15 months, with intakes in September and February. To obtain a Transport Canada AME licence, four years of experience is required. One and a half years of that requirement is met by successfully completing the program.

Those interested in the AME program are invited to contact the AME program chairman Jim Smith at 250-782-5241, ext. 1224 or [jsmith@nlc.bc.ca](mailto:jsmith@nlc.bc.ca).

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# 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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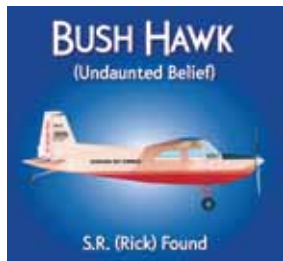


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## BUSH HAWK (UNDAUNTED BELIEF)

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.

By S.R. (Rick) Found  
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.

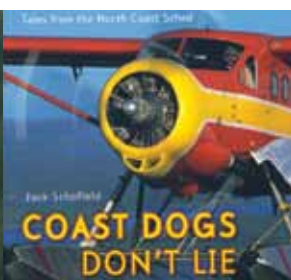
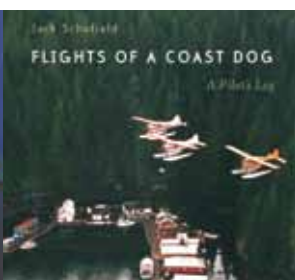
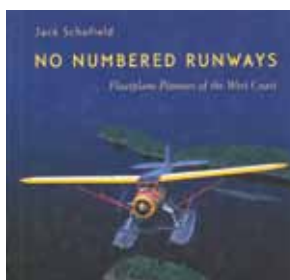
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## HANGAR FLYING

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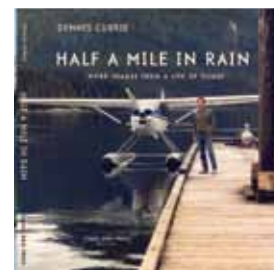
Author: Jack Schofield  
Price: \$44.00 (incl. shipping)



## THE COAST DOG SERIES

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

Author: Jack Schofield | Publisher: Coast Dog Press  
Price for the set of 3—\$93.00 (incl. 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  
Price \$34.00 (incl. shipping)



## VERTICAL HORIZONS

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

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

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



## 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.

Finding Nimmo: \$39.00 | Fling Wing: \$24.95 | Buy both for \$65.00 (incl. shipping)



## LOST: UNSOLVED MYSTERIES

One of the themes that runs through this book is the enigma of aircraft that disappear, sometimes within miles of busy airports and crowded cities, and cannot be found despite desperate and prolonged searches. Sometimes wreckage is discovered decades later; on other occasions the aircraft simply vanishes, seemingly forever.

How can such disappearances be possible? How can determined, skillful, trained search personnel, using sophisticated equipment, be thwarted in their effort to locate crashed aircraft? The answer is that a downed aircraft, especially in rugged countryside, can be incredibly difficult to spot from the air.

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## MILES TO MILLIONS

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## MAVERICK IN THE SKY

In Maverick in the Sky the author paints a fascinating portrait of flying ace Freddie McCall, one of the most successful

fighter pilots of World War I. McCall's bold spirit might well have been inherited from his clan motto Dulce Periculum — Danger is Sweet. His amazing wartime accomplishments, his extraordinary flying skills, his fiercely independent barnstorming character and his self-reliant entrepreneurial spirit make him one of Canada's most spectacular mavericks.

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1999 C172R, 15052TT, 915 SMOH, Garmin 430, Skywatch, Strikefinder!	\$125,000 USD	1967 Turbo Twin Comanche, 4102TT, 593L8RSMOH, Apollo CNX80WAAS GPS, & More!	\$130,000 USD
1982 Mooney Rocket 305, 3170TTSN, CONT TS10520	\$150,000 USD	1966 C337A Skymaster, 3184TT, 628/148SM, Current CoF A, Props Due!	\$100,000 CAD
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FEATURED LISTINGS FOR MARCH 2019



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## 170 - STINSON

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## 175 - SWIFT

**GLOBE SWIFT GC1B** SN 29, 1863 TT, 90 SMOH, 90 prop TTSN. Continental 0300-C. Sensenich Prop 74DC-1-61. SL40 VHF Com. GTX 327 Transponder. 406 ELT, CoA until Dec 2019. \$35,000. Contact: gjpropwash4@gmail.com or (780) 458-6698 (3448.18230)

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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  
ELT ..... exhaust gas temperature  
EGT ..... emergency locator transmitter  
Enc Alt ..... encoding altimeter  
FBO ..... fixed base operation  
FD ..... flight director  
FREMANN,  
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  
TTSN ..... total time since new  
VFR ..... visual flight rules  
VHF ..... very high frequency  
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