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MARCH 2021

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ABOVE: Tom Comet prepares his 1977 Skymaster for a cross-country trip from his home base in Brantford, CYFD.

COVER PHOTO: Garmin International Inc.

COPA Flight

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LOOKING AHEAD: SAFETY, RPAS & FLIGHTS



One of the questions I get asked the most these days relates to the COPA National plan for the year to come. At this current state of affairs, we all yearn to look forward, toward something, and find a glimpse of normalcy. What better time to share what COPA has in store for you this year!

Let's start by talking about some new programs. The new COPA Safety Program was developed to play an important role in mitigating the inherent risks associated with flying by helping pilots enhance their skills and knowledge, resulting in the potential decrease of incidents and accidents. Many of you have attended our January online Safety Seminar. As part of the COPA Safety Program, COPA will be hosting these monthly online seminars highlighting key safety considerations for general aviation pilots. Little did we know that 1,300 of our closest friends would register! (See page 8 for the current schedule.) Rest assured, moving forward, these seminars will be open to thousands of members and general aviation enthusiasts alike. Please visit our website, *Flying in Canada, Safety Program*, for updates of this year's seminar topics. Four will meet the 24-month pilot recurrent training program (PRTP) requirements of CAR 401.05, so register early!

Next up is the new RPAS Program: Remote Piloted Aircraft Systems (RPAS) are becoming routine aircraft in Canada's airspace. COPA is keeping a close eye on the rapid development of RPAS (UAV) technology and actively seeking ways of working with the drone community, air navigation service provider and the regulator to ensure that Canadian skies can be shared by all users in a safe and effective manner. COPA will introduce a new membership geared for RPAS pilots (but available to all members) with all the benefits that

“COPA is keeping a close eye on the rapid development of RPAS and actively seeking ways to work with the community.”

come with being a COPA member: Advocacy, COPA RPAS insurance program, discounts for training, safety seminars, industry-related articles in *COPA Flight* and *COPA eFlight*, and much more.

A mentorship program is also in the works to enable a connection between experienced members of the aviation community from across the country

with young minds looking to enter this exciting world! This initiative will inevitably become part of the COPA for Kids program and Discover GA program which will both see some modernization throughout the year.

We are also looking for ways to connect with our COPA Flights. You are our biggest advocates and we want to cherish that. Please send us an invitation to your next COPA Flight meeting for a meet-and-greet and we will gladly elaborate on our plans as well as welcome your feedback on ideas to connect not just with COPA National, but with other COPA Flights, and this through these unprecedented times as well as to establish this connection post-pandemic.

There is plenty of activity happening behind the scenes, with the regulator, the air navigation service provider and all our other stakeholder and we are working very hard to communicate these with you. COVID rules have been changing rapidly, level of service in controlled airspace is in jeopardy and hopefully you have been reading about this in *COPA eFlight*, member emails and the Advocacy page on our website.

What I am looking forward to the most is getting in that aircraft and landing at your airport and shaking some hands! 🤝

UN REGARD VERS L'AVENIR PROCHE

L'une des questions qui me sont le plus souvent posées ces jours-ci concerne le plan national de la COPA pour cette année. Dans l'état actuel des choses, nous souhaitons tous regarder vers l'avant et trouver un semblant de normalité. Quel meilleur moment pour partager avec vous ce que la COPA vous réserve cette année !

Commençons par discuter de quelques nouveaux programmes. Le programme de sécurité de la COPA a été élaboré afin de jouer un rôle important dans l'atténuation des risques inhérents au vol en aidant les pilotes à améliorer leurs compétences et leurs connaissances, ce qui pourrait entraîner une diminution des incidents et des accidents. Beaucoup d'entre vous ont participé à notre premier séminaire de sécurité en ligne au mois de janvier. Dans le cadre de son programme de sécurité, la COPA organisera ces séminaires mensuels en ligne qui mettront en vedettes les principales considérations de sécurité pour les pilotes de l'aviation générale. Nous ne savions pas que 1,300 de nos amis les plus proches s'inscriraient ! Veuillez consulter notre site Web, Voler au Canada, Programme de sécurité, pour obtenir le calendrier complet des sujets des séminaires de cette année (quatre d'entre eux répondront aux exigences du Programme de formation périodique des pilotes de 24 mois du RAC 401.05) et inscrivez-vous dès que possible !

La prochaine étape est le nouveau programme SATP. Les pilotes d'aéronefs télépilotes (ATP) deviennent des utilisateurs réguliers de l'espace aérien canadien. La COPA suit de près le développement rapide de la technologie des Systèmes ATP (SATP) et cherche activement des moyens de travailler avec la communauté des drones, NAV CANADA et Transport Canada afin de s'assurer que le ciel à la verticale du Canada, demeure sécuritaire et les opérations demeurent efficaces. La COPA introduira

une nouvelle adhésion destinée aux pilotes de SATP (mais accessible à tous les membres) avec tous les avantages d'un membre de la COPA : représentations des intérêts, programme d'assurance SATP de la COPA, rabais pour la formation, séminaires sur la sécurité, articles tirés de l'industrie dans COPA Flight et COPA eFlight, et bien plus encore.

Un programme de mentorat est également en cours de développement afin de permettre une connexion entre les membres expérimentés de la communauté de l'aviation de tout le pays et les jeunes esprits qui cherchent à entrer dans ce monde passionnant ! Cette initiative fera inévitablement partie du programme COPA pour les jeunes et du programme Découvrir l'AG, qui seront tous deux modernisés tout au long de l'année.

Nous cherchons également des moyens d'interagir avec nos Clubs COPA. Vous êtes nos plus ardents défenseurs et nous tenons à vous remercier. Veuillez nous envoyer une invitation à votre prochaine rencontre et nous serons heureux d'élaborer nos plans avec vous et de recevoir vos idées afin d'établir une relation subsistante non seulement avec le siège national, mais aussi avec les autres Clubs COPA, et ce post pandémie.

De nombreuses activités se déroulent en coulisses, avec Transport Canada, NAV CANADA ainsi qu'avec toutes nos parties prenantes, et nous travaillons sans cesse afin de communiquer les conclusions avec vous. Les règlements de la COVID ont évolué rapidement, le niveau de service dans l'espace aérien contrôlé est en danger. Nous espérons que vous avez lu à ce sujet dans le COPA eFlight, dans les divers courriels adressés aux membres et sur la page REPRÉSENTATION de notre site Web.

Il me tarde tant que la pandémie nous quitte afin de pouvoir monter dans un avion et d'atterrir à votre aéroport et vous serrez la main ! 🤝



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CYHU, A LEGAL VICTORY FOR AVIATION

BY JONATHAN BEAUCHESNE, DIRECTOR, COPA QUÉBEC

On January 14, the judgment opposing the members of the Aircraft Anti-Pollution Committee - Longueuil (CAPA-L) to most of the commercial operators based in or passing through St-Hubert airport (CYHU) was rendered. The case, heard on December 21, 2020, in the Superior Court of Quebec by the Honorable Justice Martin Castonguay, J.C.S. had an outcome all in favour of aviation.

In their request, the members of CAPA-L called for restrictions on hours of operation to apply to heavy commercial aircraft, such as Airbus A320s and Boeing 737s, as well as the establishment of limits on the duration and length sound intensity of the devices. In addition, the CAPA-L required that all aircraft landing or taking off from CYHU be equipped with silencers.

The judge stressed that such noise mitigation measures are not the responsibility of the Superior Court of Quebec, but of the Minister of Transport since aviation is under exclusively federal jurisdiction. Dividing Canadian airspace with different rules, especially for a satellite airport in a Canadian metropolis, does not make sense and could lead to security issues (our interpretation). The case was thus declared non-justiciable.

But that's not all. Compensation was requested in favour of each of the members of CAPA-L, without however designating them. Judge Castonguay emphasized the illegality and boundless recklessness of this request. In addition, in his decision, the judge underlined the quarrelsome nature of the members of CAPA-L. This led, he said, to abusive legal action on their part. This label of quarrel-

some will likely follow the CAPA-L in any subsequent legal proceedings since the Quebec legal system will potentially restrict their access to the courts.

In recent years, airmen across the country have wondered what is happening in Quebec with legal and administrative proceedings involving several aerodromes in the province for about 10 years (Saint-André-Avelin, Lac-à-la-Tortue, Neuville, St -Cuthbert, Mascouche, Pintendre, St-Hubert). Unfortunately, there is no answer to this question. The bright side of this decade in the courts has been the creation of a solid body of case law that can be used in other cases involving aviation across the country. We can only thank all these aviators for their resilience in the face of opponents, even if it sometimes needed to be quarrelsome. 🏠

CYHU : UNE AUTRE VICTOIRE JURIDIQUE POUR L'AVIATION

PAR JONATHAN BEAUCHESNE, DIRECTEUR COPA POUR LE QUÉBEC

Le 14 janvier dernier, le jugement opposant les membres du Comité Anti-Pollution des Avions - Longueuil (CAPA-L) à la plupart des opérateurs commerciaux basés ou transitant par l'aéroport de St-Hubert (CYHU) fut rendu. La cause, entendue le 21 décembre 2020 à la Cour supérieure du Québec par l'honorable juge Martin Castonguay, J.C.S. a connu un dénouement tout en faveur de l'aviation.

Dans leur requête, les membres du CAPA-L demandaient que des restrictions d'heures d'opérations s'appliquent aux avions commerciaux lourds, tels que des Airbus A320 et Boeing 737 ainsi que la mise en place de limites quant à la durée et l'intensité sonore des appareils. En plus, le CAPA-L exigeait que tout avion atterrissant ou décollant de CYHU soit muni de silencieux. Le juge a souligné que de telles mesures d'atténuation de bruit ne sont pas du ressort de la Cour supérieure du Québec, mais bien du Ministre des Transports puisque l'aviation est de juridiction exclusivement fédérale. Scinder l'espace aérien canadien avec des règles différentes, d'autant plus pour un aéroport satellite d'une métropole du Canada, ne fait pas de sens et pourrait entraîner des enjeux de sécurité (notre in-

terprétation). La cause fut ainsi déclarée non-justiciable.

Un dédommagement était demandé en faveur de chacun des membres du CAPA-L, sans toutefois les désigner. Le juge Castonguay a souligné l'illégalité et la témérité sans limite de cette demande. Le juge a souligné le caractère quérulent des membres du CAPA-L. Cela a mené, selon lui, à des démarches juridiques abusives de leur part. Cette étiquette de quérulence suivra probablement le CAPA-L dans d'éventuelles démarches juridiques ultérieures puisque le système juridique québécois restreindra potentiellement leur accès aux tribunaux.

Depuis quelques années, les aviateurs du pays se demandent ce qui se passe au Québec avec des démarches judiciaires et administratives impliquant plusieurs aérodromes de la province depuis environ 10 ans (Saint-André-Avelin, Lac-à-la-Tortue, Neuville, St-Cuthbert, Mascouche, Pintendre, St-Hubert). Il n'y a malheureusement pas de réponse à cette question. Le côté positif de cette décennie devant les tribunaux est la création d'une base de jurisprudence solide pouvant être utilisée dans d'autres causes impliquant l'aviation un peu partout au pays. 🏠



FLY IN, DISCOVER AND VACATION

JUNE 04-07

Postponed to 2022 - date TBD

Reporté à 2022 - Date à déterminer

JULY, 2021

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YOU CAN LOCK US DOWN, BUT YOU CAN'T KEEP US DOWN

BY GORD MAHAFFY, COPA FLIGHT 70

Like many other COPA Flights, COPA-70 (Oshawa) has shown determination and imagination in keeping the Flight together during these more severe lockdowns. And the good news is there is still a lot of aviation activity going on in the Oshawa area. Below are a few examples of how our team is working together.

On Jan 30, Rick Nidha (Co-captain of COPA Flight-70) and member Randy Domm flew from Oshawa to Lake Simcoe Regional Airport for the pure joy of being airborne. While airborne they were able to make a call to Da Vinci's Gate Pizza restaurant (705-487-0999) and order what they describe as the best airport pizza they have ever had and the best excuse for going back to Lake Simcoe Regional. Upon arrival they picked up the pizza at the front door. It's true they had to eat it in the plane but sitting, warm and comfortable, at an airport, eating pizza, and watching airplanes is still a great way to spend a Saturday afternoon.

Open air gatherings were still allowed at this time but limited to five people. COPA-70 members Rick Nidha, Randy Domm and Cheryl Marek found a private skating rink and a couple of old COPA-70 banners. This provided an evening of skating under the

stars with some creative use for the banners.

General aviation isn't the only form of flying going on in this area. Just 35 kilometres north of Oshawa, Lake Scugog presents a frozen wonderland. Those lucky enough to be flying ski-equipped aircraft have runways available that are longer than any paved runway at our international airports. Further more, you can always land into the wind. Here you will find quite a mixture of aircraft types like Powered Paragliders, Trikes, Homebuilts and Certified Aircraft.

Strangely enough, the aviation community around Oshawa has learned a few things from "Bird Watchers". One of the more relaxed pass times for aviation enthusiasts is to sit in Palmer Park in Port Perry, located on the south end of Lake Scugog and "Plane Watch". This is facilitated by having a portable aviation radio capable of scanning local frequencies. (120.1 - Oshawa Tower, 123.0 - Peterborough, 122.9 - Scugog Area 122.725 - Lindsay). On a flyable day there is enough traffic in the area to keep the radio chatter constant. As an added bonus, Port Perry is the reporting point for planes from the north who will be landing at Oshawa. It is a good way to keep your communications skills sharp. 🇨🇦

SAFER SKIES THROUGH ONLINE TRAINING

Experienced pilots are committed to lifelong learning. Through the COPA Safety Program, we invite you to join us online each month for free training seminars to gain new knowledge and to enhance your skills. This new program plays an important role in mitigating the inherent risks associated with flying by highlighting key safety considerations for pilots. Note: Four of the seminars (provided in March, June, September and December) meet the 24-month recurrent training program requirements of CAR 401.05.

UPCOMING SEMINARS

EN ROUTE AND POST-LOCKDOWN FLYING | MARCH 20, 2021, AT 11:30 AM EST (REGISTER ONLINE)

The March seminar meets the 24-month recurrent training programs of CAR 401.05. In the broadcast, we will examine how we can fly smarter and plan to

mitigate risks before we confront them in the air. The first topic will focus on the En Route portion of flight and the second half of the seminar will address how to manage the risk of flying GA aircraft as we emerge from the COVID-19 lockdown.

GETTING READY FOR SUMMER FLYING | APRIL 17 AT 11:30 AM EST (REGISTER ONLINE)

The April seminar will first walk participants through best practices for safer takeoffs and landings. The topic for the second presentation will cover the potentially dramatic changes in weather patterns as we move into summer flight operations.

To save your spot for these seminars (registration is on a first come, first serve basis) or to view the full schedule, please visit the COPA website: www.copanational.org/en/safety.

CAN'T MAKE IT TO A SEMINAR? RECORDINGS & FAQs AVAILABLE TO MEMBERS

Recordings and a document of frequently asked questions for each seminar are made available on the COPA website. To access, sign-in to your account and visit the COPA Safety Program webpage: www.copanational.org/en/safety. The COPA Safety Program webpage can also be found on the navigation menu of the COPA website under the Flying in Canada. Additionally, each seminar attended by a member qualifies for one entry into an annual draw.

The COPA Safety Program is supported by the COPA Flight Safety Foundation and provides a variety of aviation safety related educational material and training services to the Canadian General Aviation community. We thank Tannis Aircraft Products for sponsoring this program. 🇨🇦

UN CIEL PLUS SÉCURITAIRE GRÂCE À LA FORMATION EN LIGNE



Les grands pilotes s'engagent à apprendre tout au long de leur vie. Et grâce au programme de sécurité de la COPA, nous vous invitons à vous joindre chaque mois à notre séminaires de formation gratuits, afin d'acquérir de nouvelles connaissances et d'améliorer vos compétences en matière de gestion des risques et de prise de décision. Ce nouveau programme joue un rôle important dans l'atténuation des risques inhérents au vol en mettant en évidence les principales considérations de sécurité pour les pilotes.

Note: quatre des séminaires (dispensés en mars, juin, septembre et décembre) répondent aux exigences du programme de formation périodique de 24 mois du RAC 401.05.

SÉMINAIRES À VENIR

VOL EN ROUTE ET VOL POST-CONFINEMENT | 20 MARS 2021 À 11H30 EST (INSCRIPTION EN LIGNE)

Le séminaire de mars répond aux programmes de formation récurrente de 24 mois du RAC 401.05. Dans l'émission, nous examinerons comment voler plus intelligemment et planifierons l'atténuation des risques avant de les affronter dans l'air. Le premier sujet se concentrera sur la partie du vol en route et la deuxième partie du séminaire traitera la manière de gérer le risque de piloter des avions de l'AG alors que nous sortons du confinement COVID-19.

SE PRÉPARER POUR LES VOLS D'ÉTÉ | 17 AVRIL À 11H30 EST (INSCRIPTION EN LIGNE)


Le séminaire d'avril commencera par présenter aux participants les meilleures pratiques pour des décollages et des atterrissages plus en sécurité. La deuxième présentation traitera des changements potentiellement importants dans les modèles météorologiques alors que nous dirigeons vers des opérations aériennes d'été.

Pour réserver votre place pour ces séminaires (l'inscription se fait selon le principe du premier arrivé, premier servi) ou pour consulter le programme complet, veuillez consulter le

site web de la COPA: www.copanational.org/fr/securite.

VOUS NE POUVEZ PAS ASSISTER À L'UN DES SÉMINAIRES? LES ENREGISTREMENTS ET FAQ SERONT DISPONIBLES POUR LES MEMBRES

Les enregistrements et un document de questions fréquemment posées pour chaque séminaire sont disponibles sur le site de la COPA. Pour y accéder, connectez-vous à votre compte et visitez la page web du programme de sécurité de la COPA: www.copanational.org/fr/securite. Le Programme de Sécurité de la COPA se trouve également dans le menu de navigation sous la rubrique Voler au Canada. De plus, chaque séminaire complété par un member donne le droit à avoir un billet (ticket) au tirage annuel.

Le programme de sécurité de la COPA est soutenu par la Fondation pour la sécurité aérienne de la COPA et fournit une variété de matériel éducatif et des services de formation liés à la sécurité aérienne à la communauté de l'aviation générale canadienne. 



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INCIDENTS + ACCIDENTS

The following occurrence reports are taken in part from Transport Canada's CADORS website.

ONTARIO REGION

TSB Report #A20C0106: C-FWAL, a Pilatus PC-12/47 operated by Air Bravo as flight AB1776, was on descent for Runway 25 at Thunder Bay, ON (CYQT) with 2 crew and 3 passengers on board. During the initial descent, the crew heard a loud bang coming from the nose of the aircraft, followed by an immediate "nose gear unsafe" indication in the cockpit. During final approach, the crew selected "landing gear down" and received a "down and locked" indication for the left and right main gear, but the "nose gear unsafe" indication remained. Cycling of the landing gear and use of the emergency gear extension failed to get a "nose gear down and locked" indication. A fly-by the tower revealed that the nose gear was only partially extended. The crew conducted several firm touch-downs on the runway to try and force the nose gear down, but was unsuccessful. The crew then requested to land on Runway 12 and declared an emergency. While on short final, the engine was intentionally shut down and the aircraft was force landed. During the landing, the nose gear collapsed completely and the aircraft came to a stop on the cen-

tre line of the runway. The crew and passengers then exited the aircraft without injury. The aircraft sustained substantial damage and was subsequently removed from the runway. An inspection of the aircraft by the operator's maintenance personnel revealed that the right hand nose gear drag brace had failed.

PRAIRIES REGION

Aviation Incident Report #16829: Apron congestion occurred at St. Theresa Point, MB (CYST). The following 7 aircraft were on the apron: a Calm Air Aerospaciale ATR 42-320 (C-GKKR); an MHA Enterprises Ltd. Piper PA-32-300 (C-GWCP); an MHA Enterprises Ltd. Piper PA-32-300 (C-FWLE); a Custom helicopters Ltd. Bell 206L-1 (C-GIPG); a Keewatin Air Beech 200 (C-FSPN); a Keewatin Air Beech B200 (C-FSAO); and a Northway Aviation Ltd. Pilatus PC-12/47E (C-GNWX). The CYST apron dimension is 300ft by 150ft (91m x 46m), for an area of 45,000 square ft. (4,186 square metres).

PACIFIC REGION

TSB Report #A20P0101: C-FNJB, a Cessna 172P operated by Canadian Flight Centre, was conducting circuit training at Pitt Meadows, BC (CYPK), with 1 instructor and 1 student on board. The exercise being conducted prior to the occurrence was practice forced land-

ings. The aircraft's profile on final was higher than the anticipated flight path and the aircraft touched farther down the runway than was desired. On touch-down, the instructor took control of the aircraft and applied the brakes, but unlike the previous landing on the wet runway, the braking action was poor. The pilot-in-command (PIC) determined that conditions did not permit a go-around. The aircraft overran the end of the runway, traversed a 250 foot grass field, crossed a ditch, and came to rest in a field approximately 300 feet beyond the runway threshold. The pilot shut down the aircraft and evacuated with the student. There were no injuries, but the aircraft sustained substantial damage to its propeller, engine cowling, windshield, lower fuselage, and landing gear. Maintenance crews recovered the aircraft and an aircraft maintenance organization will assess the extent of the damage.

TSB Report #A20P0103: A privately registered Piper PA-28-200 Arrow II was conducting a recreational flight from, and returning to, Langley, BC (CYNJ), with the pilot and 1 passenger on board. During the landing roll, directional control was lost, and the aircraft went off the left side of Runway 01 and came to rest on the intersecting runway. During the excursion, the aircraft collided



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with two aerodrome signs, one per wing, and the aircraft sustained damage to the wing leading edges and the right flap. The aircraft was able to taxi to the apron under its own power; there were no injuries. The aircraft is being inspected by maintenance to confirm the extent of the damage.

QUEBEC REGION

On approach to Runway 28 at Gaspé/Michel Pouliot, QC (CYGP), a Government of Quebec de Havilland DHC-8-315 (C-GURM/QUE40-M) from Sept-Îles, QC (CYZV) to Gaspé/Michel-Pouliot, QC (CYGP) experienced problems with the area navigation (RNAV) and had to perform a go-around to redo a very high frequency omnidirectional range (VOR) approach for Runway 28. QUE40-M landed without further problems at 1508Z.

ATLANTIC REGION

An aircraft was heard keying the microphone repeatedly. After determining that the aircraft was a Moncton Flight College Diamond DA 20-C1 (C-GPUX) from Moncton/Romeo LeBlanc, NB (CYQM) to Moncton/Romeo LeBlanc, NB (CYQM), the aircraft was asked to squawk its identification and was determined to be receiver only (RONLY). The aircraft then squawked 7600. Once inbound, the aircraft was then heard calling and was asked to change back to the previous code. After landing, the aircraft failed to vacate the runway by stopping

on the wrong side of the hold short line.

RÉGION DE L'ONTARIO

Rapport du BST no A20C0106: C-FWAL, un Pilatus PC-12/47 exploité par Air Bravo assurant le vol AB1776, effectuait une descente vers la piste 25 à Thunder Bay (CYQT), ON avec deux membres d'équipage et trois passagers à bord. Durant la descente initiale, l'équipage a entendu un fort bruit provenant du nez de l'aéronef, puis il y a immédiatement eu une indication de train avant non verrouillé dans le poste de pilotage. Durant l'approche finale, l'équipage a sélectionné la sortie du train d'atterrissage, et il a reçu une indication de train sorti et verrouillé pour les trains principaux gauche et droit, mais l'indication de train avant non verrouillé est restée. La rentrée et la sortie du train d'atterrissage et l'utilisation de la sortie d'urgence du train n'ont pas permis d'obtenir une indication de train avant et sorti et verrouillé. Un survol de la tour a permis de constater que le train avant était seulement partiellement sorti. L'équipage a effectué quelques touchers des roues fermes sur la piste pour forcer la sortie du train, mais cela n'a pas fonctionné. L'équipage a ensuite demandé d'atterrir sur la piste 12 et a déclaré une urgence. En courte finale, le moteur a été arrêté intentionnellement et l'équipage a effectué un atterrissage forcé. Durant l'atterrissage, le train avant s'est affaissé complètement et l'aéronef s'est immobilisé sur l'axe de la piste. L'équipage et

les passagers ont évacué l'aéronef sans blessure. L'aéronef a subi des dommages importants et a été enlevé de la piste. Une inspection de l'aéronef par le personnel de maintenance de l'exploitant a révélé que la contrefiche de train avant droite avait subi une défaillance.

RÉGION DU PRAIRIES

Rapport d'incident aéronautique no 16829 : Embouteillage sur l'aire de trafic survenu à St. Theresa Point (CYST), MB. Les 7 aéronefs suivants se trouvaient sur l'aire de trafic : un Aérospatiale ATR 42-320 (C-GKKR), exploité par Calm Air; un Piper PA-32-300 (C-GWCP), exploité par MHA Enterprises Ltd.; un Piper PA-32-300 (C-FWLE), exploité par MHA Enterprises Ltd.; un Bell 206L-1 (C-GIPG), exploité par Custom helicopters Ltd.; un Beech 200 (C-FSPN), exploité par Keewatin Air; un Beech B200 (C-FSAO), exploité par Keewatin Air; et un Pilatus PC-12/47E (C-GNWX), exploité par Northway Aviation Ltd. Les dimensions de l'aire de trafic à CYST sont de 300 pi sur 150 pi (91 m x 46 m), pour une superficie de 45 000 mètres carrés (4 186 mètres carrés).

RÉGION DU PACIFIQUE


Rapport du BST no A20P0101 : C-FNJB, un Cessna 172P exploité par le Canadian Flight Centre, effectuait un entraînement en circuit à Pitt Meadows (CYPK), BC, avec un instructeur et un élève à bord. Avant l'événement, ceux-ci réalisaient

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une pratique d'atterrissages forcés. Le profil de vol de l'aéronef en finale était à une altitude supérieure à celle de la trajectoire de vol prévue, et l'aéronef a atterri plus loin que désiré sur la piste. Au point de poser, l'instructeur a pris les commandes et a serré les freins, mais contrairement à l'atterrissage précédent sur la piste mouillée, le freinage était mauvais. Le commandant de bord a déterminé que les conditions ne permettaient pas une remise des gaz. L'aéronef a dépassé l'extrémité de la piste, traversé un champ gazonné de 250 pieds et franchi un fossé avant de s'immobiliser dans un champ à environ 300 pieds du seuil de la piste.

RÉGION DU QUÉBEC

En approche piste 28 à Gaspé/Michel-Pouliot (CYGP), QC, un de Havilland DHC-8-315, exploité par le gouvernement du Québec (C-GURM/QUE40-M), de Sept-Îles (CYZV), QC, à Gaspé/Michel-Pouliot (CYGP), QC, a eu des problèmes avec la navigation de surface (RNAV) et a dû remettre les gaz pour faire une approche avec le radiophare omnidirectionnel à très haute fréquence (VOR) piste 28. QUE40-M a atterri sans aucun autre problème à 1508Z.

REGION DE L'ATLANTIQUE

Un aéronef a été entendu qui manipulait le microphone à plusieurs reprises. Après avoir conclu que l'aéronef était un Diamond DA 20-C1 (C-GPUX), exploité par Moncton Flight College, de Moncton/Roméo LeBlanc (CYQM), NB, à Moncton/Roméo LeBlanc (CYQM), NB, il a été demandé à l'aéronef d'afficher son identification et on a conclu qu'il était en mode récepteur seulement (RONLY). L'aéronef a ensuite affiché le code 7600. Une fois en rapprochement, l'aéronef a alors été entendu qui appelait et on lui a demandé de revenir au code précédent. Après avoir atterri, l'aéronef n'a pas dégagé la piste en s'arrêtant du mauvais côté de la ligne d'attente à l'écart.



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From flying a paper plane to flying an airplane, the pilot in her remained constant. Entre le moment où elle a commencé à piloter des avions en papier et celui où elle a piloté un vrai avion, la pilote en elle est demeurée fidèle.

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GOOD PILOT, BAD PILOT

ESTABLISHING YOUR PLACE AND BUILDING A STRONG REPUTATION IN CANADA'S AVIATION COMMUNITY

I can't remember the last time I felt so embarrassed, I was pilot in command and nothing went to plan. On the most beautiful blue bird day of this winter season, I went on a short flight with a friend who happens to be an Air Canada Pilot. The day started with radio trouble and once that issue was resolved it progressed to a flight filled with silly mistakes. Between forgetting to bring up the flaps, not holding altitude, to announcing my approach on an incorrect runway with no winter maintenance, the hits kept coming. When we were finally on our way home, I couldn't help but feel deflated. I hadn't made a flight like that in a long time, I thought I had grown past making mistakes like these as a pilot. I was disappointed with myself; and was also hugely concerned with what my friend might think of my piloting abilities after our first flight together. She was very kind and reassured me that we all make mistakes and that the important part is that we learn from them and try not to repeat them.

This incident had me thinking about my reputation as a pilot and the importance we place in establishing ourselves in the community as good pilots. In the aviation community, we have these stoic figures who have built careers upon their reputations as phenomenal aviators and we aspire to be like them. We also have figures which produce the opposite response and are used as an example to others of what not to do. In the last year, I have stood amongst many of my peers and listened to stories told about pilots who made a bad call, pushed their limits, didn't chose the correct runway, didn't apply enough right rudder, and so on. Listening to these stories and being a part of this conversation made me think, "What type of pilot am I and what will be my legacy?" Do others in the community



▲ Annie Rusinowski celebrates reaching 400 hours total flight time.

view me as a good pilot or a bad pilot, and are these opinions based on facts?

I've heard a few stories in recent years, from new pilots in particular, where they were discouraged from continuing on their aviation journey because of an encounter they had with an instructor or a person they held in high regard, who, either directly or indirectly, made it known that they felt they were bad pilots. In speaking with these students, the first thing I came to realize is that they only began to doubt themselves when confronted with opinions or rumours that had circled back to them. In most circumstances, these opinions were based on one situation that didn't truly represent that person and their skill as a pilot as a whole. It's important to remember that words hold more strength than people realize and have the power to impact lives in both great ways and in ways that are detrimental.

I've made a promise to myself to never speak poorly of someone's piloting abilities, but rather have a constructive conversation about the flight after we've landed. People's reputations are important and I don't want to play a part in changing others perception about a person and their skills as a pilot. On your journey in aviation, you will have flights where things don't go as planned, where you mess up the frequency, have a hard landing, make a decision you regret. The thing to remember is that you landed safely and despite the severity of the situation you now have an opportunity to change. You now have an opportunity to grow. It's a part of the learning process and, when you become a pilot, you understand that you are always a student.

I had a terrible flight that day and I beat myself down for it, but looking back I see it as a learning experience and not a depiction of my skill as a pilot. The debate of what makes a good or bad pilot will likely last for an eternity but I challenge you, the readers, to look past these titles and petty discussions to recognize that we are all imperfect and that opinions are often based on a point in time. The aviation community is incredible but it is also a small community, where word travels fast and social circles are tight. In a world where first impressions and our minds are made up quickly, it might be a better idea to keep opinions of others to ourselves. Alternatively, have a discussion about what made you feel uncomfortable and remember there is someone out there who thinks that person is an exceptional pilot and you should strive to see the same.

How do you feel about this month's article? Do you agree or Disagree? Do you have a related story you'd like to share? Feel free to contact me at aviatrixannie@gmail.com. 📧

DISTRACTED TO EMBARRASSMENT

HOW TO ADOPT NEW TECHNOLOGIES AND PROCEDURES TO ENSURE YOU ARE NOT DIGITALLY DISTRACTED IN THE COCKPIT

Hello to all readers of this magazine and especially to those who are reading my safety conscious articles in our *COPA Flight* magazine. As a bonus this month, we are providing you with two articles in the Safety Series. Please see page 18 for a look at how seasonal shift affects our approach to risk management.

In this article, we are going to look at how the forced migration from paper maps to digital maps will introduce another challenge to the sanctified space – our office in the sky – the cockpit. One could give praise to those who killed those cumbersome charts; less clutter in the cockpit. But wait, what replaces that paper rendition of the world – nothing? Of course not, to be compliant with regs we must be able to accurately describe our location to other operators and to ATC/ATS and unless you have superhuman powers, that quality of navigation would normally requires some type of aeronautical chart, maybe a digital one instead of a paper map? Yes indeed. Do you currently have a digital tablet such as an Apple iOS platform such as an iPad or iPad mini that supports a flight planning and aeronautical mapping application such as Garmin Pilot or Fore Flight or Flight Plan Go? Yes? No? Have a birthday coming up? Maybe a tax refund?

Hopefully you have already joined the age of the digitally enlightened and are comfortable with Android-powered or Apple iOS tablets. If not, then to stay compliant and effective at pre-flight planning and inflight navigation and cockpit management, you need to acquire a current model with sufficient storage to support your chosen application. And you will need to make some modifications to your plane to ensure that your digital mapping solution will not run out of power during your longer flights. These applications are battery-intensive as they are active inflight using their own GPS receivers or triangulating the device's position using available cell-towers. To become proficient, taking some training is a must. Yes – a short ground school will be an excellent solution. On the ground it's easy, but a different situation altogether in your aerial office. We need to incorporate the software and the digital device into our personal standard operating procedures so that you can AVOID being DIGITALLY DISTRACTED!

But why am I worried about you becoming digitally distracted? If you are a typical COPA member, you are well beyond your fiftieth birthday and you have lots of experience in your own airplane. Prior to COVID, you were very use to doing sev-

eral piloting tasks in a linear fashion, but in a very well-established manner. Good for you! But sorry to say, you are also a prime candidate for digital distraction and becoming distracted to embarrassment.

Allow me a moment of confession: Recently, I was assisting my commercial student fly her very nice GA1000-equipped aircraft into an uncontrolled Class "G" Airspace circuit at a "UNICOM" airport in Ontario on a crystal-clear VFR day. We had discussed and agreed upon the frequency to use. She was dialing it in as she had before, but was interrupted by a caution on the panel, which we reset and we then continued. She made our initial calls. Because of COVID-19 we weren't expecting much of a response and arriving overhead 500 feet above the circuit we saw no traffic and heard no calls – made sense. We did everything by the book and after three circuits did a stop and backtrack and went into a holding area to discuss our exit plan and then back to our starting airport. As we were talking, I noticed that the airport vehicle had pulled up along side us and the driver was making motions that he wanted to talk to us. It was at this point when we noticed that our highly professional process had been tampered with in our distracted moment.

My very capable student pilot has mis-dialed the frequency. Victims of the digital age, and realizing our error, finally, she correctly dialed in the frequency. In our quick chat with the airport person, we discovered that there was no other traffic but there now was an inbound flight. We offered our humble apology. Making our way back home, chastened, we reflected on our momentary distraction. We resolved to double-check these actions to prevent a recurrence. Yes – our momentary distraction coupled with expectation had us DISTRACTED to the point of EMBARRASSMENT. My student was very embarrassed and it was a valuable moment for us both. She grew up with a smart phone in her hands. She realized in a flash how easy it is to get caught, in this case, unintentionally "NORDO" in a modern connected world.

The same can happen whenever we use new technologies or change well-established procedures in our cockpits. We need to make a plan. Practice the revised process on the ground and, when we're confident that we can handle the changes, then carry it out in the air, building complexity as we gain experience and proficiency. Digital maps are coming soon, so let's get ready now and embrace the required technology to excel as members of the digitally powered aviation community! 🛩️

DISTRAIT AU POINT D'ÊTRE EMBARRASSÉ

COMMENT ADOPTER DE NOUVELLES TECHNOLOGIES ET PROCÉDURES POUR NOUS ASSURER DE NE PAS ÊTRE DISTRAIT NUMÉRIQUEMENT DANS LE POSTE DE PILOTAGE

Bonjour à tous les lecteurs de ce magazine, en particulier ceux qui lisent mes articles axés sur la sécurité dans COPA Flight. En prime ce mois-ci, nous vous proposons deux articles de la série Sécurité. Veuillez consulter la page 18 de ce numéro pour en savoir plus sur les façons dont les changements saisonniers affectent notre approche de la gestion des risques.

Dans cet article, nous nous penchons sur les défis de la migration obligée des cartes papier vers les cartes numériques dans notre bureau volant, à savoir le poste de pilotage. Nous pourrions rapidement féliciter ceux qui ont abandonné les graphiques encombrants embourbant l'habitacle d'un aéronef. Mais attendez, par quoi cette interprétation papier du monde a-t-elle été remplacée? Rien? Bien sûr que non! Pour être conformes aux règlements, nous devons être en mesure de déterminer avec précision notre emplacement aux autres exploitants et à l'ATC/ATS. De ce fait, à moins que vous possédiez des superpouvoirs, cette compétence de navigation nécessite un type de cartes aéronautiques (numérique à défaut de physique). Disposez-vous d'une tablette numérique - tels un iPad ou un iPad mini - qui prend en charge, à travers la plateforme Apple iOS, une application de planification de vol et de cartographie aéronautique telle que Garmin Pilot, Fore Flight ou Flight Plan Go? Oui? Bravo! Non? Voilà une excellente suggestion de cadeau d'an-

niversaire ou une occasion d'obtenir un remboursement d'impôt!

J'espère que vous avez déjà amorcé le virage numérique et que vous faites partie des utilisateurs à l'ère des tablettes Android ou Apple iOS. Dans la négative, et pour vous conformer de façon efficace à la planification du vol, la navigation en vol et la gestion dans l'habitacle, vous devez faire l'acquisition d'un modèle récent comportant suffisamment d'espace de stockage pour prendre en charge l'application que vous avez choisie. Vous devrez aussi apporter quelques modifications à votre avion pour vous assurer que votre solution de cartographie numérique ne se retrouvera pas à court d'énergie pendant les longs vols. En effet, ces applications s'avèrent énergivores de par leur nature active. Elles utilisent leurs propres récepteurs GPS ou procèdent à des triangulations pour déterminer la position de l'appareil à l'aide des tours de téléphonie cellulaire environnantes. En outre, pour devenir un utilisateur compétent, il est indispensable de suivre une formation. Oui! Une courte formation au sol fera l'affaire. Il est toutefois à noter que l'utilisation dans votre bureau volant se révélera plus difficile qu'en salle de classe. Nous devons intégrer le logiciel et l'appareil numérique à nos procédures d'exploitation standard afin d'ÉVITER d'être DISTRAITS NUMÉRIQUEMENT par son utilisation.

Pourquoi suis-je préoccupé par cette distraction numérique? Si vous êtes un membre typique de la COPA, vous êtes bien au-delà de votre

cinquantième anniversaire et vous avez accumulé beaucoup d'heures de vol dans votre avion. Avant l'épisode de COVID, vous étiez certainement très habitué à faire plusieurs tâches de pilotage de façon linéaire, mais de manière très bien établie. Bien heureux pour vous! Mais, désolé de vous le dire, vous êtes un candidat idéal à la distraction numérique et la distraction au point d'être embarrassé.

Laissez-moi vous faire une confession. Récemment, j'étais en compagnie d'une étudiante inscrite au cours professionnel dans son très bel avion équipé d'un GA1000, et nous volions dans un espace aérien de classe « G » non contrôlé près de la zone de circuits d'un aéroport à communications universelles (UNICOM) en Ontario par une journée parfaitement claire pour le vol à vue. Nous avons discuté et convenu de la fréquence à utiliser. Elle syntonisait cette fréquence comme elle avait l'habitude de le faire, alors qu'elle a été interrompue par un avertissement sur le panneau. Elle a donc réinitialisé le signal et a poursuivi son opération. Nous avons ensuite fait nos premiers appels. En raison de la COVID-19, nous ne nous attendions pas à beaucoup de réponses. En arrivant à 500 pieds au-dessus de la zone de circuits, nous n'avons vu aucun trafic et n'avons entendu aucun appel. La situation nous apparaissait normale. Nous avons tout fait selon les règles de l'art et, après trois circuits, nous avons fait un arrêt, remonté la piste et fait une pause dans une zone d'attente pour discuter de notre plan de retour

à notre aéroport de départ. Pendant que nous parlions, j'ai remarqué que le véhicule de l'aéroport s'était garé à côté de nous et que le chauffeur faisait signe qu'il voulait nous parler. C'est à ce moment que nous avons pris conscience que notre processus hautement professionnel avait été altéré dans un moment de distraction.

Mon élève-pilote très compétente a mal composé la fréquence. Tous deux victimes de l'ère numérique et réalisant notre erreur, enfin, elle a correctement composé la fréquence. Lors de notre discussion rapide avec la personne de l'aéroport, nous avons découvert qu'il n'y avait pas d'autre trafic, mais qu'il y avait maintenant un vol en approche. Nous lui avons présenté nos humbles excuses. En rentrant chez nous, affligés, nous avons réfléchi à notre moment de distraction. Nous avons décidé de révérier ce type d'actions pour éviter une récurrence. Oui, notre distraction momentanée jumelée à l'attente de non-communication que nous avions nous a DISTRAITS au point d'ÊTRE EMBARRASSÉS. Mon élève était très embarrassée, et ce fut un moment d'apprentissage pour nous deux. Elle a grandi avec un téléphone intelligent entre les mains. En un éclair, elle a réalisé combien il est facile de se faire prendre – en l'occurrence involontairement sans radio (NORDO) – dans un monde connecté moderne.

La même chose peut se produire chaque fois que nous utilisons de nouvelles technologies ou que nous modifions des procédures bien établies dans nos postes de pilotage. Nous devons faire un plan, pratiquer le processus révisé au sol et, lorsque nous sommes convaincus que nous pouvons gérer les changements efficacement, les essayez-le dans les airs. Nous pouvons ensuite augmenter la complexité à mesure que nous acquérons de l'expérience et des compétences. Les cartes numériques arrivent à grands pas, alors préparons-nous maintenant et adoptons la technologie requise pour exceller en tant que membres de la communauté aéronautique à l'ère numérique! 📱



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AVIATION SMARTWATCHES

INCREDIBLE SENSOR AND APPLICATION DEVELOPMENTS TO IMPROVE YOUR TIME IN THE AIR

Apple, Garmin and Samsung have turned time into an application. From an aviation perspective, smartwatches support a variety of aviation applications. Aeronautical information is available to pilots, crew, mechanics and passengers in many forms and factors. My Citizen Wingman has a mechanical E6B capable of doing complex calculations by simply turning a dial. It takes a bit of learning to master the idiosyncrasies of the watch.

Most smartwatches have similar hardware features from battery duration to sensors. Over the past few years, incredible sensors have been added, including pulse oximeter (SpO₂ or blood oxygen), GPS (Glonass and Galileo), heart rate, ECG, barometric altimeter, compass, gyroscope, ambient light and accelerometer, all of which energize smartwatch capabilities and apps.

Smartwatches can now utilize your smartphone as a hub to display content to/from the smartwatch, controlled by apps. Smartwatches become an extension of the apps on your smartphone, allowing content (photos, videos, phone calls, etc.) to be displayed and controlled, including text messages and mail. With wireless ear buds, music, videos and voice calls can be streamed to your wrist. The smartwatch can almost always be connected to the Internet ensuring access to content with Bluetooth, Wi-Fi and Cellular connectivity. Smartwatches have pulse oximeter sensors, which will measure your oxygen saturation levels. When activated, the technology can alert you when your oxygen drops below predefined limits. This is a clear lifesaving feature when flying at altitude (e.g. hypoxia) or when exposed to carbon monoxide.



▲ The Apple Watch Series 6 (left) is becoming geared to aviators with functions like direction and distance to nearby airports; and descent planning data based on your current groundspeed. The default watch face of the Garmin D2 Air (right) includes (clockwise from top): Weather conditions at selected airport; cloud coverage and visibility at selected airport; wind conditions at selected airport; and coordinated Universal Time pointer.

Garmin's aviation watches were first released in October 2013 and are now available in three model categories: D2 Air, D2 Delta and MARQ, and in a variety of sizes and styles. Unique to Garmin is its aviation-focused applications native to the smartwatch. These include: worldwide airport, navigation aid, intersection databases; altimeter; three axis compass with HIS; flight logging; and multi time zone with UTC. Garmin's aviation smartwatches are designed to communicate with a variety of Garmin Web services and apps like Garmin Connect and Garmin Pilot. Flight plans can be easily downloaded from Garmin Pilot directly onto the smartwatch using your tablet or smartphone and Garmin Connex (in Garmin Pilot). Garmin Connex becomes the application glue controlling both data and functionality across a variety

of Garmin hardware products, creating a Connected Cockpit, within the Garmin avionics stack. In essence, Garmin's smartwatch becomes an extension of your Garmin avionics stack. Garmin's smartwatch comes packed with other lifestyle apps, including golf, swimming, fitness, walking, to name just a few. Notifications from your smartphone land on Garmin's smartwatch, reminding you of calendar appointments, displaying text messages, emails, WhatsApp messages and others. Sizing ranges from 42 mm to 51 mm based upon model.

The D2 Air, Garmin's latest aviation smartwatch, has a crystal clear AMOLED display delivering 390 x 390 pixels. Battery life ranges from six hours to five days, depending upon the number of sensors activated. From an aviation perspective, you can expect roughly 20

hours of use with the GPS enabled (other models will deliver more battery longevity). Garmin's D2 Air is \$699.99 and has a one year warranty.

Garmin's smartwatch is setup and controlled from your smartphone or a Web browser using the Garmin Connect app or the Connect website at Connect.garmin.com. Smartwatch apps can be downloaded from its ConnectIQ app (some require payment). Data, including flights, can be synchronized to Garmin Connect either wirelessly through your smartphone or through a USB connection on your computer (if you do not subscribe to Garmin Pilot). After logging into your account, select Dashboards, Activity Tracking, Connections. This will provide a list of your flight activities, including a Google Map outlining your route of flight, time, average airspeed, altitude and distance. The map allows the flight to be replayed, illustrating the precision of your flight and turns. A free three-month Garmin Pilot trial is included with the smartwatch.

Apple released its watch in 2015. With sensors, cellular, GPS, Wi-Fi and Bluetooth, Apple Watch will receive data to power a variety of tools including aviation apps. Supporting many aviation apps, the Apple Watch becomes an extension of your iPhone delivering content to your wrist. Displaying the current METARs and TAFs on your wrist becomes a convenient way to be alerted to weather changes. Flight Instructor Mark Brooks explains, "My Apple Watch allows me to check weather or send quick texts while minimizing distractions to student pilots."

There are a growing number of aviation apps which support Apple Watch, including, but not limited to: Altimeter+, Air Navigation Pro, Bad Elf GPS Utility, FlightRadar24, FuelBurn, MyRadar, NRST, Sporty's E6B, and AeroWeather. Some app manufacturers, such as MyRadar, require an in-app purchase to use its Watch app. This is not the case with AeroWeather. In the AeroWeather iPhone app, add airports into the Apple Watch Group. Both decoded and raw METARs, TAFs and web cameras will be displayed on the Watch. Aithre Aviation use Apple's iPhone and Watch as the heart of its hardware components, providing early warning alerts for pilot physiological issues through the Aithre Connect iOS and WatchOS apps.

Watch Series 6 and SE have an always-on altimeter. Apple uses sensors and algorithms, combining data from the barometric pressure sensor, GPS and Wi-Fi networks, to update location and elevation. Watch Series 6 is water resistant to 50 metres, allowing the owner

to swim and shower with the watch. High velocity water activities such as water skiing should be avoided. Apple Watch is

packed with applications designed to track, monitor and motivate fitness levels. With built-in ECG and heart rate sensors, Watch Series 6 tracks and records valuable personal data. New to Watch Series 6 is a blood oxygen sensor and app. On-demand measurements can be taken in 15 seconds and displayed on the smartwatch. The app can periodically take SpO2 measurements in the background with the data synced to Apple's Health app. With health and safety in mind, Apple Watch uses algorithms and data from the accelerometer and gyroscope to detect if a fall has happened. If a fall occurs, you can initiate a call to emergency services, and if you remain motionless for one minute, the call will be made automatically.

Apple's current models are Watch Series 6, SE and Series 3. Apple's latest version, Watch Series 6, distills down to four models, 40 and 44 mm in size, with or without cellular connectivity. Models are varied based upon the band and type of case. Apple offers a variety of wrist bands to accommodate the most fashion-conscious pilot. Watch Series 6 comes in a 40 mm (324 x 394 pixels) and 44 mm (368 x 448 pixels) and utilizes its Retina LTPO OLED display for a crystal clear display which is much brighter than their legacy watches. Pricing for Apple Watch starts at: Series 6 \$529; Watch SE \$369; and Watch Series 3 \$259. Apple Watch has a one year hardware repair warranty, which can be extended through purchasing AppleCare+. Check out Apple's Website for all the features and capabilities of each model.

As with a smartphone, smartwatches can be used every day. With a variety of non-aviation applications, the usability of a smartwatch is greatly expanded, including personal health and fitness. Smartwatches provides a variety of health apps which monitor, record and motivate the wearer, delivering instant access to applications and content with a flick of the wrist. Checkout my podcast *PlaneTalk* on Apple, Google, Spotify and at www.PlaneTalk.ca.

◀ Released in late 2020, Apple Watch Series 6 has a sensor (with available app) to measure the oxygen saturation in your blood.

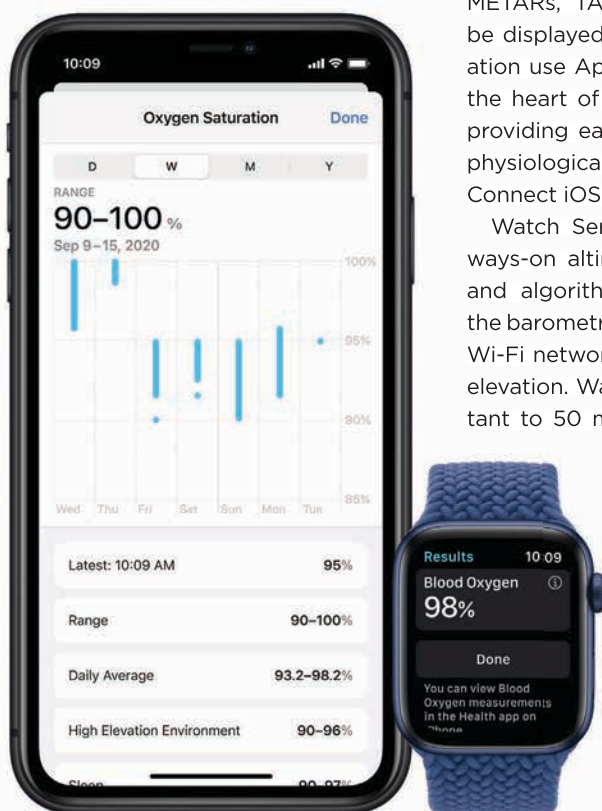


PHOTO: APPLE

GETTING READY FOR SPRING

STAYING SAFE DURING THE TRANSITION
FROM WINTER TO SUMMER FLYING

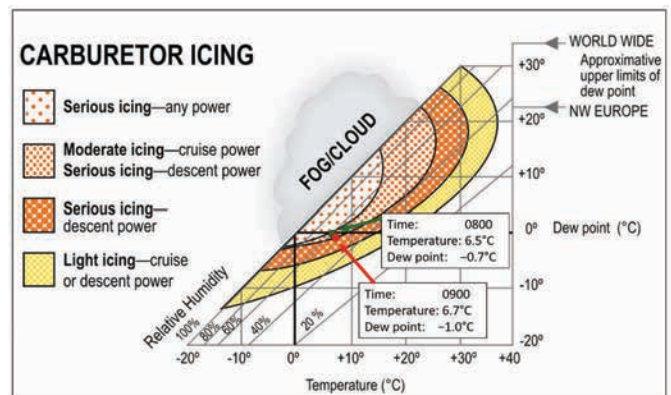
BY PETER CAMPBELL

Even though we have had a relatively mild winter, so far, in southern and eastern Ontario, at least, it's time to start planning for the season change from winter to summer. Spring is just around the corner. How does the seasonal shift affect our thinking about risk management, safe operations and preparedness? We hope that you enjoyed our first online COPA Safety Program Seminar in January and there will be one every month throughout 2021, including one on April 17 to focus on the topic of this article (see page 8 for our seminar schedule).

During this transition from winter to summer flying, we must endure the capriciousness of Mother Nature. As we learned in ground school, the weather comes to us with changing air masses and frontal boundaries along the Jet Stream. In the classic Canadian Winter, like those I spent in places such as Portage, Moose Jaw and Cold Lake, the Jet Stream sat well south of our country and we tried to keep warm under a high-pressure dome of Continental Arctic air – cold and dry. The days were cold and clear, perfect flying weather. As this chilly season weakens, the arctic air is replaced by surges of warmer and moister Maritime Polar or even, briefly, Maritime Tropical air masses pushing in from the south or west, with wet warm fronts and plenty of visible moisture – snow, rain, and everything in between.

In a few months, we will be preparing for summer flying, replete with images of towering cumulus clouds; significant dangers in and nearby these majestic cloud formations. In the transition season, spring, we must be prepared to deal with almost everything! And these swings from cold to warm and back are affected by our human inputs and local conditions. Heck – winter-time flight planning was relatively easy. How do we make ready for rapidly changing conditions? This is especially true for hazardous conditions in flight like carb and aircraft icing.

We know that there are many of us who stopped flying about four to six months ago; about the same time that we put the summer toys away and our offspring returned to academic pursuits. COVID-19 has also played havoc with our currency and proficiency. RUST is everywhere! When was the last time we looked at the weather from an aviation perspective? How about checking NOTAMs; or have you given up on these since the format changed? Did you know that GA pilots flying into one air-



▲ As part of its investigation report A19P0059, TSB released the following graphic to illustrate carburetor icing potential based on ground-level weather conditions at Nilkitkwa, BC.

port in Quebec have generated over 100 CADORs in the past 18 months because the Mandatory Frequency changed and those pilots never updated their maps or their knowledge?

Checking the weather and NOTAMs means that we are either talking to a FSS specialist, using a smart phone or tablet app such as Garmin Pilot or Foreflight, or other software. With the consolidation of FICs, you may find that wait times for a weather briefer are not getting shorter. And the flight planning applications can be used to not only plan but also file your flight plan. The NAV Can AWWS site is good but it only provides weather information. The main difference between winter and spring is that we will see is that the freezing level is NOT SFC. Let's remember that with warmer air come more moisture and above freezing air means that we should expect to encounter some icing conditions in our fuel-air system or on our aircraft.

Avoiding aircraft icing on our wings and windows is pretty much assured if we avoid flight into or near clouds or visible moisture at this time of the year. Avoiding airframe icing sounds easy enough, but what about during night flying or during twilight time? And what about when visibility is reduced in haze or mist? Is that moisture sticking to your airplane? It's trickier when it come to our fuel-air system. Fuel injected motors are not as risk-free as some people might suggest. These engines can be silenced or hobbled by induction icing if conditions are severe;

IMAGE SOURCE: TRANSPORT CANADA, TP 14371, WITH TSB ANNOTATIONS

high relative humidity's and temperatures between -5 and +5 C. For those of us with good old carbureted engines the carb-ice risk chart in our beloved AIM, in the AIR section, needs to be revisited and paid attention to.

In the U.S., between 1990 and 2000, there were 388 weather-related accidents and 52 per cent (203) of these were the result of induction icing. Did the carb-heat systems fail? No, in almost every case the pilot did not use the system properly. The Transportation Safety Board of Canada (TSB) recently released its safety investigation report A19P0059 that attributes the 2019 fatal crash of a Cessna 182J in British Columbia, near Smithers, to engine failure because of carb icing. The report is available at TSB's website by search for A19P0059.

As part of its report, TSB explains carburetor icing is a phenomenon where water vapour in the air freezes and adheres


to internal surfaces of the carburetor. "This occurs because the temperature of air entering the carburetor is reduced by the effect of fuel vaporization and by the decrease in air pressure caused by the Venturi effect. If the air temperature in the carburetor drops below freezing, ice may form on internal surfaces of the carburetor, including the throttle valve.

"Use of partial power increases the likelihood of ice buildup on the throttle valve and decreases the exhaust system heat available for the anti-ice system. Use of richer mixtures increases the cooling effect of fuel vaporization. As ice forms, this increases the Venturi cooling effect due to narrowing of the carburetor throat and this narrowing reduces power output. If significant ice is allowed to develop within the carburetor and full heat is applied to melt it, the resultant water flow through the engine causes the engine to run rough and to lose further power and

may even cause the engine to quit."

Canada is a vast country with a diverse blend of geography and weather. The timing and the complexities of the seasonal shifts from winter to spring demand that we really know our conditions very well. Even on a local flight, spring flying can cause us to face rapidly changing situations. Being weather-wise is so important to being a safe and smart pilot.





As you prepare to restart your flying as winter's icy grip weakens, take the time to review reference material in the AIM, read the TSB report and put yourself in that pilot's shoes. As COPA members we should want to exercise our freedom to fly not just locally but also nationally. Being prepared for every trip takes thorough planning as we make our aeronautical adventure a reality. We need to take seriously the required risk mitigation for the improbable event that could happen enroute. 🧊



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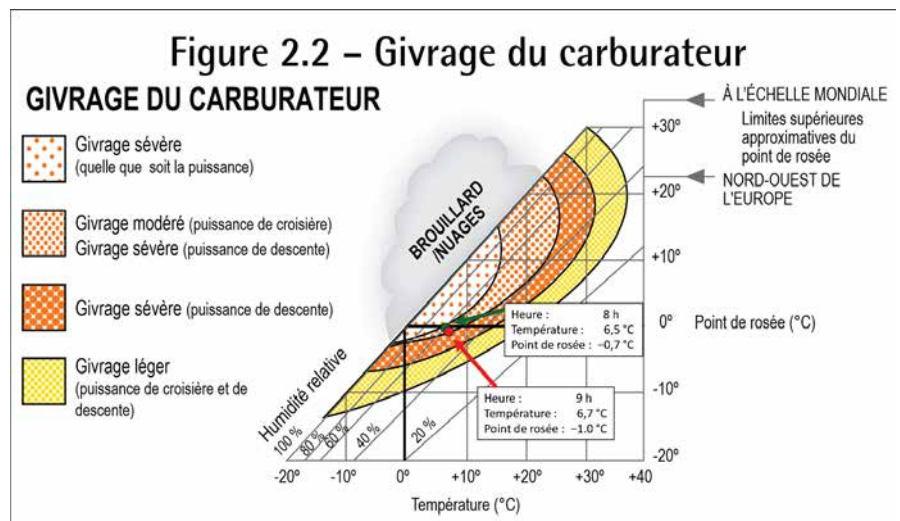
SE PRÉPARER POUR LE PRINTEMPS

DEMEURER EN SÉCURITÉ PENDANT LA TRANSITION
DU VOL D'HIVER À CELUI D'ÉTÉ

PAR PETER CAMPBELL

Même si nous avons eu un hiver relativement doux jusqu'à présent, dans le Sud et l'Ouest du Québec ainsi que dans le Sud et l'Est de l'Ontario à tout le moins, il est temps de planifier le changement de saison de l'hiver à l'été. Le printemps approche à grands pas. Comment le changement saisonnier affecte-t-il notre réflexion sur la gestion des risques, la sécurité de l'exploitation et la préparation? Nous espérons que vous avez tiré parti de notre premier séminaire en ligne qui s'est tenu en janvier dernier dans le cadre du Programme de sécurité de la COPA. Prenez note qu'il y aura un séminaire par mois tout au long de 2021. Celui du 17 avril se concentrera sur le sujet de cet article (voir la page 8 pour consulter le calendrier de nos séminaires).

Pendant cette transition du vol d'hiver au vol d'été, nous devons composer avec les caprices de dame Nature. Comme nous l'avons appris à l'école de formation au sol, la météo du printemps comporte son lot de masses d'air changeantes et ses limites frontales le long du courant-jet. Lors d'un hiver canadien typique - comme ceux que j'ai passés dans des endroits comme Portage, Moose Jaw et Cold Lake - le courant-jet passe bien au sud de notre pays, et nous tentons de rester au chaud sous un dôme à haute pression d'air arctique (froid et sec). Pendant cette période, les jours sont froids et



▲ Dans le cadre de son rapport d'enquête A19P0059, le BST a publié le graphique suivant pour illustrer le potentiel de givrage du carburateur selon les conditions météorologiques au niveau du sol à Nilkitkwa en Colombie-Britannique.

dégagés : une condition parfaite pour le vol. À mesure que la saison froide perd de son emprise, l'air arctique est remplacé par des courants polaires maritimes plus chauds et plus humides du sud ou de l'ouest, accompagnées de fronts chauds humides et beaucoup d'humidité visible : neige, pluie et tout ce qui se trouve entre les deux.

Dans quelques mois, nous nous préparons pour les vols d'été avec ses imposants cumulus : ces formations nuageuses majestueuses comportant leur lot de dangers. Dans la saison de transition - le printemps - il faut être prêt à affronter presque tout!

Ces fluctuations du froid au chaud (et vice versa) sont également affectées par nos apports humains et les conditions locales. Si la planification des vols en hiver s'est avérée relativement facile, le printemps nécessite une prudence accrue, par exemple en matière de givrage du carburateur et de l'aéronef dans son ensemble.

Nous sommes nombreux à avoir arrêté de voler il y a environ quatre à six mois; à peu près au même moment où nous avons rangé les jouets d'été et que notre progéniture est retournée aux études. La COVID-19 a également affaibli notre devise et nos aptitudes. Il y a de la ROUILLE un peu partout! À quand remonte la dernière fois

où nous avons examiné la météo du point de vue de l'aviation? Qu'en est-il de la consultation des NOTAM? Les avez-vous consultés depuis qu'ils ont changé de format? Saviez-vous que les pilotes de l'AG volant dans un aéroport québécois ont généré plus de 100 SCRQEAC (comptes rendus quotidiens d'événements de l'aviation civile) au cours des 18 derniers mois, parce que la fréquence obligatoire a changé et que ces pilotes n'ont jamais mis à jour leurs cartes ou leurs connaissances?

Vérifier la météo et les NOTAM signifie que nous parlons à un spécialiste de l'information de vol, soit par une application pour téléphone intelligent/tablette (comme Garmin Pilot ou Foreflight), soit par un autre logiciel. Avec la consolidation des centres d'information de vol, vous avez peut-être remarqué que les temps d'attente pour parler à un technicien en présentation de prévisions météorologiques ne cesse d'augmenter. En outre, les applications de planification de vol peuvent être utilisées, non seulement pour planifier, mais également pour déposer votre plan de vol. Le site Web de la météorologie à l'aviation de NAV Canada est bon, mais il ne fournit que des renseignements météorologiques. La principale différence entre l'hiver et le printemps est que nous verrons PAS les niveaux de congélation en SFC. N'oublions pas que de l'air plus chaud contient plus d'humidité. Ce qui veut dire que nous pouvons nous attendre à rencontrer des conditions de givrage dans notre carburateur ou sur notre aéronef même avec de l'air au-dessus du point de congélation.

Éviter le givrage des ailes et des fenêtres est à peu près assuré si nous ne volons pas dans les nuages ou à proximité de ceux-ci, ni dans les zones d'humidité visible à cette période de l'année. Éviter le givrage de la cellule semble assez facile, mais qu'en est-il pendant le vol de nuit ou au crépuscule? Et qu'en est-il lorsque la visibilité est réduite par le brouillard ou la brume? Cette humidité colle-t-elle à votre avion? Et la situation se complique quand il s'agit de notre système air-carburant. Les moteurs à injection ne sont pas non plus aussi à l'abri de

ce risque que semblent le croire certaines personnes. En fait, ces moteurs peuvent être réduits au silence ou leur fonctionnement entravé par le givrage de l'admission dans des conditions sévères : une humidité relative élevée et des températures entre -5 et +5 °C. Pour ceux d'entre nous dont l'aéronef est équipé d'un bon vieux moteur à carburateur, le graphique des risques de givrage du carburateur de notre cher Manuel d'information aéronautique (AIM) de Transports Canada (TC) (de la section AIR) a intérêt à être revu et pris en compte.

Le givrage du carburateur est un phénomène au cours duquel la vapeur d'eau en suspens dans l'air gèle et adhère aux surfaces intérieures.

Aux États-Unis, entre 1990 et 2000, il y a eu 388 accidents liés aux conditions météorologiques, et 52 % (203) d'entre eux étaient dus au givrage de l'admission. Les systèmes de chauffage du carburateur ont-ils connu une défaillance? Non, dans presque tous les cas, le pilote n'a simplement pas utilisé le système correctement. Le Bureau de la sécurité des transports du Canada (BST) a récemment publié son rapport d'enquête de sécurité A19P0059 qui attribue l'accident mortel à bord d'un Cessna 182J en Colombie-Britannique (près de Smithers) en 2019 à une panne de moteur occasionnée par le givrage du carburateur. Ce rapport peut être consulté ici (ou en faisant une recherche avec A19P0059 sur le site Internet du BST / www.tsb.gc.ca).

Dans ce rapport, le BST explique que le givrage du carburateur est un phénomène au cours duquel la vapeur d'eau en suspens dans l'air gèle et adhère aux surfaces intérieures du carburateur. « Ce phénomène se produit parce que la température de l'air qui entre dans le carburateur diminue à cause de l'effet de la vaporisation du carburant et de la diminution de

la pression de l'air produite par l'effet Venturi. Si la température de l'air dans le carburateur chute sous le point de congélation, du givre peut se former sur les surfaces intérieures du carburateur, y compris le papillon des gaz.

« Le pilotage avec une puissance partielle augmente les risques d'accumulation de givre sur le papillon des gaz et diminue la chaleur du circuit d'échappement disponible pour le système d'antigivrage. Le fait d'utiliser un mélange plus riche augmente l'effet de refroidissement de la vaporisation du carburant. La formation de givre augmente l'effet de refroidissement du Venturi à cause du rétrécissement de la gorge du carburateur, et ce rétrécissement diminue la puissance de sortie. Si une grande quantité de givre se forme dans le carburateur et que le réchauffeur de carburateur est réglé au maximum pour le faire fondre, l'eau qui circule alors dans le moteur le fait fonctionner de manière irrégulière, et il perd davantage de puissance, ce qui peut même causer l'arrêt du moteur. »

Le Canada est un vaste pays comportant une grande diversité géographique et climatique. La complexité des conditions occasionnées par le changement saisonnier de l'hiver au printemps exige que nous soyons très au fait des conditions météo. Même un simple vol local effectué au printemps peut nous confronter à des situations de changements subis. Il est aussi important d'être un pro des conditions météorologiques que d'être un pro des commandes de votre aéronef.

Alors que vous vous préparez à reprendre la voie des airs maintenant que l'hiver froid perd de son emprise, prenez le temps de passer en revue les documents de référence du AIM, de lire le rapport du BST et de vous mettre dans les souliers de ce pilote. En tant que membres de la COPA, nous devrions vouloir exercer notre liberté de voler, non seulement localement, mais aussi au niveau national. Être prêt pour chaque voyage nécessite une planification minutieuse, alors que nous donnons vie à notre aventure aéronautique. Nous devons prendre au sérieux les mesures visant à minimiser les risques qui, bien qu'improbables, pourraient se manifester en cours de route. 🛩️

P6 – HAVE A GET DOWN PLAN

THE ABILITY TO RETURN TO VISUAL CONDITIONS CAN SAVE YOUR LIFE

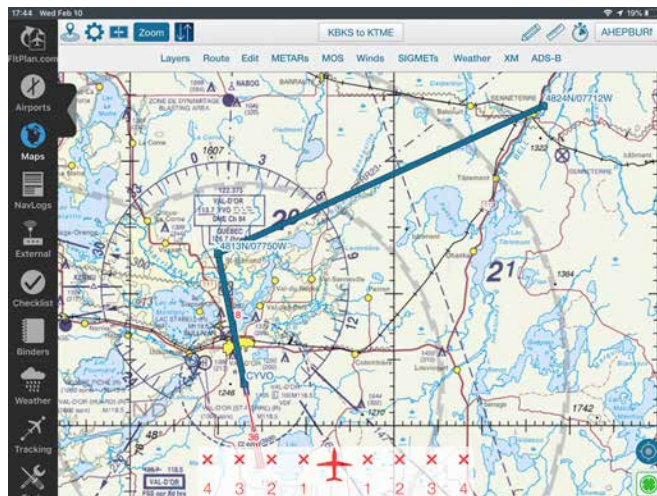
BY G. ALAN HEPBURN

“What does P6 stand for?” you ask. In short: “Prior Planning Prevents Piss-Poor Performance”. Unplanned loss of visual conditions is an event that all too often leads to tragedy. This article will describe how having a plan to get back into visual conditions may save your bacon if it ever happens to you.

The January 2021 edition of *COPA Flight* contained a sad tale of a Bonanza pilot who took off from Oshkosh to fly VFR to Danbury, CT, and wound up in a graveyard spiral northeast of Val d’Or, QC, about 350 miles off course. He apparently elected to avoid a large area of active weather along his direct route by diverting north of track. I won’t speculate on how he let this situation deteriorate for more than three hours without deciding that he might be better off on the ground wishing he was in the air. Initially, I thought he was totally unaware of his location and had strayed into Canada inadvertently, but if you read the TSB report, it seems he was in contact with Canadian ATC on several occasions, so he knew roughly where he was, but took three hours to take corrective action. He did have a tablet on board. Whether he had charts for the area in which he was flying is unknown, though even the U.S. sectionals cover his entire route until just short of the crash site. Maybe flying off the Montreal sectional is the straw that broke the camel’s back.

The point I want to make is that he apparently did not have a plan to get down if he ran into any weather, despite the fact that, he’d obtained an instrument rating. This article will suggest how such a plan can be available to any VFR pilot if you take the time to practise every six months or so. In my book *The Flying Scot*, I recount an example of how having such a plan proved useful when I had a newly minted night rating; and less than a 100 hours in my logbook. In fact, it happened on my second solo night flight after getting the rating.

Here’s the extract from the book: “The night flying course included both night and instrument flying. The latter included practising a single surveillance radar approach (SRA), although this was not on the official syllabus. This was an approach where lateral guidance was provided by a radar operator on the ground. He also provided suggested altitudes, depending on your distance from the runway. Having this one SRA under my belt proved to be fortuitous. Returning from Prestwick to Glasgow (a distance of 22 nautical miles) one



▲ Building a lifesaving get-down plan can be available to any VFR pilot, if they take the time to practise at least once every six months.

February evening at 2,000 feet in an area with very few lights on the ground, I was instructed to contact Glasgow Approach, a radar control facility. Now, in these days, there were no radar transponders to positively identify individual “targets.” On initial contact, the radar controller would instruct you to make a turn onto a new heading, and confirm that the target on his screen that he thought was you made the turn, and hence was you. The conversation went something like this:

Me: “Glasgow Approach, Golf Alpha Whiskey Papa Papa with you over Stewarton at 2,000.”

Approach: “Golf Alpha Whiskey Papa Papa Glasgow, can you climb to 3,500’ and maintain VFR?”

Me: “Papa Papa, I believe so.”

Approach: “Papa Papa roger, climb to 3,500.”

Me: “Papa Papa climb to 3,500.” Level at 3,500 feet, I could still see a few lights on the ground. At night, clouds are difficult to spot.

Me: “Papa Papa level 3,500.”

Approach: “PapaPapa, roger. For radar identification, turn right heading 060.”

Me: “Papa Papa, roger. Right 060.” As my wing went down in

the turn, all the ground lights disappeared. I was flying in cloud on instruments. But I'd been trained for this.

Approach: "Papa Papa, Glasgow you are radar identified, 10 miles south of Glasgow. Continue toward the airport."

Approach (a few minutes later): "Papa Papa Glasgow, do you have the field in sight?"

Me (emphatically): "Papa Papa negative!"

Approach: "Roger Papa Papa... if this was a surveillance radar approach, you would descend to 2,000 feet and make your heading 330."

Me: "Papa Papa, 2,000 and 330 roger." I broke out on the runway centreline, 800 feet above the ground. No questions were asked.

Unlike the Bonanza pilot a Val d'Or, I had a plan to get down. This prevented panic from setting in, with the result that I am able to relate the event 50 years later. While requesting an SRA is not a practical option nowadays, if you have a tablet on board, there's a pretty good alternative. And let's face it, nobody should be flying cross country in the 21st century without having at least a tablet with the appropriate geo-referenced charts aboard. No great skill in instrument flying is required, but you do have to be able to fly straight and level to a point on the map, then start a gradual descent. That's a little beyond the basic skills you have to demonstrate to get your PPL, but it's nothing you can't practise under the hood in VMC with a safety pilot aboard. Perhaps this a good skill to practice during a COVID-era local flight.

Here's how the plan might have been carried out in the vicinity of Val d'Or in 2019. We'll assume that the decision to get down was made in the vicinity of Senterre, QC, where the airplane ultimately crashed, although it would have been smarter to adopt the backup plan much earlier than that.

STEP 1 If the situation has deteriorated to the point that you have to fly instruments, commit to doing so. Don't divert your attention to looking out of the window every time you catch a glimpse of the ground. Don't revert to visual navigation unless the situation improves dramatically.

STEP 2 Pick a diversion destination where you know there is an IFR approach, even though you may not have the approach charts aboard. That will ensure that the approach path is relatively unobstructed. In this case, CYVO is the obvious choice.

STEP 3 Enter present position direct to your new destination on your tablet. Pick a destination that looks like it will have an IFR approach, as this means the final approach course should be free of obstructions. In this case, the obvious destination is Val d'Or (CYVO), so the flight plan (using fltplan.com's GO app, since it is a freebie) will be PP - CYVO.

STEP 4 Pick a safe altitude. Note the elevation of CYVO is 1,105'. In the next step, we see that we want to intercept the final approach course at least 3,000' above the airport. Thus, we will need at least 4,100' en route to CYVO. The MSA from the chart is 2,100', so if we want to be 1,000' above this, we'll need at least 3,100', so 4,100' will be plenty. If the MSA dictated flying higher, we'll see how to do that in Step 5.

STEP 5 Now rubber-band the route to put us on final, 10 miles back. From 3,000' agl, at 1,000' every three miles, that will give us a 3.1° descent, just a little steeper than the standard 3° IFR approach. A 10-mile final will give one mile of level flight before you start down. You will want to have extended runway centrelines and the course deviation indicator (CDI) enabled on the map. Also, if you have the HUD enabled, you will get a readout of distance to destination. You can estimate 10 miles by remembering that one mile is one minute of latitude on the sectional chart. Let's assume the winds are favouring runway 18. If we join final around St. Edmond that will put us 10 miles back. So, we proceed via this route, at a top of descent (ToD) altitude of 4,100'. If the terrain dictated a higher enroute altitude, pick a ToD in increments of 1,000', and add three miles for every 1,000', to keep the arithmetic simple.

If the turn to final is greater than 90°, add another turning point so that the eventual turn to final is no more than 90°. For example, if you were approaching runway 36 in this example, you'd want to have a segment east of the final approach course about five miles long with a heading of 270°.

TAKE OFF WITH CONFIDENCE.



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STEP 6 ➤ Declare an emergency, if that will help. In this case, a call to Val d'Or radio on 118.5 will assure that any other traffic is kept clear, so it's probably worth doing so, but don't let them get you involved in a long conversation. Just tell them what you are doing. Otherwise, just call traffic and tell them you'll be joining a 10-mile final for runway 18 in five minutes. If possible, check the weather to see if there's any chance of a successful approach. You'll be looking for at least a 500' ceiling. At Val d'Or, AWOS is available on 128.15.

STEP 7 ➤ Track towards the ToD point using the map and the CDI. As you approach ToD, configure the airplane for the approach (speed, flaps, etc.). Set your altimeter. Also, if it's night, key up the lights using ARCAL.

STEP 8 ➤ About half as mile before the ToD point, turn onto the final approach heading (180°).

STEP 9 ➤ Once the turn is complete, reduce power and start down. At six miles back, check that you have descended approximately 1,000'. Adjust power accordingly. Use the map/CDI to stay close to the final approach course. The next check will be with three miles to run, at which point you should be around 2,100' (1,000' agl). If you don't see the runway within the next minute, it's time to add power, climb straight ahead, and think about going somewhere else.

This procedure will get you down safely in all but quite mountainous terrain. It is not, of course, legal, but it sure beats a graveyard spiral. If you practise it once every six months, you should be fairly comfortable carrying it out. Another lesson from the Val d'Or incident is that having ADS-B aboard was what finally allowed them to locate the crash. They apparently searched for four days before somebody thought of calling Aireon to see if they were tracked on space-based ADS-B, at which point they were able to walk to the crash site. Checking with Aireon is now added to SAR's list of things to do. We should continue to advocate for having ADS-B as an acceptable alternative to carrying a 406 ELT.



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FLYING ACROSS CANADA DURING A PANDEMIC

INSPIRED TO CONNECT WITH FAMILY, FRIENDS AND
THE FREEDOM TO FLY
BY TOM COMET

Last summer, as we were in the middle of the first round of the pandemic lockdown, I decided to fly out to British Columbia to see my Mom, Susan, and fly her back to Ontario for a visit. I hadn't been to BC in over a year and a lot had changed since my last trip out west. My brother lives out that way and his kids are both probably a foot taller than last time I saw them. My father, who spent the last portion of his life in the next valley over from where they live, had passed away in March right when we weren't allowed to go anywhere, so I certainly didn't have time to process or deal with such a loss. Yes – A long flight is just what the doctor ordered.

Like many other professions during this strange time, my work in the film industry had shut down entirely so I really wasn't doing a lot. The novelty of local flights and being cleared to do low approaches over Toronto Pearson (CYYZ) had worn off. I wanted to stretch my flying legs and do a long trip in my aircraft, a lovely 1977 Cessna F337G Skymaster. After all, Mom did chip in with an interest-free loan for a portion of the original purchase and part of that deal was for

the two of us fly across Canada together someday. Sure, money was tight due to lack of work, but, from my experience, when I am working and money is good I never have the time to go on fun, crazy adventures. So, why not – Someday had arrived.

Before dawn, I preflighted the Skymaster and headed west for the start of my grand adventure. Well, northwest actually, as I planned to stay in Canadian airspace due to COVID-19 and avoid accidentally being forced into a 14-day quarantine with a mechanical or weather.

My trusty Skymaster was running perfectly, so I filed IFR to Winnipeg and figured I would amend my flight plan en route based on how I was feeling. Once airborne, I set the autopilot and settled in for the long haul. My route took me from my base in Brantford, ON (CYFD), over the Bruce Peninsula, northern Lake Huron, Manitoulin Island, Sault Ste Marie, Lake Superior, Thunder Bay and then due west into Manitoba.

Prior to departure, I did a lot of research and flight planning. I wanted to be certain I wasn't breaking any C-19 protocols by doing a trip like this and ensure that I didn't get in any kind of trouble along the way. The plan was to

▲ The pleasures of having a runway all to yourself – Comet found Steinbach CJB3 to be his favourite fuel stop, where he also camped under the wing for the first time.

do the flight west in two days and camp out in order to minimize any potential C-19 exposure. For this reason, I targeted smaller airports and I called ahead to see which ones were open to the idea of on-field camping, something that I had read about but had never done before. It turns out that many of the smaller airports were enthusiastic about my proposal to camp out under the wing, although it is not something most of them advertised.

Most of the FBOs and airport managers I spoke to were excited by the prospect, even during the paranoid times of C-19. One airport manager offered me his personal vehicle to run to town as their FBO didn't have a crew car. Another invited me to come to his home for a socially distanced family dinner because all the local restaurants were closed. I was blown away by these small offerings of generosity. It rekindled my appreciation for the kind and quality of people who gravitate towards aviation. Unfortunately, I was only planning for one overnight stop on the westward voyage because

CROSS COUNTRY FLIGHT

my goal was to spend time in my native BC prior to the return trip. I have flown west many times but never as far as BC. I use my plane for work and to transport my crew and equipment around the country unimpeded but, to date, Winnipeg was my furthest mission westward.

I have driven across Canada many times and, believe me, making the crossing by air in one's own aircraft is far superior! I love the perspective offered from a above watching the country unfold slowly far below. You just don't realize how big the Great Lakes really are until you find yourself out in the middle of Lake Superior dangling there in the sky with no sign of land in any direction. Ontario really does go on forever. The prairies in the summer are a many-coloured patchwork quilt of greens and yellows, truly spectacular. Then there are the mountains of my childhood in the west which simply must be seen to be believed.

I was just settling into the trip and had reached the eastern edge of the prairies, where the scrubby brush land of Ontario starts to turn into flat grass and fields, when I noticed the magenta line begin to wander slightly on my iPad. Uh-oh - I have seen this before and it always costs money. Anyone who owns an older autopilot will attest that it is an uphill battle keeping 40-plus-year-old computers and mechanical interfaces operational. I had rebuilt most of my autopilot system previously, but the problem is that I was forced to rebuild the old components and not replace them with new. This is due to the fact new parts are either unavailable or ridiculously expensive.

They say that hand flying is good for the soul, however, the thought of seven hours hand flying west to BC then another 10 to 12 hours on a return trip with my Mother onboard was more than a little daunting. What to do? Turn around and give up - Never! How about land and have a little think about it. Take a moment to wind my watch.

By now I was just southeast of Winnipeg, near Steinbach, MB (CJB3), which was on my camping-friendly list. I hadn't visited Steinbach before but I was cu-



rious about the place. I had taken my Drone Ground School training online through Harv's Air, which is based there, on the field back in 2015. My current gig of flying drones commercially got me into aviation and led to my PPL, which then led to owning the now auto-pilot-less 337, then my Group 2 Multi Engine rating and, eventually, my IFR rating.

I had an uneventful landing in Steinbach and rolled to a stop in front of the old-school, self-serve fuel pumps. Steinbach is a small uncontrolled prairie airport located in class G airspace just outside (below) busy Winnipeg Terminal airspace. Steinbach itself is a small, easy going prairie town with a population just under 16,000 and looked like a very nice place to live a relaxing life (in the summer that is). The temperature was a balmy 36 degrees Celsius and not a soul was around. I remember the sound of the emptiness, the pervasive heat and there may have even been a tumbleweed or two roll on by.

I find it interesting how these smaller airports like Steinbach and even my home base in Brantford can be so empty at times. All the beautiful airplanes tucked away lovingly in their hangars with so much magical flying potential, yet most of the time they remain parked.

After rehydrating I made a call and it wasn't long before the airport manager himself pulled up to the FBO office and gave me the 25-cent tour. AV Gas was \$1.27/L with a \$25 membership, which is by far the lowest I have ever seen during my short flying career. Well worth the price of a membership - Heck, I'll take two memberships. I was welcome to

▲ Comet picked up his mom, Susan, in Creston after flying through the tight valleys of southeastern BC. They travelled together back to Brantford.

park and camp anywhere I chose and was given the key code to the FBO which featured a fridge, coffee machine and a proper hot shower. There was a Starbucks, a Boston Pizza and a liquor store right across the street within easy walking or biking distance. Steinbach was indeed looking up.

On the downside, there was only one AMO on the field who could possibly look at my recently failed autopilot and, of course, it was 4:00 pm on a hot Friday afternoon in the middle of the summer during a pandemic. Why is it that mechanical issues always seem happen during these kinds of circumstances? I half-heartedly pulled my folding bike out of the cargo pod and rode right down the middle of the runway to the AMO at the north end of the field. All I found was a locked door, real tumbleweeds and a very sad Cessna 337 gathering dust. That Skymaster had obviously been parked outside a very long time ago and would probably never fly again. I rode back to my very happy, well-flown Skymaster and called it a day - I would stay the night in Steinbach and hand fly out to BC. A cold beer in the shade of my wing sealed the deal.

I was up early for Day Two. The weather was gorgeous. I packed up my under-wing campsite, had a quick shower, a short bike ride over to the Starbucks for breakfast and then I was off. I filed VFR as it was a perfect day and I want-

ed the option to go wherever I chose to just poke around, explore and observe the central part of Canada from above. After all, who gets to do that - Aviators, that's who.

Now that I had made the decision to hand fly the entire trip, I was relieved to just get on with it. It felt great to be connected to my airplane in that way once again, but this would soon wear off. Sure, I strayed a little here and there, but eventually with all this renewed practice, I was almost as accurate as GPS Heading Mode. Hand flying long distances always reminds me of that scene in my favorite aviation book by Ernest Gann, *Fate is the Hunter*, where he narrowly avoids a midair collision in the murk due to the fact that he was steadfast in maintaining his altitude so perfectly. Hand flying with that degree of perfection was my goal.

I made only one stop on Day Two and that was in Swift Current, SK (CYYN). Once again, I was amazed to find this small-town airport completely lacking all human activity. At times during this trip, it felt a little like I was the last person on earth. The wind was howling out of the West making it very chilly on the apron at CYYN. I ducked into the tiny little office structure attached to the fueling area where I downed some terrible instant coffee and read the notices on the bulletin board offering used farm equipment, free cats, and livestock for sale. It would be nice to actually meet somebody and talk about the pros and cons of my 337's unique centreline thrust, Justin Bieber, or just about anything really.... Not to be.

From Swift Current west my next big milestone was the Rocky Mountains. For an hour, I watched that awesome wall of granite approach, growing larger in my windscreen. These mountains marked the eastern edge of my old homeland. After the Rockies came the Purcell mountain range and my childhood home where most of my family still lives on beautiful Kootenay Lake in southeastern BC. I was getting very close.

I had done a little mountain flight training in my PPL days, so at least I was aware of some of what not to do in

this new and extremely vertically challenging environment. Yes - I grew up in the mountains of BC and I still claim to be a mountain man to anyone who will listen, but I learned to fly in southwestern Ontario where the biggest thing to bump into is the CN Tower. For all these reasons, I wisely chose to follow the VFR Route through the Crowsnest Pass southwest through the mountains instead of up and over to my final destination in Creston, BC (CAJ3).

At one point just south of the Canadian Rockies International Airport (CYXC), I could see north to Cranbrook and Kimberley where my dear old Father had so recently passed. I imagined him carving perfect S-turns down the ski hill in the knee-deep powder snow that he loved so much. Overflying Yahk, BC, I looked down to where we camped a very long time ago when I was a Boy Scout. All my memories of being a young mountain man in training flooded back to me.

The tight valleys of southeastern BC eventually opened up and deposited me into Creston Valley with its fertile orchards in the height of summertime vitality. After a greaser of a landing into Creston, I was reunited with Ma Comet and her awesome aviation enthusiast, long-term guy, Dave. It was so great to see them, awesome to be home and even better to be out of the plane for a few days. Creston airport is a real peach with very friendly staff who helped me push the Skymaster back into its temporary parking spot on the grass. I spent the week out in BC mainlining nature and the great outdoors. My brother, his son, daughter and I put our dear Father to rest by spilling his ashes out the side window of the Skymaster while flying over one of his favorite remote mountain fishing lakes. This felt like the start of some closure and the official beginning of my life without him.

The week flew by and before long Mom and I were loading up the Skymaster for our return trip to Ontario. There would be no more sprawling out across both front seats or peeing in a bottle now. No sir - This would be 10 to 12 hours



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CROSS COUNTRY FLIGHT

of high quality time with my Mother. She had never been in the Skymaster before as my ship was in the middle of a dual engine transplant during her last visit to Ontario and it was a dark time in my aviation career. Mom had been up in the 172 on a short Ontario tour but that was it. I wasn't worried however, as aviation is in her blood. Her dad was a pilot during the World War II flying everything from Harvards to B-24s. I think it was important to her for someone in the family to continue the tradition of breaking earth's surely bonds and touching the face of God.

The plan was to basically retrace the steps of my journey out West and even to revisit Steinbach to take advantage of my newly minted club membership and the exceptionally cheap fuel prices. We climbed out of the Creston Valley on a hot, humid July day and headed east. The first view that really caught our interest from above was the Frank Slide in the Crowsnest Pass, which I had somehow missed on the way out. Mom loves history, geology and mountain lore. This unique view of the 1903 disaster was perfect and overflying it at 1000' gave us a great vantage point.

Next came the foothills of southern Alberta, which Mom and I both love. We reminisced about our last trip out there where we all camped in a trailer for a couple of days. I have vivid recollections of the quality of the light there. I took some amazing family photographs on that trip. It is tough living on the oppo-

site side of the country away from my family and the rugged natural beauty of the West. This trip reminded me again how personal aircraft can fold space and shorten distances between places and loved ones if you make the effort to just Go.

We made it all the way to Regina International (CYQR) before we both required a biological break. Kreos Aviation is the FBO there and I would classify it as one of the more upscale FBOs by Canadian standards. No warm chocolate chip cookies due to Covid-19 restrictions but large glass and chrome windows, comfortable leather couches and "fancy" ladies there to greet us with a smile. Even more important, a great selection of coffee. Ma Comet was well impressed.

Next stop was back to my favorite prairie airport and campsite in Steinbach. My buddy Ivan who I had recently worked together with on an exciting film project in Nepal came out with his son. We all ate pizza under the wing and reminisced about a time not so long ago when we were all free travel to other countries and do interesting things.

It seems to me, that every time I fly back east from the prairies, the weather is really crappy along the northwestern edge of Lake Superior, just past Thunder Bay. This trip did not disappoint and we soon found ourselves hunting all around for VFR conditions out over Superior. Our radios were doing that terrible feedback thing where they make that spooky "you are flying too near to a thunderstorm" staticky buzz. None of this bothered Ma one bit as she chattered on about how beautiful it all looked while I silently wrestled with the controls hand flying and sweating profusely. Little did she know...

We made a quick stop in Sault Ste. Marie (CYAM) where I had called ahead to meet up with my buddy Donni, who picked us up to go get some ice cream. This darn pandemic certainly makes you miss friends. Back in the plane we deviated east a little in order to overfly Tobermory, one of my favorite Ontario places, located at the northern tip of the Bruce Peninsula. My life partner Rebecca and I discovered it years ago when I took up Scuba diving and we have come to love the place. It reminds me of my native BC in many ways with its rocky shores, clear, fresh water and air. Mom enjoyed peering down into the water over Big Tub Harbour and seeing the Sweepstakes Shipwreck which I have explored many times. On the home stretch now as we steamed south and witnessed the population density and air traffic grow and grow.

We had another greaser of a landing into Brantford (yes they are all greasers in my story). Rebecca at the hangar to greet us with tortilla chips, homemade salsa and ice-cold beer. She really is a keeper, as Mom would say. The three of us just sat there, euphoric. Mom and I sweaty, tired and elated as we reveled in the fact that we had just travelled most of the way across this huge, amazing country in a 43-year-old airplane. We had a real, honest-to-goodness bonding travel adventure together and it was all because I am lucky enough to own an airplane. I had some time and resources, and I chose to just Go. It really was the trip of a lifetime and I will cherish the memories forever. 🌍

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BUILDING EDAT IN MIRABEL

BELL PREPARES TO OPTIMIZE ELECTRICALLY DISTRIBUTED
ANTI-TORQUE INNOVATION

BY JON ROBINSON

Bell Textron Canada at the virtual International Aerospace Innovation Forum, hosted by Aéro Montreal on December 14, 2020, held the first public display of its Electrically Distributed Anti-Torque system - “an unconventional tail rotor with innumerable opportunities.” A pathway to future hybrid or fully electric technologies for rotorcraft and RPAS, the system is being developed in Mirabel, Quebec, and is now fully integrated into a twin-engine 429 testbed.

The Electrically Distributed Anti-torque (EDAT) system is one shining result of a \$49.5 million investment program initiated by the Government of Canada’s Ministry of Innovation, Science and Industry in mid-2018, through the Strategic Innovation Fund. The funding provided a consortium of 18 industry and academic partners, led by Bell Textron Canada, with means to develop energy-progressive technologies.

The collaboration was projected to

create or maintain more than 300 jobs in Canada and contribute almost \$178 million to Canada’s GDP over the next five years. “EDAT represents what is possible with a shared private-public focus on innovation and green technology, and such investments reinforce Canada’s position as a global aerospace leader,” said Steeve Lavoie, president of Bell Textron Canada, during the December presentation. The company expects the technology will be commercialized in some form over the next five to 10 years, as it now moves EDAT from a demonstration phase into an optimization phase.

EDAT is composed of four small fans within a tail rotor shroud in an offset two-by-two pattern. Each of the rotors contains four blades, explains Bell, which are powered by four separate motors with the electrical energy provided through generators driven by turbine engines. Bell explains this design effectively reduces noise and offers lower operational

and maintenance costs when compared to an aircraft with a conventional tail rotor. In terms of maintenance ease, cables replace the usual driveshaft and gearbox assembly, reducing complexity.

“It’s not always about blockbuster innovation, but also incremental innovations that improve customer experience,” said Lavoie, hinting at Bell’s potential to leverage the EDAT program for other aspects of vertical lift. The EDAT timeline has been relatively quick, with testing on the system beginning by mid-2019, about a year after the government’s funding commitment.

“The goal of the project was to mobilize a strong Canadian Innovation Network to focus on five key emerging technologies: Alternate propulsion, autonomy and situational awareness, low-cost fly-by-wire, energy management and advanced anti-torque,” said Michael Thacker, executive VP of innovation and commercial business at Bell, who also



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took part in the Aéro Montreal forum. He explained Bell has made progress in all of these areas, particularly testing technologies to support unmanned logistics for commercial applications.

“EDAT explores electrically powered technology for traditional rotorcraft and offers a glimpse into the future of rotorcraft,” said Thacker. “The results of this hybrid-electric aircraft have proven to decrease maintenance, and operating costs, enhance on-the-ground safety, minimize carbon emissions and reduce noise pollution.”

During Aéro Montreal, Thuva Senthilnathan, Bell Canada’s program manager for commercial development programs, provided a technical overview of the EDAT demonstrator, as he stood in front of the testbed in Mirabel. “As many of you know, on a conventional helicopter, the tail rotor serves to counterbalance the force of the main rotor to provide directional stability to the aircraft on a conventional helicopter, as well,” he explained. “Pilots use their pedals to change the pitch of the blades in the back but can’t change the force applied. Well, EDAT controls work much in the same way. However, instead of changing blade pitch, the pedal position now controls the speed at which the fans are spinning, which in turn changes the thrust applied.”

Senthilnathan continued to describe many potential advantages of commercializing the EDAT system, pointing



▲ Featured on a 429 testbed, Bell’s Electrically Distributed Anti-Torque system is composed of four small fans within a tail rotor shroud in an offset two-by-two pattern.

first and foremost to improved safety, particularly on the ground. “EDAT can be shut off while the main rotor is spinning on the ground, while you’re loading and unloading passengers,” he said. “In addition, you have a certain level of redundancy in the air – if one of the fans malfunctions, you still have the other three to take over.”

Senthilnathan described why EDAT presents a lower noise signature when compared to a conventional tail rotor, particularly in forward flight with the fans spinning at lower RPM. “We worked with partners from around the world for the development of this project, from right here in Canada to the U.S. to all the way in Europe with Safran,” he said, describing how the project came to life so quickly and successfully. “Our teams worked extremely hard to go from a paper sketch all the way to a flying aircraft within a year. This type of effort really highlights the innovative spirit that is part of Bell’s culture.”

Development of the EDAT system with flight-test activities and envelope expansion

are currently taking place at Bell’s facility in Mirabel, as the company looks to optimize the technology for commercial use. The Mirabel facility now stands as one of the vertical-lift industry’s leading operations focused on electric and hybrid-electric capabilities. EDAT will remain at the forefront of these efforts as the company continues to measure its full potential and viable application.

“I think it has potential to potentially replace [traditional tail rotors]... There are benefits to the system that the conventional system just does not have innately,” said Eric Sinuas, Bell’s program director for light aircraft, during a November 2020 webinar with Vertical Flight Society. He noted many conventional systems have reached maturity and new disruptive technologies are needed. “We can successfully say that we have proven the concept. It works,” explained Sinuas. “And now we’re into the phase of optimization, and we’re fine tuning the performance characteristics, pushing the envelope further and really continuing to optimize the system.”

PHOTO: BELL



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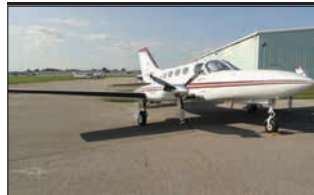
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1975 BEECH SPORT - Very nice 1975 B19 Sport. TTSN 2347.7 SMOH 653.0 Same owner last 11 years. MKDH. All logs since first flight. Original paint with touch-ups 3/16. Last annual Oct 2020. Owner moving up. \$36,000. Contact: jetjock53@gmail.com.



GYROCOPTER AUTOGYRO CAVALON 2014 - Rotax 914 Turbo 115HP, TTSN 400 hrs, Dynon SkyView 10 inches, Propeller IVO DL3-68, Spiner IVO, Radio Funkwerk ATR833-2K-LC-S, Transponder TRT800 H-LCD, ELT Kannad AF 406, Landing light, Nav light led, instructor kit, Wheel Spat front and rear, Cabin heater, Leather seat, Sunshine, Tanis heater, skis Datum 1200 (+\$3000), always hanged, prix:\$129,995, \$0 Tax. Contact Robin Goudreault at autobusrobin@hotmail.ca or 418-671-0733.



1978 CESSNA 414A, 6192TT, 10/990 Since RAM1V (325HP), Garmin GTN750 WAAS GPS, ADS-B Out! RAM Winglet! Known Ice! 2047# Useful Load! \$290,000 USD. Contact Apex Aircraft, www.apexaircraft.com or (905) 477-7900.



1943 BEECHCRAFT D175 STAGGERWING PROJECT, Airframe: 1312 H, P&W R985-AN3-14B: 483 H SMOH. Prop: Hamilton Standard 2D30 Hub: 0 H since O/H. A/C is complete but disassembled. 85K\$USD OBO, David Uloth, tel: 514-435-0955, goodvibes88@hotmail.com.



MAGNIGYRO M24 2014 Rotax914 TT227h - Always hanged at Lachute (CSE4), annual Nov2020, in excellent condition, well equipped: Funkwerk ATR833-OLED radio and TRT800H-OLED transponder, Avmap UltraEFIS, cabin heat and much more. \$106,000 CAD. Contact Eric at eric_dufour1@yahoo.com or 450-623-6016.



1946 TAYLORCRAFT BC-12D, A65, 3430TT, 233SMOH, Nice restoration 1999, Always hanged, slick mags, no electrics, skis, dollies, OM, \$30K. Contact 780-941-2127 or d.litke@yahoo.com.

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1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin530/430!	\$399,900 USD	1971 Beech Sierra, 2627TT, 12SM, 3BL Prop, GNS430, Strikefinder!	\$49,900 USD
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1981 Mooney 201, 2636 TTSN/1300 SMOH New Hartzell 3Blade Prop! Tanis! Leather!	\$77,000 USD	1968 C185 Amph, 1696TT, 637SM, G500/GTN750/GTS800/Traffic, Whip3750's!	CALL!
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CIRRUS SR22 G2 GTS 2006 289,500 USD Matthieu Delorme (514)-248-5379 s45bird@gmail.com. This nice GTS plane has always been pampered. It has been flown mainly for business purposes and maintained properly. It has just completed an annual inspection and all TBOs are up to date (CAPS, propeller, line cutter, magnetos, alternators). Avionics has been updated.



68 BONANZA V35A 4400 TTSN – Engine 590 SMOH, New prop, GNS 530w GTX335 ADSB, GMA 340 Audio, MK12D, S Tec 55X AP Osborne Tiptanks, GAMI Injectors, All logs, 194,000.00 CND Joe Kane 705-734-6149



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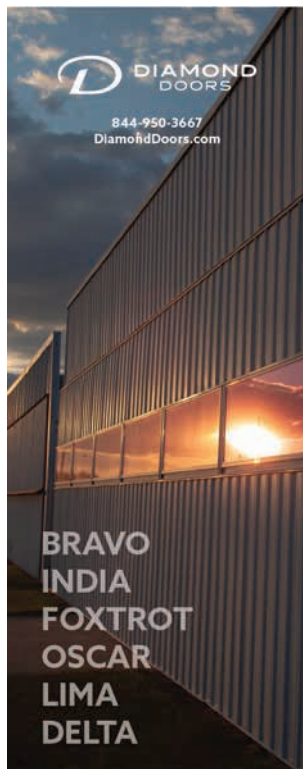
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AVIATION ABBREVIATIONS

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- 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
- HSL 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
- VOR very high frequency
- Omni-Range
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RECOGNIZING AVIATION CONTRIBUTIONS

OUTLINING THE 2021 COPA AWARDS PROGRAM TO RECOGNIZE HOW COMMUNITY LEADERS SUPPORT OUR MEMBERS

BY BRIAN POUND, CHAIRMAN, COPA AWARDS COMMITTEE

Reconnaître les contributions canadiennes – Pour lire une version française de cet article, veuillez visiter Copanational.org/fr/2021/02/19/copa-prix

Thank You - We don't really say it enough, do we? Fortunately, we hang out at airports and hangars with a group of likeminded professional and private pilots, AMEs and volunteers. We all hold a large variance of experience and capabilities, but collectively understand just what it takes to be a pilot and plane owner. Mainly, because of this, there is also a large level of trust among our group that naturally occurs.

With having flown across Canada, the U.S. and the Caribbean many times over the years, invariably, I have been struck with the instant friendship and comradery that occurs upon landing at a strange airport. Especially if you have a problem. This includes everything from being handed a bottle of cold water, given keys to a car, use of hangar for a repair, being taken home for the night because of a snow storm in the mountains to having an AME drop everything and pull a Mag off an engine that he was rebuilding so that I could continue my flight in less than two hours. We all have stories like this.

We all know how common it is after dropping in to a fly-in to a strange airport, that during a cup of coffee and/or a burger, you are surrounded with some "new" longlost friends and it seems that all the flying clubs operate on the same wave length. There will be discussions of any topic about the latest avionics, your medicals, to fuel prices, and sometimes a comment on your latest "not so smooth" landing. Somehow It is a given,



▲ COPA in 2020 revamped policy to recognize more individuals by region for their contributions.

that we just naturally share this common bond and trust that is very rare in our world today.

It takes a lot of effort to have a successful flying club, with several devoted individuals taking on the responsibility of keeping the books, to mowing the grass or organizing another BBQ. It is because of these special individuals volunteering and willing take on these extra obligations, that we enjoy the extra benefits of our *Freedom to Fly* environment. In a discussion with our COPA Chairman, Bill Mahoney, last year, it was felt that we have not truly said thank you enough to some of the very deserving individuals within our COPA membership, and that was an oversight that had to be corrected.

Last year, we revamped our COPA policy of recognizing some of those special individuals, both inside and outside of our membership. We instituted several changes to our policy that allowed us to send out recognition to 31 groups and individuals, which was very well received.

First, we added the John Bogie Memorial Award, (named after COPA's co-founder) and the first recipient was the Vimy Flight 2017. This organization of volunteers built and took several WW1 replica biplanes to France and ex-Canadian Navy and Air Force pilots flew them over the 100 Anniversary of the Battle of Vimy Ceremony. How iconic can you get? While we still have the COPA Presidents Award, we also added in the COPA Chairman's award as well as a Director's Award. While there is only one President's and Chairman's Award annually, each COPA Director also, may honour an individual COPA member within their region.

We recommend for our membership to make suggestions to the appropriate Board Member for any of these awards, but you also have the privilege to nominate COPA members who have gone above and beyond in their efforts to make your flying environment a better experience through a Merit Award. Also, we have the Appreciation Award that is available to members and non-members alike, and they also deserve a thank you from our COPA organization.

To make a nomination for our 2021 awards visit COPA's website and select the "About" tab, followed by Volunteer Awards. We look forward to again this year saying thank you to the invaluable efforts of the Canadian aviation community. 🇨🇦

RECONNAÎTRE LES CONTRIBUTIONS AU MONDE DE L'AVIATION

FAITS SAILLANTS DU PROGRAMME DE RÉCOMPENSES 2021 DE LA COPA RECONNAISSANT LES GRANDS JOUEURS COMMUNAUTAIRES QUI SOUTIENNENT NOS MEMBRES

PAR BRIAN POUND, PRÉSIDENT DU COMITÉ DES PRIX DE LA COPA

Merci! Se peut-il que nous ne le disions pas assez? Heureusement, nous flânons dans les aéroports et les hangars avec des pilotes professionnels et privés, des techniciens d'entretien d'aéronefs (TEA) et des bénévoles qui partagent les mêmes idées. Nous possédons tous une grande diversité d'expérience et de compétences, mais nous comprenons collectivement ce qu'il faut pour être pilote et propriétaire d'avion. Principalement pour cette raison, un grand niveau de confiance unit naturellement notre groupe.

Après avoir traversé le Canada, les États-Unis et les Caraïbes à plusieurs reprises au fil des ans, j'ai été invariablement frappé par l'amitié et la camaraderie instantanées qui se créent lorsqu'on atterrit dans un aéroport inconnu... surtout si vous avez un problème. Cela prend toute sorte de formes : de la bouteille d'eau froide tendue généreusement, à la remise de clés d'une voiture, de l'utilisation d'un hangar pour une réparation, de l'accueil à la maison pour la nuit à cause d'une tempête de neige dans les montagnes. C'est aussi un TEA qui lâche tout ce qu'il fait, qui retire le chargeur du moteur qu'il remontait pour que je puisse continuer mon vol en moins de deux heures. Nous avons tous des histoires comme celle-là à raconter.

Nous savons tous à quel point il est courant, après l'arrivée en avion dans un aéroport inconnu, que le temps d'une tasse de café ou d'un hamburger, nous soyons entourés de « nouveaux » amis perdus de vue. Tous les aéroclubs semblent vibrer sur la même longueur d'onde. Les discussions gravitent autour des sujets les plus variés : la plus récente pièce d'avionique, les soins médicaux, le prix du carburant et parfois même votre dernier atterrissage « pas si en douceur que ça ». Nous pourrions avoir tendance à tenir pour acquis ce lien de confiance que nous partageons si naturellement dans notre milieu, et qui est malheureusement de plus en plus rare dans le monde aujourd'hui.


Un aéroclub qui fonctionne bien dissimule beaucoup d'efforts. De nombreuses personnes dévouées prennent à leur charge la tenue des livres, l'entretien du terrain et l'organisation d'activités comme la tenue d'un autre barbecue. C'est grâce à ces personnes spéciales et bénévoles qui acceptent d'assumer ces

obligations supplémentaires que nous pouvons jouir de toutes ces formidables valeurs ajoutées à notre milieu de vol libre. Lors d'une discussion avec le président de la COPA, Bill Mahoney, l'année dernière, nous avons estimé que nous n'avions pas suffisamment pris le temps de remercier tant de personnes méritantes au sein des membres de notre organisation. Cette négligence devait être corrigée.

Voilà, entre autres, pourquoi nous avons réorganisé la politique de la COPA l'année dernière. Nous avions à coeur de reconnaître davantage de personnes spéciales, tant parmi nos membres que dans la communauté. Ce faisant, ces modifications de notre politique nous ont permis de reconnaître 31 groupes et individus. Nul besoin de dire que ces reconnaissances ont été très bien accueillies.

Tout d'abord, nous avons ajouté le prix John Bogie Memorial (du nom du cofondateur de la COPA). Le premier lauréat a été la Fondation Vimy 2017. Cette organisation de bénévoles a construit et apporté plusieurs répliques de biplans de la Première Guerre mondiale en France. D'anciens pilotes de la Marine et de l'Aviation canadiennes les ont fait survoler le site où avait lieu la cérémonie commémorative du centenaire de la bataille de Vimy. À quel point pouvez-vous devenir emblématique? Bien que la COPA décerne toujours son prix du président, elle a ajouté le prix du chef du conseil d'administration ainsi que les prix des directeurs. Plus précisément, un seul prix du président et un seul prix du chef du conseil d'administration sont remis chaque année, mais tous les directeurs de la COPA peuvent honorer un membre de leur région.

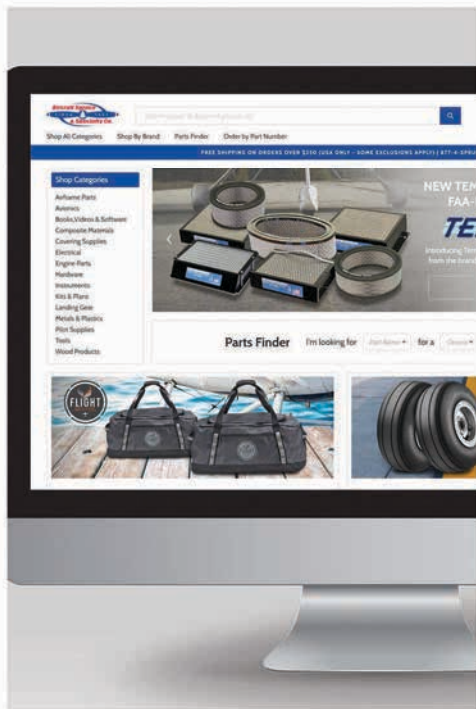
Nous recommandons à nos membres de faire des suggestions au membre du conseil d'administration concerné pour l'un de ces prix. Vous pouvez également proposer des membres de la COPA qui ont contribué à améliorer votre milieu de vol de façon notable pour un prix de mérite. Il existe aussi un prix d'appréciation qui vise à reconnaître l'apport de membres et de non-membres à l'organisation de la COPA.

Pour proposer une candidature à nos prix 2021, nous vous invitons à visiter le site Internet de la COPA. 



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