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**ON THE COVER:** Vanessa, David, Wanda and Colby Harris in front of David's ultralight at Woodstock Municipal. (Photo: Tabitha Burrell, Leigha Jane Photography).

**COPA Flight**

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## REMAINING PATIENT, READY TO FLY



**I love spring. The air feels different. The days are getting longer and the temperatures are warming up. We are in that awkward time of year where you leave with a warm jacket and long pants but pack a T-shirt and shorts for the afternoon! That's if we are getting out.**

Spring brings us new beginnings each and every year. And do we ever need it this year! Like most of you, I've been cooped up at home, keeping to my COVID bubble, browsing the classifieds for a new-to-me aircraft and waiting. Waiting to hear the new health guidelines that seem to change on a weekly basis. Waiting for the snow to melt (although I do enjoy both cross country and downhill skiing, so I wasn't that eager). Waiting for the vaccines to arrive. Waiting to hear the news that we can finally get back out there and do!

We are almost there. I can see the finish line. I'm still not sure what the distance is to cross it, but I see it. So, I'm allowing myself to prepare. I'm allowing myself to hope that the line isn't as far away as it was. I need this. We all need this. I need to know that I'll be able to leave my living room

office soon, take time away from my computer screen, and actually physically meet people. Maybe shake some hands, or bump elbows or just nod, whatever the new normal for greetings will be, but there will be a real person in front of me and not just a little square on my computer screen. I'll be able to see and touch that airplane I've been eyeing from the comfort of my own home.

---

*We are almost there. I can see the finish line. I'm still not sure what the distance is to cross it, but I see it.*

---

We have become so reliant on technology to communicate that we all need a good reminder that there are real people on the other side of that computer screen. There are real people reading those messages we are sending. There are real people struggling with the same sense of isolation as you might be. It's been a hard winter, probably one of the hardest ever for most. We just need to find it in us to be patient, understanding, thoughtful and respectful. We'll need to face actual people someday day soon, let's not forget what that looks like. We all need to hang in there a little longer.

Our freedom to fly is not being taken away, it has just encountered a little bit of unexpected turbulence. I'm recharging and your whole COPA team is recharging, so when we do cross that finish line, we'll be prepared to ensure flying in Canada remains a right for all and not become a privilege for the few. I'm riding out this turbulence with you and we'll see you on the other side where the calm air resides. 🌤️



## RESTER PATIENT ET PRÊT À VOLER

**J'aime le printemps. L'air est différent. Les jours s'allongent et les températures se réchauffent. Nous sommes dans cette période délicate de l'année où l'on part avec un manteau et un pantalon long mais où l'on emporte un t-shirt et un short pour l'après-midi ! Et ce, si nous sortons.**

Chaque année, le printemps nous apporte de nouveaux débuts. Et comme nous en avons de besoin cette année ! Comme la plupart d'entre vous, je suis restée confinée à la maison, dans ma bulle COVID, à parcourir les petites annonces pour trouver un nouvel avion et à attendre. Attendre de connaître les nouvelles directives en matière de santé qui semblent changer toutes les semaines. Attendre la fonte des neiges (bien que j'apprécie le ski de fond et le ski alpin, donc je n'étais pas si impatiente). Attendre l'arrivée des vaccins. Attendre de recevoir la nouvelle que nous pouvons enfin reprendre nos activités !

Nous y sommes presque. Je vois la ligne d'arrivée. Je ne suis pas encore certaine de la distance à parcourir pour la franchir, mais je la vois. Alors, je me permets de me préparer. Je me permets d'espérer que la ligne n'est pas aussi éloignée qu'elle ne l'était. J'ai besoin de ça. Nous en avons tous besoin. J'ai besoin de savoir que je pourrai bientôt quitter le bureau dans mon salon, m'éloigner de mon écran d'ordinateur et rencontrer physiquement des gens. Je pourrai peut-être leur serrer la main, leur donner un coup de coude ou simplement leur

faire un signe de tête, quelle que soit la nouvelle norme en matière de salutations, mais il y aura une vraie personne en face de moi et pas seulement un petit carré sur mon écran d'ordinateur. Je pourrai voir et toucher l'avion qui m'intéresse depuis un bout de temps.

Nous sommes devenus si dépendants de la technologie afin de communiquer avec nos amis, notre famille, nos coéquipiers, etc. que nous avons tous besoin de nous rappeler qu'il y a de vraies personnes de l'autre côté de cet écran d'ordinateur. Il y a de vraies personnes qui lisent les messages que nous envoyons. Il y a de vraies personnes qui luttent contre le même sentiment d'isolement que vous. L'hiver a été dur, probablement l'un des plus durs pour la plupart. Nous devons juste continuer de trouver en nous la force d'être patients, compréhensifs, réfléchis et respectueux. Bientôt nous devons faire face à de vraies personnes, n'oublions pas à quoi cela ressemble. Nous devons tous nous cramponner un peu plus longtemps.

Notre liberté de voler ne nous est pas enlevée, elle a juste subi quelques moments de turbulence inattendus. Je me réalimente, toute l'équipe de la COPA se réalimente afin que, lorsque nous franchirons la ligne d'arrivée, nous serons prêts à faire en sorte que voler au Canada demeure un droit pour tous et ne devienne pas un privilège pour quelques-uns. Je traverse cette turbulence avec vous et nous nous verrons de l'autre côté, là où l'air est calme. 🛩️



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## BC AIR ACCESS CONTINUES INVESTMENT INTO REGIONAL AIRPORT INFRASTRUCTURE

BY WARWICK PATTERSON, REGIONAL DIRECTOR, BC & YUKON, COPA



The BC government has announced its annual investment into airport infrastructure improvements, providing \$9.3 million in grant money to small and regional airports for 2021. The B.C. Air Access Program, now in its seventh year, is a cost-share program that provides funding to assist communities with improvements to their airport in-

frastructure that would otherwise be difficult or impossible to achieve. This can include funds to support safety improvements, increase economic opportunities and address environmental concerns. Northern BC airports were the biggest recipients, receiving a total of \$3.6 million, while South Coast airports received \$3.4 million.

◀ Squamish Municipal Airport (Don Patrick Field) was one of the recipients of a BCAAP grant to enable the district to rebuild the crumbling 2,400-foot runway.

## BROWN BAG PICNIC FLY-OUT SERIES RETURNS

Flying BC and BCGA (COPA Flight 194) announced a tentative schedule for the second season of Brown Bag Picnic Fly-Outs. Started in 2020 in response to BC Covid restrictions at the time (max 50 people outdoors), the events gave pilots an opportunity to socialize in a responsible manner and visit some under-used airports. Aside from setting a time and place, there is little organization involved to execute the events, making it an easy and fun way to get people out flying. The idea being that pilots bring their own food and

chairs, stay distant, but get to enjoy a destination with other pilots. Airports where the local flying club or management are making an active effort to engage General Aviation are chosen to show the communities support. The 2021 calendar is subject to change depending on Covid restrictions nearer the event, but will visit Sechelt (CAP3), Princeton (CYDC), Vanderhoof (CAU4) and Golden (CYGE) on the first weekend of each month starting in May. See full details at [Flyingbc.com/brown-bag-fly-out](http://Flyingbc.com/brown-bag-fly-out). ✈️



▲ BCGA Director, Ryan Van Haren, flew his Bearhawk into Port Alberni with his kids for the first Brown Bag Fly Out event, August 2020.

PHOTOS: PROVIDED BY WARWICK PATTERSON

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# REGIONS ONTARIO

## BILL PEPPLER PASSES



▲ John Bogie, co-founder of COPA (left), and Bill Pepler, COPA's past president, June 23, 2012, at the COPA Convention held at the Saugeen Municipal Airport at Hanover, Ont.

**Bill Pepler, past president of the Canadian Owners and Pilots Association (COPA), and one of the country's leading contributors to the general aviation community, passed away in Ottawa on April 1, in his 96th year.**

Born in Hanover on June 29, 1925, Pepler performed as a professional musician in his late-teens and early-twenties, touring Southern Ontario as part of Hanover's popular Frankie Banks Orchestra. He played many instruments, and was particularly talented with his saxophone and clarinet.

Aviation was another of his early passions, flying many aircraft types over an outstanding aviation career. He became a flight instructor at Ontario's Goderich Airport, where he also served as the facility's general manager. Pepler advanced his career as a bush pilot for seven years with Spartan Air Services.

Pepler then became general manager of COPA, a position he held with endless enthusiasm for 39 years. During his tenure at COPA, he developed an aeronautical ground school textbook, *From the Ground Up*, for which he worked tirelessly with his wife, Isabel, the title's editor and publisher.

PHOTO: PROVIDED BY TIM COLE



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# INCIDENTS + ACCIDENTS

The following reports are taken in part from Transport Canada's **CA-DORS** website.

## ONTARIO REGION

**"MAYDAY"** relayed to the Winnipeg area control centre (ACC) by a high flyer regarding a Cessna U206G on a flight from Sioux Lookout, ON (CYXL), executing a forced landing on a lake near Jeannette Lake due to engine failure. The aircraft crashed into the trees. The Joint Rescue Coordination Centre (JRCC) Trenton dispatched its C130 aircraft in rescue capacity. The pilot and passenger were uninjured. (TSB Report #A20C0022.)

**An aircraft on a 1200 code** entered the Kitchener/Waterloo, ON (CYKF) zone from the south, flew through the zone for four minutes, and then exited east at an altitude between 1800ft and 1900ft.

## PRAIRIES AND NORTHERN REGION

**A privately registered Cessna 172M** reported being struck by a green laser while conducting a city tour. The aircraft reported that the laser appeared to be coming from a high-rise building south of the river and east of 109th street. The Edmonton Police Services (EPS) unit was advised.

**The Aklavik, NT (CYKD) airport operator** advised that the aerodrome (AD) is closed due to a blizzard from April 20th at 1849Z until April 21st at 1500Z. NOTAM issued.

**At 2310Z, upon landing at High River, AB (CEN4)**, a privately registered Cessna 170B hit soft ground and flipped. There was one soul on board and no reported injuries. Runway 07/25 was closed by NOTAM until 0030Z. (Information from Aviation Incident Report incorporated into narrative summary).

## PACIFIC REGION

**After completing a run-up**, a KF Cargo Beech A60 from Kelowna, BC (CYLW) to Vancouver, BC (CYVR) pulled off of Apron 03 onto Taxiway Alpha directly in front of a vehicle (RED1). It had been cleared for Taxiway Delta and Foxtrot. The vehicle saw the aircraft and stopped in time.

**A privately registered Maule MX-7-180C** on a flight to Fort St. John, BC (CYXJ), received an advisory and arrived on Runway 21. An unidentified Piper PA20 aircraft was observed behind the Maule MX-7-180C as it turned final. When asked, the pilot of the Maule MX-7-180C confirmed that they were aware of the other aircraft. The aircraft landed together, in formation, on the grass beside Runway 21 without incident. The other aircraft was later identified as an American corporately registered Piper PA-22-160.

## QUEBEC REGION

**A Beech 1900D** from Quebec/Jean Lesage, QC (CYQB) to Baie-Comeau, QC (CYBC), a Government of Quebec de Havilland DHC-8-315 on a MEDEVAC flight from Quebec/Jean Lesage, QC (CYQB) to Baie Comeau, QC (CYBC), and an Air Inuit de Havilland DHC-8-314 from Quebec/Jean Lesage, QC (CYQB) to Baie Comeau, QC (CYBC) made late initial contact with the flight service station (FSS) while on the area navigation approach (RNAV) 10 at CYBC. The initial contact with the FSS should have been well in advance. In addition, the estimates from the pilots were different from those of the air traffic service (ATS). The interventions of the FSS with the vehicles on the runway had to be executed very quickly. Fortunately, there was no impact, and no pull-ups.

**An American, privately registered Piper PA-24-260** from Franklin Coun-

ty, VT (KFSO) to Montreal/Pierre Elliott Trudeau, QC (CYUL) conducted a transborder VFR flight without an active flight plan.

## ATLANTIC REGION

**A Jazz Bombardier CL-600-2B19** from Montreal/Pierre Elliott Trudeau, QC (CYUL) to Moncton/Romeo LeBlanc, NB (CYQM) reported multiple bird strikes 200ft above ground, while on final for Runway 06.

## RÉGION DE L'ONTARIO

**« MAYDAY »** transmis au centre de contrôle régional (ACC) de Winnipeg par un aéronef volant à haute altitude au sujet d'un Cessna U206G, exploité par 2320127 Ontario Inc., en provenance de Sioux Lookout (CYXL), ON, effectuant un amerrissage

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forcé sur un lac près de Jeannette Lake à cause d'une panne moteur. L'aéronef s'est écrasé au milieu des arbres. Le Centre conjoint de coordination des opérations de sauvetage (CCCOS) de Trenton s'apprête à envoyer son C130 pour aider aux activités de sauvetage. Le Bureau de la sécurité des transports (BST) du Canada, #A20C0022.

**Un aéronef affichant un code 1200** est entré dans la zone de Kitchener/Waterloo (CYKF), ON, depuis le sud, a traversé la zone pendant 4 minutes, puis en est sorti par l'est à une altitude de 1 800 ou 1 900 pi.

### RÉGION DU PRAIRIES ET DU NORD

**Un Cessna 172M, d'immatriculation privée,** a indiqué avoir été visé par un laser vert alors qu'il faisait une visite de la ville. L'aéronef a précisé que le laser semblait provenir d'un immeuble de grande hauteur au sud de la rivière et à l'est de la 109e Rue.

**L'exploitant de l'aéroport d'Aklavik (CYKD), NT,** a indiqué que l'aérodrome serait fermé en raison d'un blizzard du 20 avril à 1849Z jusqu'au 21 avril à 1500Z. NOTAM émis.

### RÉGION DU PACIFIQUE

**À 2310Z, en atterrissant à High River (CEN4), AB,** un Cessna 170B, d'immatriculation privée, a heurté un sol mou et s'est renversé. Une personne à bord indemne. Piste 07/25 fermée par NOTAM jusqu'à 0030Z. (Information tirée du rapport d'incident d'aviation (AIRA) ajoutée au sommaire de l'exposé des faits)


**Après avoir effectué un point fixe,** un Beech A60 (C-GKFX), exploité par KF Cargo, de Kelowna (CYLW), BC, à Vancouver (CYVR), BC, a fait irruption depuis l'aire de trafic 03 sur la voie de circulation Alpha directement devant un véhicule (RED1). Il avait été autorisé pour les voies de circulation Delta et Foxtrot. Le véhicule a vu l'aéronef et s'est arrêté à temps.

**Un Maule MX-7-180C, d'immatriculation privée,** effectuant un vol à destination de Fort St. John (CYXJ), BC, a reçu un service consultatif et est arrivé piste 21. Un Piper PA20 non identifié a été observé derrière le Maule MX-7-180C alors qu'il tournait en finale. Interrogé, le pilote du Maule MX-7-180C a confirmé être au courant de l'autre aéronef. Les aéronefs ont atterri ensemble, en formation, sur l'herbe à côté de la piste 21, sans encombre. L'autre aéronef a été plus tard identifié comme

étant un Piper PA-22-160, d'entreprise et de propriété américaine.

### RÉGION DU QUÉBEC

**Un Beech 1900D, de Québec/Jean-Lesage (CYQB), QC,** à Baie-Comeau (CYBC), QC, ainsi qu'un de Havilland DHC-8-315, exploité par le gouvernement du Québec, effectuant un vol MEDEVAC de Québec/Jean-Lesage (CYQB), QC, à Baie Comeau (CYBC), QC, et un de Havilland DHC-8-314, exploité par Air Inuit (C-GXAI/AIE850), de Québec/Jean-Lesage (CYQB), QC, à Baie Comeau (CYBC), QC, ont fait leur contact initial tardivement avec la station d'information de vol (FSS), alors qu'ils étaient sur l'approche navigation de surface (RNAV) 10 à CYBC. Le contact initial avec la FSS aurait dû être fait bien avant. De plus, les estimées des pilotes étaient différentes de celles des services de la circulation aérienne (ATS). Les interventions de la FSS avec les véhicules sur la piste ont dû être exécutées rapidement. Par chance, il n'y a eu aucun impact et aucune remontée.

**Un Piper PA-24-260, d'immatriculation privée américaine,** de Franklin County (KFSO), VT, à Montréal/Pierre-Elliott-Trudeau (CYUL), QC, a effectué un vol VFR transfrontalier sans plan de vol actif. 



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# TROUBLESHOOTING TECHNIQUES

## HOW TO APPROACH THE NEEDS OF LEGACY, HYBRID AND MODERN AIRCRAFT REMEDIATION

**A**ircraft ownership is not for the faint of heart. Aircraft are complex machines comprised of many systems, some old and some new. From steam gauges and glass panels to 1935 (ish) engine technology, troubleshooting techniques involve both older techniques and computer aided technologies. I'm not an Aircraft Maintenance Engineer (AME), but I have learned a few things through the aircraft that I have owned.

General Aviation aircraft, from a systems perspective, fit into one of three categories: Legacy, hybrid, and 2021 bleeding-edge technology. Over the past decade, advancements in avionics, beginning with the Global Positioning System (GPS), have created a digital divide which impacts the remediation of problems. Troubleshooting has become more challenging as AMEs navigate between year 2021 modern aircraft and vintage 1960s machines. The integration between different avionics manufacturers creates more complexity which increases the amount of time (and money) to diagnose and resolve problems. Utilizing a single vendor approach to the entire avionics suite, inclusive of the autopilot, will help minimize interoperability issues, but may not be practical based upon budgetary and certification restrictions. Glass panel technologies have eliminated the suction system, eliminating potential points of failure, but introducing new problems.

Aircraft systems can be divided into three categories: Airframe, engine, and gauges/indicators and avionics (the



▲ A 1967 Mooney M20F with a leak in an engine oil line being diagnosed on the ramp at Peterborough, Ontario (CYPQ), during a \$100 hamburger fly out with the Buttonville Flying Club.

things on or behind the panel). Typically engine technology has not changed over the past 50 years. Fuel pumps, alternators, voltage regulators, magnetos, oil coolers, etcetera have seen little change with innovation being seen through solid state ignition systems. The move to diesel engines and all electric aircraft takes engine technology to the next level, while dealing with the 100LL fuel problems.

There are many approaches to troubleshooting problems. The simplest approach, but not necessarily the most cost effective, is to hand the keys, the problem and your cheque book over to your AMEs. This approach places the onus on the AMEs to triage, research, order parts, install and test. Some

AMEs (but not all) may use a trial by error approach to determine the faulty component, essentially replacing parts to find the faulty part.

Aircraft type clubs are an excellent source of information, especially if your aircraft is no longer manufactured. The Commander 114b which I fly has an active forum, where members and guests are free to post maintenance issues and problems. With many members having experienced the same problem, solutions and recommendations are forth coming. With multimedia capabilities, photos and videos add another element to information sharing. This valuable information can be emailed to your AMEs or implemented by the pilot/owner (for uncertified aircraft).





▲ A Harvard inspection underway at the Canadian Harvard Aircraft Association based in Tillsonburg, Ontario.



▲ Oleg Axanov of Vision Avionics Inc. based in Oshawa, Ontario, upgrading a Commander to WAAS.

It is a great idea to play an active roll in the troubleshooting process. This begins with having a copy of your aircraft's parts manual and access to cross reference charts. Parts for certified aircraft require more paperwork, PMA/STC, aircraft listed on the AML, and FAA 8130-3 form (in the Canadian context). For uncertified aircraft, no paperwork is required, significantly simplifying the replacement of broken or faulty components. Documenting the replacement of aircraft components with more details is a preferred practice to aid in triaging future problems.

Airframe and component manufacturers may offer technical support resources, including telephone support calls. Case in point, in the Commander I fly, after upgrading the Garmin GNS Systems to WAAS, the aural alert from the SkyWatch TCAS system into the Garmin audio panel stopped working. Replacing the WAAS enabled GNSS with non WAAS GNSS immediately rectified the SkyWatch problem. Our avionics technician was stumped. A call to Garmin and L3 technical support created an environment of collaboration which determined a pinout change between the two Garmin devices had occurred (WAAS and non WAAS). Simply unplugging one pin resolved the interoperability issues with SkyWatch. OEM aircraft manufacturers are another excellent resource for helping resolve technical problems. For example, Diamond Aircraft manufactures the DA40 line of aircraft in London, Ontario. Having your AMEs reach out to their maintenance folks provides another level of knowledge.

The more data that you can review, analyze and provide to your AMEs, the

shorter the remediation process may be. Many Graphic Engine Monitors (GEMs) collect data such as EGTs, CHTs, TITs, oil pressure, oil temperature, amps, volts, OAT, manifold pressure and RPM. GEMs can be integrated into air data computers, to add into the data stream altitude, airspeed, true airspeed, wind direction and wind speed. The data can be easily off loaded from the aircraft systems and managed with software tools provided by the GEM manufacturer or uploaded to SavvyAnalysis. Using these tools, simplifies the AMEs ability to unlock the data and incorporate it into the diagnostic process. (Please see my article *Glass Engine Management in COPA Flight* December 2019). Sometimes adding data collecting devices uncovers hidden problems. Recently, a COPA member added an Insight G3 to his aircraft. The data recording GEM alerted him to unexpectedly high CHT levels on a number of cylinders. With the data in hand, the member has been working with his local AMEs and SAVVY Aviation analysts to resolve the high CGT readings. A common outcome of new detailed information is data fixation. While the engine instruments are in the green and acceptable (during flight), operation of the engine may lead to other engine issues in the longer term.

Often the question of overhauling or replacing with a new component comes to mind. A great example are magnetos. Most magnetos have a 500-hour service inspection limitation. Should they be serviced/overhauled, replaced with an overhauled magneto, replaced with a new magneto or replaced with a new solid state magneto (which has a 2,400 life)? Traditional magnetos have mov-

ing parts, which wear over time. As a magneto begins its path to failure, the impact to smoothness of the engine will become apparent. Surefly Partners ([www.surefly.aero](http://www.surefly.aero)), solid state magnetos, are cost effective components, with four cylinder units starting at \$1,926 and six cylinder units starting at \$2,340 with a 2,400 hour TBO. This generates a net savings of \$3,300 (excluding taxes) over the life of a Surefly magneto. A new Slick magneto (used in the Commander) costs \$2,025, while a typical 500-hour mandatory inspection with minor parts replaced (not overhauled) is roughly \$500 (plus shipping, taxes and installation).

During the process of remediating aircraft problems or routine maintenance, e.g. changing the oil and 100-hour inspections, we should consider the phenomena of Maintenance Induced Failures (MIF). The NTSB reported in 2002, based upon a 10-year study, that 7.1 per cent of the accidents were caused by at least one maintenance related error. Ensuring that a quality assurance process is in place to double check the work performed by the maintenance shop will help ensure that your aircraft does not become a statistic.

Some aircraft problems are easy to resolve, like dirty spark plugs. Others require more investigative skills, especially if they are intermittent. Following a logical approach to isolating a faulty component will help reduce the investment into time and money. Having a well maintained aircraft will help ensure that your next flight occurs without incident, which is priceless.

Checkout my PlaneTalk podcast on Apple, Google, Spotify, YouTube and at [www.PlaneTalk.ca](http://www.PlaneTalk.ca). 🗣️

# PILOT PROFICIENCY

## WHAT IS IT AND HOW DO WE MAINTAIN IT?

Does anyone know who first coined the idiom *practice makes perfect*? According to my research it emerged in the 1500s, adapted from a Latin phrase. Former U.S. President Benjamin Franklin made great use of the phrase in his written works. Many pilots have made repeated use of the phrase during their training for PPL or CPL. It was either said by them or by their instructor. Students are still told to: “Go out to the Practice Area and keep practicing your [skills] until you get it perfect.”

That’s right – We practice our pilotage skills to get them *perfect*, so that we can achieve the instructor’s praise and, more importantly, the coveted 4 for as many manoeuvres as possible on the flight test. Student and instructors both equated this perfection with a high degree of *proficiency*. This was the objective of perfection as we graduated from that phase of our pilot training. Every time we climbed another rung on our career ladder, we got back to the desired level of perfection through practice of those manoeuvres that would ensure success on the respective flight test. But since that last flight test or our last pilot proficiency check ride, what have we done to maintain our proficiency?

In our very well attended Pilot Recurrency Training Program (PRTP) safety seminar in March, we discussed how we could get out of our COVID-19 pandemic funk safely. We agreed that we need to get current, to satisfy the regulations. Our seminar did that for those who participated. So roughly 1,150 of us regained currency. But I put forward a case for not stopping there. Did the PRTP improve your physical skills of pilotage? I am certain that the answer is a rather loud “NO!”

When we learned to fly, the instructors took us through a building-block

approach. You learned slow flight, stalls and steep turns and forced approaches so that you could manoeuvre the aircraft well at slow speeds close to the ground. You also became very proficient at taking off and landing, safely in your aircraft in several crosswind situations. Then you went solo. And, later on, you earned your licence. It is my fervent belief that if we are not going up flying with a purpose and practicing the basic components of our piloting skills, those building-block exercises, we cannot honestly tell ourselves that we are as safe or as proficient as we were when we got that licence.

Dust off your old how-to-fly manual. You don’t necessarily need an instructor, but having one along would be a good thing. Ready? Do some slow flight, to within 15% of Vs (clean stall speed), or do some steep turns at 45 degrees of bank,

make a MAYDAY call at the same time.

When was the last time we read through our *red pages* and quizzed ourselves on a few emergencies such as electrical fire in the air? Or done a “from memory”, simulated emergency landing gear extension procedure, on the ground, in the hangar? Yes – I am asking myself and all of us a bunch of soul-searching questions about our real proficiency. But this is the point of my prose today. To be proficient means that we must be capable of calling on those foundation skills, that should be in our muscle memory. We are proficient when we can routinely manoeuvre the aircraft successfully in typical or urgent situations.

But in Canada we typically don’t require that our pilots demonstrate to themselves or to others, such as TC-designated examiners or instructors, that

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*When we learned to fly, the instructors took us through a building-block approach.*

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without embarrassing yourself, or practice a stall-recovery. How long has it been since you did this? Within the last year? Within the last five years? If the answer is no to either, then how rusty are you and can you deal with that 10 gusting 15 crosswind take-off or landing?

When was the last time we looked in our POH/AFM for our V speeds? How long has it been since we then went up flying and went through a few side-slip exercises, including slipping turns, or set up a simulated engine-out glide for a few thousand feet (warming the engine every 500 feet or so of course), and judged our ability to make a nearby field in the past year? I will give you credit for being proficient if you also included a practice passenger briefing and pretended to

we are reasonably close to flight-test proficient. They do in the U.S. every year. So what? Can we make a connection between our apparent lack of proficiency, especially amongst pilots who are flying infrequently, and accident rates or rising insurance premiums? Absolutely. If we are more liable to have an accident because we are not sufficiently proficient, then we should expect to pay more for our insurance. Then, how can we expect to take these same fundamental skills and use them when we need them most?

We need to fix this gap between currency and proficiency before we are legislated into the fix. The PRTP presentation gave some guidance on building your own ground school to awaken those long-sleeping memories of proficient fly-



ing skills. It all starts with us building a plan to get to a better level of proficiency. We can also talk it up amongst the members of our local flying community. The risks are that we do it half-heartedly or not at all. Perhaps we think that I am making too much of this whole proficiency issue? We don't feel the need to "sharpen the blade" or we think that we can keep proficient by flying about 10 hours a year and most of those within 10 nautical miles of our home aerodrome.

If we take that approach then we will find ourselves on the outside of the solution and looking in at a regulatory mandate for yearly or bi-annual check rides for Recreational Pilot Permit and Private Pilot Licence holders. Or we will be deemed uninsurable by the underwriters who are already making it nearly impossible for some pilots to fly recreationally. Trust me, just like the 406 ELT mandate that descended from on high in November 2020, the push to mandatory flight reviews or unaffordable insurance can happen quickly. Let's seize the moment and take responsibility for our future.

How do we do this? There are many ways, but they all start with refreshing the knowledge that we had or have from those early days. But maybe the memories are a little weak or fuzzy. The COPA website has the whole series of Smart Pilot videos for viewing. These are a great place to start, but they do make assumptions about your foundations being well practiced. Don't assume anything.

Also be a regular participant at our monthly safety seminars. We are working with Industry to create an incentive for discounts based on regular participation. Do go up regularly by yourself and train in the basics. My favourites are slow flight, especially with take-off flaps deployed, and executing a missed-approach overshoot with minimal altitude loss. Oh, yes and BALL IN THE MIDDLE THROUGH-OUT. And do involve a flight instructor because another mistake comes from re-learning the foundations incorrectly. Hey was it Power-Attitude-Trim for the start of a climb? Practice makes perfect - and proficiency is perfection. 

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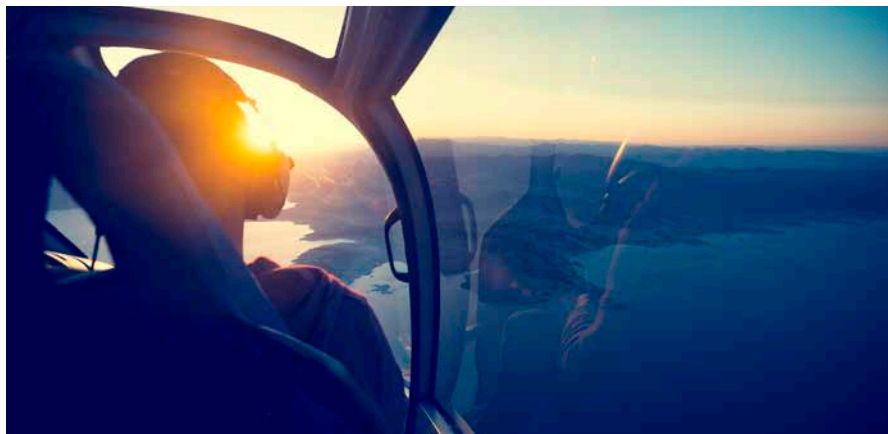
# LA COMPÉTENCE PILOT

## QU'EST-CE QUE C'EST ET COMMENT L'ENTREtenir ?

**Q**uelqu'un sait qui est à l'origine de l'idiome « c'est en forgeant qu'on devient forgeron » ? D'après mes recherches, elle est apparue à la fin du XV<sup>e</sup> siècle, adaptée d'une expression latine. Le président américain Benjamin Franklin a beaucoup utilisé la version anglaise de cette expression dans ses écrits. Je sais que de nombreux pilotes ont utilisé cette phrase à plusieurs reprises pendant leur formation pour le PPL ou le CPL. Ils l'utilisaient soit envers eux-mêmes, soit avec leur instructeur. On a dit et on dit encore aux élèves : « Allez à la zone d'entraînement et continuez à pratiquer votre \_\_\_\_\_ jusqu'à ce que vous le maîtrisiez parfaitement. »

C'est bien cela ! Nous pratiquons nos compétences de pilotage pour les rendre « parfaites » afin d'obtenir les éloges de l'instructeur et, plus important encore, le « 4 » tant convoité pour le plus grand nombre possible de manœuvres lors du test en vol. Nous, élèves et instructeurs, assimilons tous deux cette perfection à un haut degré de COMPÉTENCE. C'était l'objectif de perfection que nous visions en sortant de cette phase de notre formation de pilote. Chaque nouvelle étape de notre carrière complétée, nous nous rapprochions du niveau de perfection souhaité en pratiquant les manœuvres qui nous permettraient de réussir le test en vol correspondant. Mais, depuis ce dernier test en vol ou notre dernier vol de contrôle des compétences du pilote, qu'avons-nous fait pour les maintenir ?

Lors de notre séminaire de sécurité du Programme de formation périodique (PRTP) en mars, qui a attiré un grand nombre de participants, nous avons discuté de la manière dont nous pourrions sortir en toute sécurité de l'ornière de la pandémie de COVID-19. Nous avons



convenu que nous devons nous mettre à jour, pour satisfaire aux réglementations. C'est ce que notre séminaire a fait pour ceux qui y ont participé. Ainsi, environ 1150 d'entre nous sommes à nouveau à jour. C'est formidable ! Mais je pense qu'il ne faut pas s'arrêter là. Le PRTP a-t-il amélioré vos compétences physiques de pilotage ? Je suis certain que la réponse est un « NON » catégorique.

Concentrons-nous sur la compétence pour un autre moment. Lorsque nous apprenions à voler, les instructeurs nous faisaient suivre une approche modulaire. On apprenait le vol lent, les décrochages, les virages serrés et les approches forcées afin de pouvoir bien manœuvrer l'avion à faible vitesse près du sol. Vous avez également acquis une grande compétence en matière de décollage et d'atterrissage, en toute sécurité dans votre avion, dans plusieurs situations de vent de travers. Puis vous avez été lâché sur l'avion. Et, plus tard, vous avez obtenu votre licence.

Je crois fermement que si nous n'allons pas voler dans un but précis et ne pratiquons pas les éléments de base de nos compétences à titre de pilote - ces exercices fondamentaux que nous avons appris il y a si longtemps - nous ne pouvons honnêtement dire que nous som-

mes aussi sûrs ou aussi compétents que nous l'étions lorsque nous avons obtenu cette licence. Voilà, je l'ai dit.

Voler dans un but précis ? Dépoussiérez votre vieux manuel « comment voler ». Vous n'avez pas nécessairement besoin d'un instructeur, mais il serait bon d'en avoir un avec vous. Vous êtes prêt ? Allez-y et faites un peu de vol lent, à moins de 15% de  $V_s$  (vitesse de décrochage propre), ou faites quelques virages serrés à 45 degrés d'inclinaison, sans vous ridiculiser, ou pratiquez une sortie de décrochage. Depuis combien de temps n'avez-vous pas fait cela ? L'année dernière ? Au cours des cinq dernières années ? Si la réponse est non à l'une ou l'autre de ces questions, alors à quel point sommes-nous rouillés et pourrions-nous faire face à un décollage ou un atterrissage par vent de travers de 10 nœuds avec rafales de 15 nœuds ?

À quand remonte la dernière fois que nous avons consulté notre POH/AFM pour connaître nos vitesses  $V$  ? Depuis combien de temps n'avons-nous pas effectué un vol en altitude et effectué quelques exercices de glissade, y compris des virages glissés, ou mis en place un vol plané simulé sans moteur sur quelques milliers de pieds (en réchauffant le moteur tous les 500 pieds, bien



sûr), et évalué notre capacité à atteindre un terrain proche, au cours de l'année écoulée ? Je vous accorderai le crédit d'être compétent si vous avez également inclus un briefing pratique des passagers et fait semblant de lancer un appel MAY-DAY en même temps. BRAVO !

À quand remonte la dernière fois que nous avons lu nos « pages rouges » et que nous nous sommes interrogés sur quelques urgences telles qu'un incendie électrique en vol ? Ou fait une simulation de mémoire d'une procédure d'urgence de sortie du train d'atterrissage, au sol, dans le hangar ? Oui, je me pose et je pose à chacun d'entre nous un tas de questions sur nos compétences réelles. Mais c'est le but de ma prose d'aujourd'hui. Être compétent signifie que nous devons être capables de faire appel à ces compétences fondamentales, qui devraient faire partie de notre « mémoire musculaire ». Nous sommes compétents lorsque nous pouvons couramment manœuvrer l'avion avec succès dans des situations typiques ou urgentes.

Mais au Canada, nous n'exigeons généralement pas que nos pilotes démontrent à eux-mêmes ou à d'autres personnes, comme les examinateurs ou les instructeurs désignés par Transports Canada, que nous sommes raisonnablement proches de la compétence au test en vol. C'est ce qu'ils font aux États-Unis chaque année. Et alors ? Peut-on établir un lien entre notre manque apparent de compétence, en particulier chez les pilotes qui volent peu, et les taux d'accidents ou l'augmentation des primes d'assurance ? Absolument. Si nous sommes plus susceptibles d'avoir un accident parce que nous ne sommes pas suffisamment compétents, nous devons nous attendre à payer davantage pour notre assurance responsabilité civile. Alors comment pouvons-nous espérer prendre ces mêmes compétences fondamentales et les utiliser lorsque nous en avons le plus besoin ?

Nous devons combler le fossé qui sépare la validité de notre licence de la compétence avant que le législateur ne le fasse à notre place. La présentation du

PRTP a donné quelques conseils sur la façon de créer votre propre instruction théorique pour réveiller ces souvenirs longtemps endormis de compétences et de techniques de vol efficaces. Tout commence par l'élaboration d'un plan pour atteindre un meilleur niveau de compétences. Nous pouvons également en discuter avec les membres de notre communauté de vol locale. Le risque est que nous le fassions sans enthousiasme ou pas du tout. Peut-être pensons-nous que j'accorde trop d'importance à cette question de compétences ? Nous ne ressentons pas le besoin « d'affûter la lame » ou nous pensons que nous pouvons rester compétents en volant une dizaine d'heures par an et la plupart de celles-ci dans un rayon de dix milles nautiques de notre aérodrome d'origine.

Si nous adoptons cette approche, alors nous nous retrouverons à l'extérieur de la solution et nous verrons un mandat réglementaire pour des vols de contrôle annuels ou biannuels pour les détenteurs de licences de pilote de loisir et de pilote privé. Ou bien nous serons jugés « non assurables » par les assureurs qui rendent déjà presque impossible pour certains pilotes de voler de façon récréative. Croyez-moi, tout comme le mandat de l'ELT 406 qui est descendu d'en haut en novembre 2020, la poussée vers des examens de vol obligatoires ou une assurance inabordable pourrait arriver rapidement. Saisissons le moment et prenons la responsabilité de notre propre avenir.

Comment s'y prendre ? Le site web de la COPA propose toute la série de vidéos du pilote intelligent. Elles constituent un excellent point de départ, mais elles supposent que vos fondations sont bien pratiquées.

Participez aussi régulièrement à nos ateliers mensuels sur la sécurité. Allez régulièrement voler par vous-même et entraînez-vous sur les bases. Mes préférés sont le vol lent, surtout avec les volets au décollage déployés, et l'exécution d'une remise des gaz en cas d'approche manquée avec une perte d'altitude minimale. Oh oui! Et la BALLE AU MILIEU TOUT LE LONG. 🛩️



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# CIFIB NATIONAL NETWORK BUILD

FREE IN-COCKPIT WEATHER AND TRAFFIC COME TO CANADA

BY STEVEN MCDOWELL

In Canada and around the world, commercial aviation safety has improved significantly over the past few decades. General Aviation safety has also improved, but not as much. Accidents related to weather and mid-air collisions still claim too many lives. In 2017, U.S. commercial carriers flew 18 million hours without a single fatal accident, while General Aviation flew slightly more hours but had more than 200 fatal accidents. In the U.S., the FAA has mandated and deployed ADS-B as its next-generation air traffic system. A study by AOPA shows that ADS-B has led to a significant improvement in General Aviation safety in the U.S.

ADS-B in the U.S. consists of two services. ADS-B Out is a GPS-based system for identifying and tracking aircraft to much greater precision than ground-based surveillance systems. Position information is transmitted by aircraft to ground stations and directly to nearby aircraft. ADS-B In receives weather from ground stations; and receives traffic from nearby aircraft and from ground stations.

NAV CANADA is a founding partner of Aireon, which implements space-based ADS-B for airliners. Aireon satellites receive ADS-B Out from aircraft and downlink the information for use by ATC. ADS-B Out is not currently mandated for GA aircraft, but, within a few years, it may become required wherever transponders are required today.

Aerion satellites do not broadcast weather or traffic information directly to aircraft. In our larger country, with far fewer GA aircraft, a coast-to-coast

ground station network has been seen as prohibitively difficult and costly to implement. Aircraft equipped with ADS-B In will receive ADS-B Out from nearby aircraft. Weather and other traffic information would be unavailable in most of the country, with limited information received only when flying within range of U.S. ground stations.

## BRINGING IN-FLIGHT WEATHER AND TRAFFIC TO CANADA

A group of aviation enthusiasts, based in Southern Ontario, has developed an inexpensive ground station solution that transmits weather and traffic to aircraft equipped with hardware designed and used for the FAA's ADS-B system. The group has started building a Canadian network from the ground up. (Because of the pandemic and new lockdown measures introduced in April, the group's efforts are delayed by several weeks.)

The plan is not to cover every part of Canada, but to install ground stations and grow the network based on demand and support from local groups, bringing these safety-enhancing services to their area.

Burlington, ON (CZBA) has been operating a development and testing site for the past year. Stratford (CYSA) will be the first official station, coming online in May. Parry Sound (CNK4) and Oshawa (CVOO) are planned for June. CIFIB is in discussions with several other sites across Canada that could begin operation in the next year. The CIFIB network



▲ VFR chart with weather and traffic on an iPad.

is expected to grow to about 100 ground stations within a few years.

To support this effort, the group has created the not-for-profit Canadian In-Flight Information Broadcasting Association (CIFIB). CIFIB operates independently of Aireon, providing weather and traffic information to pilots today. When GA aircraft join the Aireon system, CIFIB will continue to provide this important safety information.



## SERVICES PROVIDED

A CIFIB ground station broadcasts the following information:

- Regional precipitation radar from Environment Canada;
- METAR/SPECI/TAF for nearby airports;
- FDs - Upper Winds and Temperatures
- PIREPs; and
- Traffic information from gliders (FLARM, Open Glider Network) and flight schools (NemoScout).

Planned services include NOTAM, AIRMET/SIGMET and TFR. CIFIB is working to expand traffic information to include Mode C (radar) traffic.

## EQUIPMENT REQUIREMENTS

Receiving CIFIB broadcasts requires an ADS-B In receiver capable of decoding UAT on 978 MHz. There are many solutions available today, developed for use in the U.S. Many Canadian pilots use them, too, as a GPS source, to receive ADS-B Out from nearby aircraft, to receive weather from U.S. ground stations, and for flying in the U.S.

Portable ADS-B In receivers, costing as little as \$250, include Stratus, Stratux, Sentry, SkyEcho, Dual and the Garmin GDL series. Weather and traffic information is displayed on moving maps in Electronic Flight Bag (EFB) applications running on a tablet or smartphone. Among EFB apps that provide Canadian maps and charts, FltPlan Go is free, while ForeFlight requires a subscription.

Certified systems can also receive and display CIFIB information. ADS-B Out and In capabilities are usually combined with a traditional transponder and displayed on panel-mount primary and multi-function displays. For example, a Garmin GTX 345 transponder will integrate weather and traffic information on the built-in PFD/MFD displays of a G1000 system.

## DIFFERENCES BETWEEN CANADIAN AND U.S. IN-FLIGHT DATA

No Canada-specific equipment or con-

figurations are required. Both Canadian and U.S. in-flight data can be received by existing equipment. However, there are some differences in the broadcast information, including:

1. In Canada, weather imagery overlaid on the moving map is Environment Canada's conventional precipitation radar. In the U.S., weather imagery is based on NEXRAD's Doppler radar.
2. CIFIB ground stations broadcast weather and traffic continuously. U.S. ground stations transmit weather continuously, but transmit traffic only if an aircraft with ADS-B Out is nearby.
3. CIFIB ground stations transmit traffic data including gliders using FLARM/OGN and flight-school aircraft using NemoScout. In the U.S., these aircraft are not broadcast unless also equipped with ADS-B Out or transponders visible to ground radar.
4. U.S. ground stations transmit radar-based traffic. CIFIB is working to add this capability.
5. CIFIB ground stations have a range of up to 60 NM, dependent on the transmit power, topography and altitude of the receiving aircraft. U.S. ground stations have a range of 150 NM or more, dependent on the same factors.

## COST

Aircraft equipped with ADS-B In can receive CIFIB broadcasts when in range. There is no registration or other action required to receive the data. In other words, to pilots and their equipped aircraft, the CIFIB service is free.

CIFIB ground stations and their broadcasts are sponsored and hosted by local groups, but the equipment is licensed, owned, operated, maintained and insured by CIFIB. The ground station hardware is designed to be robust yet inexpensive. Acquisition and installation of a ground station should cost less than C\$2,000. The annual cost to operate a ground station is less than C\$2,000. These costs are expected to decline as more ground stations come online.

## WHO IS CIFIB?

Canadian In-Flight Information Broadcasting Association is a not-for-profit organization that is creating and managing the ground station network that provides in-flight weather and traffic services to GA pilots operating in our coverage area within Canadian domestic airspace. CIFIB's mission is to improve General Aviation safety by transmitting available weather and traffic information to pilots in the cockpit to improve decision-making and to raise awareness by promoting the use of this source of information.

The members that created and manage CIFIB are also members of various COPA flights, including Flight 26 (Waterloo - Breslau Flyers), Flight 28 (Burlington), Flight 172 (Kincardine), and Flight 70 (Oshawa). All members are volunteers and receive no compensation from CIFIB. Many have contributed financially to get this project off the ground.

## HOW YOU CAN HELP

CIFIB is working on expanding its network and looking for organizations to partner with us to establish and operate a ground station. Inquire at [cifib.ca/contact](http://cifib.ca/contact).

Individual pilots and other sponsors are welcome to support CIFIB financially by visiting [cifib.ca/donate](http://cifib.ca/donate). All fees and donations will be used to develop, install, operate, and support the CIFIB network.

## DISCLAIMERS

CIFIB In-Flight Information broadcasts are advisory only. Pilots must follow regulations and best practices pertaining to determining weather and traffic for activities such as flying instrument approaches and joining the circuit.

Traffic information broadcast by CIFIB may not represent all traffic in the area and must not be used as a primary means of locating and avoiding other traffic.

## MORE INFORMATION

Visit [www.cifib.ca](http://www.cifib.ca) for the latest information about CIFIB and its progress. 🇨🇦

# SELLING YOUR AIRCRAFT

NEXT STEPS AFTER MAKING THAT EMOTIONAL COMMITMENT  
BY PHIL LIGHTSTONE

**S**elling your aircraft for some pilot/owners can be more than just a transaction, it can be an emotional journey. As the realities of life cause owners to fly less, they start to wonder about the financial viability of owning and maintaining an aircraft. Inactivity is the maintenance bane of General Aviation aircraft. It is counterintuitive, but, the less you fly your aircraft, the more the annual maintenance costs might be. From a new aircraft numbers perspective, 2,399 airplanes and 674 helicopters were delivered worldwide in 2020, with 1,312 (worldwide) and 882 (U.S.) piston aircraft delivered in 2020. The value of new aircraft delivered in 2020 was US\$20.028 billion (source *GAMA Aircraft Shipment Report*, February 24, 2021). The International Aircraft Dealers Association (IADA) announced on January 11, 2021, that its member dealers reported 1,100 used airplanes were sold in 2020.

Once you have made the emotional commitment to sell your airplane, the next question is how much is your baby worth. The value of an aircraft will ultimately be determined by the market, that is, a buyer willing to buy your aircraft. As a starting point, determining the market value of the aircraft begins with a bit of homework, documenting: Age of the aircraft; total time on airframe; total

time since overhaul; age of the propeller; quality of the paint and interior (a scale from 1 to 10); makes/models of the components of the panel; airframe speed mods; and additions to the aircraft, such as engine heater, USB charging ports, co-pilot instruments, CO detectors, canopy, wing covers, to name a few.

Online tools like VREF and Aircraft Blue Book provide a valuation of the aircraft in U.S. dollars. VREF Aircraft Value Reference, Appraisal & Litigation Consulting Services was founded in 1994. The online tool starts with a basic value for your specific make/model aircraft (e.g. 1980 Cessna 172K). It then adds dollars for specific technologies like panel-mounted GPS, and subtracts dollars based upon a high-time engine or low-quality paint, interior and other factors. This delivers a valuation based upon market conditions. As a COPA member benefit, access to VREF is free of charge. VREF has seven full-time employees, more than 100 contractors and a network of aircraft appraisers. Jason Zilberbrand, President of VREF, reports, "With our fingers on the pulse of the marketplace, COVID-19 impacts have increased the sale price of aircraft as buyers are struggling to find quality, used aircraft, where demand is outpacing supply. This is further exasperated with two-year wait times for new aircraft."

▲ The VREF online valuation tool is provided free to COPA members for making detailed aircraft evaluations.

From an aircraft value perspective, some models will be in more demand than others. In 2020 and 2021, Cessna 172s are extremely hard to find, which is driving higher purchase prices than a Piper Cherokee 160. Michael Wilton, President of FlightSimple Inc., an aircraft brokerage firm in western Canada, reports, "Aircraft value and demand is cyclical. One year, Cessna's are sought after by buyers. However, in five years, that trend could swing to Pipers."

For newer aircraft, the question of depreciation comes into question. Unlike cars, aircraft market depreciation (versus CRA or generally accepted accounting principles) varies based upon market conditions, the age of the aircraft and aircraft availability. Clearly a 1980 aircraft will be fully depreciated, but, based upon market conditions, the un-indexed sell price in 2021 surpasses the original 1980 purchase price. Exchange rate fluctuations can impact any capital gains.

Once you have ascertained a valuation for your aircraft, the next process involves marketing. Depending upon the type of aircraft, placing a flyer on the bulletin board of the airports within an one hour flight of your home airport



could generate passive interest. Take the time to create a well formatted flyer with the specifics of your aircraft, and a few flattering photos. Let your flying friends and instructors know that you're selling your aircraft and consider using social networks or aviation sales sites like ASO, Trade-a-Plane, Barnstormers and type club websites to advertise the aircraft. COPA members are entitled to a 10 per cent discount in the classified section of the *COPA Flight* and Canadian Plane Trade.

Aviation brokers provide a valuable service in representing your aircraft not only to the marketplace, but also to its rolodex of customers and prospects. They will begin the process with a conversation with you, in an effort to get to know you better, understand your sales motivation and the manner in which you look after your aircraft. Other steps include: Executing a Broker Representation Agreement; photographing your aircraft, paying special attention to the interior, avionics and engine compartment; copying or scanning the journey and technical log books; using their valuation tools to determine a blue-book valuation; and setting a sell price. Broker service costs are typically a percentage of the purchase price of the aircraft (plus taxes). The broker becomes your voice to the prospective purchaser, facilitating the marketing, advertising, negotiating process, contracts and test flights.

Once you or a broker finds a prospective buyer, the sales process will begin. Typically, this will begin with the buyer physically seeing and sitting in the aircraft and, hopefully, they are an educated buyer both in terms of aircraft ownership and the make/model of the aircraft. Qualifying the prospect shortens the overall sales cycle time. For example, does the individual ergonomically fit in the aircraft?


I have a short body type. In a typical Mooney with the seat full forward, I just barely touch the rudder pedals. In the case of a Mooney, rudder pedal extensions can be added, which may not be ideal if I had a 6'4" partner. The purchaser may request a test flight of the aircraft. Ideally, the broker would organize the test flight, using a qualified instructor who has time on type and is on your insurance policy. Typically, the buyer pays for the costs of the test flight.

Most buyers will insist on a pre-purchase inspection (PPI), to determine the condition of the aircraft, make a GO/NOGO decision, and determine the costs of resolving any technical issues of the aircraft. Think about the last five annuals and what maintenance was deferred year over year. The PPI should provide an unbiased estimate of the repair costs: airworthiness; safety bulletins; non airworthy damaged or broken components. The PPI should not occur until a Conditional Offer to Purchase (COP) has been


received with a deposit (certified cheque or wire transfer). Consider using an escrow service or your broker to facilitate the financial elements of the transaction. Once the buyer has executed a PPI, ensure the mechanics share the PPI report with you to facilitate a fair and equitable sharing of remediation costs. Cost sharing should be laid out in the COP.

For example, if you're selling the aircraft as airworthy, then the costs associated with remediating airworthiness directives and other airworthiness requirements would be borne by the seller. Taking a fair and equitable approach will help to ensure that the buyer closes on the aircraft purchase. Ensure that your COP uses language like "purchased as is, where is", indicating that there are no expressed or implied warranties. Utilizing an aviation lawyer to facilitate the legal paperwork will help with mitigating contingent liability. COPA has a number of documents on its website for Buying and Operating an aircraft. Finally, keep your insurance in force until the transaction closes.

Currently, it's a seller's marketplace, with used aircraft values appreciating. Following a well laid out flight plan to selling your airplane will go a long way to finding that perfect buyer. Some pilot owner's report their best days are when they bought and sold their aircraft. However, the memories of the freedom which flight brings are priceless. ✈️



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# A RETURN TO BUSIER SKIES

HEATHER MCGONIGAL SHARES INSIGHT ON A RETURN TO INCREASED COMMERCIAL ACTIVITY, CFPS, DRONES AND MORE  
BY SHARON CHEUNG, COPA, DIRECTOR, NATIONAL PROGRAMMING

**S**haron Cheung of COPA spoke with Heather McGonigal, Assistant Vice President of Stakeholder Relations and Communications with NAV CANADA, about the challenges of the current environment for General Aviation and the prospects of returning to busier skies in the near future.

**Welcome Heather! Before we get started, it would be a pleasure to introduce you to our community of 15,000 General Aviation pilots. Can you tell us about your industry experience and about your current role at NAV CANADA?**

Hello General Aviation pilots! NAV CANADA values the collaborative relationship we have with COPA and its membership and appreciate the opportunity for information sharing.

I have been a professional pilot for over 25 years. My first job in aviation was as a flight instructor which ignited my love for aviation. Over the years, I was fortunate to fly various aircraft which, in later years, included training pilot roles. In addition to pilot responsibilities, I held several regulatory-required positions which included Director of Flight Operations, Flight Attendant Manager and Safety Manager.

Being on the Air Transport Association of Canada (ATAC) Board for several years provided the opportunity to collaborate with individuals of mutual interests and work together towards the everchanging needs of the Canadian aviation community.



▲ NAV CANADA Assistant VP Heather McGonigal served as a professional pilot for more than 25 years.

I have worked for NAV CANADA for just over one year in the capacity of Assistant Vice-President of Stakeholder Relations and Communications. In this role, and with the support of my exceptional team and fellow NAV Canadians, I oversee Stakeholder and Commercial Relations, Stakeholder and Industry Relations, Level of Service and Communications. One of my favorite things about my job is the interaction we have with stakeholders and the opportunity for continued collaboration and learning from each other.

**What examples can you share about NAV CANADA's role in responding to the pandemic?**

There are many ways NAV CANADA has responded to the pandemic. From supporting the critical delivery of essential goods to our northern and remote com-

munities to ensuring the safe delivery of vaccines to Canada. Most recently, we made our publications on our online store available at all hours, delivered to people's home (paper) or available right away (ePubs).

We've also enjoyed the temporary increase in interaction with GA in airspace where they're not as often active.

**There are misconceptions between what NAV CANADA and Transport Canada are each responsible for. Can you please clarify these responsibilities for our members?**

Transport Canada is the department within the Government of Canada responsible for developing regulations, policies and services of road, rail, marine and air transportation in Canada. Transport Canada is the primary Canadian authority for overseeing the safety and security aspects of civil aviation.

NAV CANADA is a privately run, not-for-profit corporation that owns and operates Canada's civil air navigation system (ANS). Our services encompass air traffic control, airport advisory services, flight information, weather briefings, aeronautical information, and electronic aids to navigation. While both organizations are separate entities, both work collaboratively together with the shared goal of aviation safety.

**NAV CANADA offers many tools and publications. What top resources should our members be aware of?**

NAV CANADA recently launched a new



website this past winter, switching to a new system to ensure the reliability of our website and to protect it from on-line threats. This new solution provided us with a cost-effective opportunity to restructure the site, which will help visitors quickly and efficiently identify the information they require.

Examples of popular NAV CANADA resources include our *Phraseology Guides*, *Aviation Weather Services Guide*, our *Local Area Weather Manuals*, and, of course, the Collaborative Flight Planning Service (CFPS).

**NAV CANADA is decommissioning its Aviation Weather Website (AWWS) and replacing it with CFPS. Can you tell us about the changes and new features?**

The replacement for AWWS is Collaborative Flight Planning Service (CFPS). CFPS is an information platform, which includes AIC data, NAV CANADA notices, and more. The software follows the ICAO, NOTAM and RSC format requirements.

The CFPS platform is used internally within Flight Information Centre (FIC) operations. This provides the availability of an identical platform to customers to contact the FIC for weather briefing interpretation/support. The new platform allows [us] to apply improvements.

**With several proposed level of service changes at airports and aerodromes**

**across the country, how will NAV CANADA maintain an open sky for GA pilots?**

From coast to coast to coast, NAV CANADA offers different levels of service, which vary depending on the amount of air traffic, mix of aircraft and other factors. With the support of NAV CANADA's highly trained staff and services, pilots will have all the information they need to safely operate. Changing a service level does not equate to the closure or inaccessibility of the airport or airspace. GA pilots will continue to enjoy open skies.

**Once we return to busier skies, what restrictions will be put back in place?**

NAV CANADA has been pleased to have the opportunity to further engage with GA pilots in airspace where they were not previously active. As we look to traffic recovery, access to certain areas of airspace for GA pilots will be limited, similar to pre-COVID times, to reflect airspace capacity and mix of air traffic.

**What plans does NAV CANADA have as it relates to drone use in both controlled and uncontrolled airspace?**


NAV CANADA is continuing to support activities to safely integrate drones into Canadian airspace. A multi-year strategy has been developed with highlights on each aspect of the strategy:

- NAVDrone: We are currently in a beta process of a new application that

will provide the ability for drone users to request authorization to fly in Canadian controlled airspace. The application also provides information on all categories of airspace and applicable regulations to build up situational awareness and understanding amongst drone operators.

- Trials: Transport Canada has issued an NPA for BVLOS operations that is expected to be in Canada Gazette 2 by fall of 2022. We are working with TC and industry to be ready to support these new regulations. Some of the regulations will require new technologies and services.

- Safety: NAV CANADA has remained active in promoting safety awareness for drone operators flying in Canadian airspace. We have a regular communications campaign and have presented at various conferences to encourage reporting of flights and build awareness of regulations. We have also participated in three tabletop exercises amongst industry stakeholders to ensure coordination of responses in the event of drone incursion in and around major airports.

- Operations: NAV CANADA continues to support ongoing Special Flight Operating Certificates (SFOCs) for drone operators requesting flights that are not incorporated in existing regulations. Flights such as whale watching in major shipping corridors in the north and medical deliveries are examples of SFOCs we evaluate and support when possible. 



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# UN RETOUR À DES CIEUX PLUS ACHALANDÉS

HEATHER MCGONIGAL DE NAV CANADA PARTAGE  
SON POINT DE VUE ATC SUR LA PANDÉMIE  
PAR SHARON CHEUNG, COPA, DIRECTRICE, PROGRAMMES NATIONALS

**S**haron Cheung de la COPA s'est entretenue avec Heather McGonigal - vice-présidente adjointe, Relations commerciales et avec les parties prenantes chez NAV CANADA - au sujet des défis de l'aviation générale dans le climat actuel, et des perspectives de retour à un ciel plus occupé dans un proche avenir.

***Bienvenue Heather! Avant de commencer, je serais enchantée de vous présenter à notre communauté de 15 000 pilotes de l'aviation générale. Pouvez-vous nous parler de votre expérience dans l'industrie et de votre rôle actuel chez NAV CANADA?***

Bonjour chers pilotes de l'aviation générale ! NAV CANADA apprécie la relation de collaboration qu'elle entretient avec la COPA et ses membres et apprécie l'occasion de partager nos connaissances.

Je suis pilote professionnelle depuis plus de 25 ans. Mon premier emploi dans le domaine de l'aviation a été celui d'instructeur de vol, ce qui a éveillé ma passion pour l'aviation. Au fil des ans, j'ai eu la chance de piloter divers aéronefs et, plus tard, de jouer le rôle de pilote instructeur. En plus de mes responsabilités de pilote, j'ai occupé plusieurs postes exigés par la réglementation, notamment ceux de directeur des opérations

aériennes, de responsable des agents de bord et de responsable de la sécurité.

Le fait de siéger au conseil d'administration de l'Association du transport aérien du Canada (ATAC) pendant plusieurs années m'a donné l'occasion de collaborer avec des personnes ayant des intérêts communs et de travailler ensemble pour répondre aux besoins en constante évolution de la communauté aéronautique canadienne.

Je travaille pour NAV CANADA depuis un peu plus d'un an à titre de vice-présidente adjointe, Relations avec les parties prenantes et communications. À ce titre et avec l'appui de mon équipe exceptionnelle et de mes coéquipiers NAV canadiens, je supervise les relations avec les parties prenantes du secteur commercial, les relations avec les parties prenantes et l'industrie, le niveau de service et les communications. L'un des aspects de mon travail que je préfère est l'interaction que nous avons avec les parties prenantes et l'occasion de collaborer et d'apprendre les uns des autres.

***Pouvez-vous nous donner un exemple du rôle que NAV CANADA a joué en réaction à la pandémie ?***

NAV CANADA a réagi de nombreuses façons à la pandémie. Que ce soit en appuyant la livraison de biens essentiels aux collectivités nordiques et éloignées ou en assurant la livraison sécuritaire

de vaccins au Canada. Plus récemment, nous avons rendu nos publications disponibles sur notre boutique en ligne à toute heure, livrées au domicile des gens (papier) ou disponibles immédiatement (publications électroniques).

Nous avons également apprécié l'augmentation temporaire de l'interaction avec la GA dans l'espace aérien où elle est moins souvent active.

***Il y a souvent beaucoup de malentendus entre les responsabilités de NAV CANADA et celles de Transports Canada - pourriez-vous clarifier la situation pour nos membres ?***

Transports Canada est le ministère du gouvernement du Canada responsable de l'élaboration des règlements, des politiques et des services de transport routier, ferroviaire, maritime et aérien au Canada. Transports Canada est la principale autorité canadienne chargée de superviser les aspects de sécurité et de sûreté de l'aviation civile.

NAV CANADA est une société privée sans but lucratif qui possède et exploite le système de navigation aérienne civile du Canada (SNA). Nos services englobent le contrôle de la circulation aérienne, les services consultatifs d'aéroport, l'information de vol, les exposés météorologiques, l'information aéronautique et les aides électroniques à la navigation.



Bien que les deux organismes soient des entités distinctes, ils travaillent en collaboration dans le but commun d'assurer la sécurité aérienne.

**NAV CANADA offre de nombreux outils et publications. Quelles sont les principales ressources que nos membres devraient connaître ?**

NAV CANADA a lancé un nouveau site Web l'hiver dernier. Nous avons adopté un nouveau système pour assurer la fiabilité de notre site et le protéger contre les menaces en ligne. Cette nouvelle solution nous a fourni une opportunité rentable de restructurer le site qui aidera les visiteurs à trouver rapidement et efficacement l'information dont ils ont besoin.

Parmi les ressources populaires de NAV CANADA, mentionnons nos guides de phraséologie, le Guide des services météorologiques à l'aviation, nos manuels météorologiques de zone locale (les PDF individuels se trouvent au bas de cette page) et, bien sûr, le Service collaboratif d'élaboration des plans de vol (CFPS).

**NAV CANADA met hors service son site Web de météorologie aéronautique (AWWS) et le remplace par le CFPS. Pouvez-vous nous parler des changements et des principales caractéristiques du nouvel outil ?**

L'AWWS sera remplacé par les Services de planification de vol en collaboration (CFPS). Le calendrier provisoire de mise hors service de l'AWWS est fixé à la fin de 2022. Le CFPS est une plate-forme d'information, qui comprend les données AIC, les avis de NAV CANADA, et plus encore. Le logiciel suit les nouvelles exigences de l'OACI en matière de format des NOTAM et des RSC.

La plate-forme CFPS est utilisée en interne dans le cadre des opérations du centre d'information de vol (FIC). Cela permet aux clients de disposer d'une plateforme identique afin de contacter le FIC pour l'interprétation/le soutien des exposés météorologiques. La nouvelle

plateforme permet d'évaluer et d'appliquer des améliorations à l'interface.

**Compte tenu des nombreuses propositions de changements de niveau de service aux aéroports et aérodromes partout au pays, comment NAV CANADA entend-elle maintenir l'accessibilité au ciel pour les pilotes de l'AG?**

D'un océan à l'autre, NAV CANADA offre différents niveaux de service, qui varient selon la quantité de trafic aérien, la composition des aéronefs et d'autres facteurs. Avec l'appui du personnel et des services hautement qualifiés de NAV CANADA, les pilotes disposeront de toute l'information dont ils ont besoin pour exercer leurs activités en toute sécurité. La modification d'un niveau de service n'équivaut pas à la fermeture ou à l'inaccessibilité de l'aéroport ou de l'espace aérien. Les pilotes de GA continueront de profiter d'un ciel ouvert.

**Une fois que le ciel deviendra à nouveau plus occupé, quelles restrictions reprendront du service ?**

NAV CANADA est heureuse d'avoir eu l'opportunité l'occasion de s'engager davantage auprès des pilotes d'aviation générale de l'AG dans des espaces aériens où ils n'étaient pas actifs auparavant. En vue de la reprise du trafic, l'accès à certaines zones de l'espace aérien pour les pilotes GA sera limité, comme avant la COVID, afin de tenir compte de la capacité de l'espace aérien et de la composition du trafic aérien.

**Au-delà de la pandémie, NAV CANADA a-t-elle des plans en ce qui concerne l'utilisation des drones dans l'espace aérien contrôlé et non contrôlé ?**

Oui. NAV CANADA continue d'appuyer les activités visant à intégrer en toute sécurité les drones dans l'espace aérien canadien. Une stratégie pluriannuelle a été élaborée et les points saillants de chaque aspect de la stratégie sont énumérés ci-dessous :

- NAVDrone : Nous sommes actuellement dans un processus bêta (pilote)

d'une nouvelle application qui permettra aux utilisateurs de drones de demander l'autorisation de voler dans l'espace aérien contrôlé du Canada. L'application fournit également de l'information sur toutes les catégories d'espace aérien et sur les règlements applicables afin d'accroître la connaissance de la situation et la compréhension des exploitants de drones en matière de vol au Canada.

- Essais : Transports Canada a émis un APM pour les opérations des opérations de SATP hors visibilité directe (BVLOS) qui devrait être dans la Gazette du Canada 2 d'ici l'automne 2022. Nous travaillons avec TC et l'industrie afin d'être prêts à soutenir cette nouvelle réglementation. Certains de ces règlements nécessiteront de nouvelles technologies et de nouveaux services. Nous évaluons les essais afin de déterminer comment faire progresser notre offre afin de soutenir ces services à l'avenir.

- Sécurité : NAV CANADA est restée active dans la promotion de la sensibilisation à la sécurité pour les exploitants de drones volant dans l'espace aérien canadien. Nous menons une campagne de communication régulière sur les médias sociaux et avons fait des présentations lors de diverses conférences pour encourager le signalement des vols et faire connaître la réglementation. Nous avons également participé à trois exercices de simulation entre les intervenants de l'industrie afin d'assurer la coordination des interventions en cas d'incursion de drones dans les grands aéroports et à proximité.

- Opérations : NAV CANADA continue d'appuyer les certificats d'opérations aériennes spéciales (COAS) pour les exploitants de drones qui demandent des vols qui ne sont pas prévus dans la réglementation actuelle afin de continuer à soutenir cette industrie émergente. Les vols tels que l'observation des baleines dans les principaux corridors de navigation dans le Nord et les livraisons médicales sont des exemples de COAS que nous évaluons et appuyons dans la mesure du possible. 🙌



# THE FUTURE OF FLIGHT IN WESTERN NEW BRUNSWICK

## FLYING ASSOCIATION HOPES NEW HIGH SCHOOL COURSE SPARKS MORE INTEREST

BY THERESA BLACKBURN

**E**ric Cummings only caught the flying bug a few years ago, but his connection to the Woodstock Municipal Airport is deep. The Woodstock businessman was eight years old when his parents, Vivian and Glen Cummings (then-owners of Cummings Construction), built the airstrip in 1966.

That connection brought him to a vintage aircraft display at the Woodstock Aerodrome eight years ago.

"I went for a flight that day in a Harvard, and that was it," says Cummings. "I was hooked."

While his parents laid the groundwork for the current Woodstock Flying Association, COPA 86, Cummings and his fellow club members are trying to ensure it has a viable future. The airport is owned by the Town of Woodstock, but operated collaboratively between the association and the town's administration.

Association members believe the best way to keep private planes flying out of Woodstock is to ensure there are local pilots. That's why the club is sponsoring a credit course at Woodstock High School. The initiative is part of their long-term goal to establish a flight school at the Woodstock Aerodrome.

"It started with a conversation with the club members about two and a half years ago," explains Cummings. "Every-

▲ All about perspective: Eric Cummings and members of the Woodstock Flying Association in western New Brunswick want more young people to experience flight. Cummings believes more students would be interested in the Pilot Ground School high school course if they could just see the world from a different perspective.

one loved the idea, including one of our members, Dominic Cardy, who now happens to be New Brunswick's Minister of Education."

Not long after the initial conversation, Cummings was at the high school talking to the principal about their idea.

"Bill Hogan (who is now the local MLA) said the school was allowed to do two local-interest courses, at their own discretion. He was excited and said yes to the idea, and we (the association) worked out the logistics," he says.

Those logistics included financial support from the association.

"We said yes because we knew we could make it happen. This project is a collaborative effort amongst all COPA 86 (Woodstock Flying Association) members," says Cummings. "We are also working with Blair DeGrace, who is president of our club, and Pierre Ouellette, who used to manage Grand Falls Aviation and was their chief flight instructor."

Ouellette is the instructor of the new high school course.



He recently began working with the Woodstock Flying Association. He's an independent Class 1 instructor, an aircraft mechanic, a helicopter pilot, and has nearly 20 years of flight-instructing experience.

In February, 19 students enrolled in the Pilot Ground School course at Woodstock High School. The pilot project will give students the theory training they need to write their pilot exam through Transport Canada. The classes are virtual, with Ouellette teaching via video conference. The New Brunswick Department of Education is monitoring the course and, if successful, Pilot Ground School courses could be popping up in other high schools around the province.

"For anyone planning a career in aviation, the program saves them between \$2,500 to \$3,000," says Cummings.

But the class is not just for flying fanatics.

"There's physics involved, mechanics; it teaches a lot of science and math techniques and critical thinking. It gives you a lot of self-confidence. It trains you to be methodical, and that lends itself to other things," adds Cummings.

The course also offers opportunities beyond the classroom. Students enrolled will be offered 2.5 hours of free flight sessions and are eligible to apply for the COPA scholarship.

Cummings is especially appreciative of the folks at Hangaaar, an online ground school for pilots in Canada.

"The principal partners at Hangaaar were so interested in our program and having students use their program that we were able to work out a viable financial agreement," explains Cummings. "Hopefully, that will be a relationship that continues - long-term."

Instructor Ouellette says classes are going well.

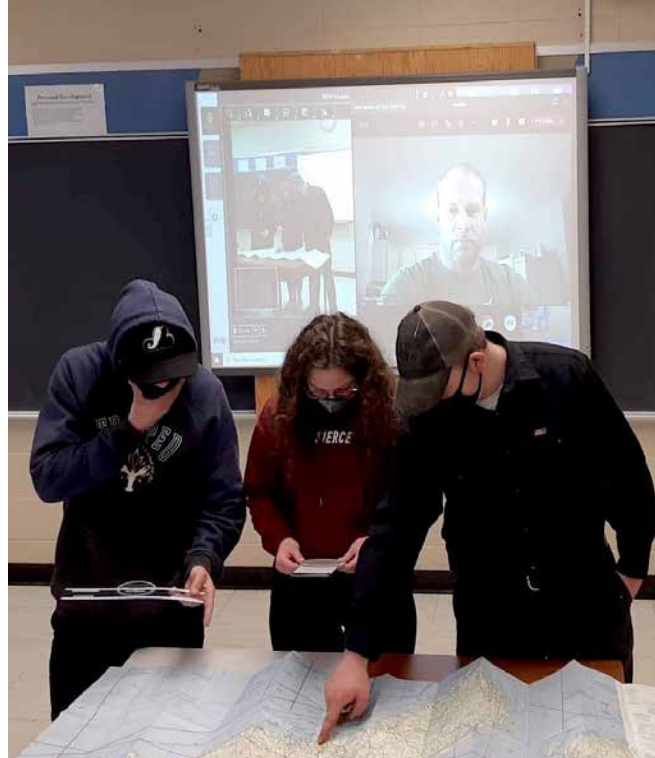
"So far, it's been pretty good. Some students found it a little challenging at the beginning, but that's expected," he says. "Most of them recognize that this is a good opportunity for them."

Ouellette uses Microsoft Teams, the *From the Ground Up Manual*, and the Ground School Hangaaar program in the classroom.

"These are the standards in most schools," he says. "It gives students access to all the materials approved by Transport Canada, and in the end, they can get a written recommendation to write their exam."

Ouellette is hopeful the Pilot Ground School course becomes a standard offering in all high schools. Like Cummings, he believes this kind of program is the key to the future of aviation in New Brunswick.

"The pool of pilots in this province is getting older," admits Ouellette. "We are trying to turn this around and get new people interested in aviation. Eventually, you'll run out of people, so flight training is critical to keeping the small aviation industry going. For example, many students and parents weren't even aware they could get training locally or



▲ Learning takes flight: Pilot Ground School students (from left) Jackie Pirie, Vanessa Harris, and Colby Harris, with instructor Pierre Ouellette (on the smart board in the background) at Woodstock High School.

even that Woodstock had an airport. We already have some parents asking about the costs of buying an airplane. This created some interest here, some buzz. When you have the training, it gets people to think about this as a career, gets people interested in airplanes, it keeps the wheels turning. The course is providing potential for growth."

Vanessa Harris is a student in Ouellette's class. She and her brother, Colby, jumped at the chance to take the course.

"I thought it sounded particularly interesting. My dad has an ultralight, so it seemed cool to have something else we could do together," she says. "It's an amazing opportunity, and it has the possibility to make a career or even simply a hobby. If nothing else, it's a course that teaches you a little bit about a lot of things like engines, meteorology, the importance of human factors, and the theory of flight."

Even if an aviation career might not be in her future, Harris believes the class also offers practical life skills.

"It teaches about the importance of being in a proper state of mind, understanding that we as humans have drawbacks and need to be in tune with ourselves and the things around us to safely control an aircraft, which is also valuable to understand on the ground, as well."

Woodstock Flying Association member Mitch Gibson has been an ultralight pilot and owner for eight years and he is completing his private pilot licence. He doesn't just see the program as important for the industry, he believes it could be a stepping stone to a permanent flight school that will play a vital role in the local economy.

"A school will bring more people into town (when COVID slows down) to take the training," Gibson says. "These people will rent here, eat in our restaurants, buy our goods. It's also good for young people because aviation does not just have to



## PILOT DEVELOPMENT

be a career in flying. It can lead students to get into airplane mechanics, air traffic control, the armed forces, and more. These are all well-paying careers.”

For Gibson, the ground school would mean it would be easier for a family tradition to continue.

“My grandfather always had an interest in flying and in the mechanics of airplanes,” Gibson explains. “I practically grew up at the airport because my father has been flying since he was in his mid-20s. My son, who is nine, has taken a strong interest in flying and has been up with an instructor a few times. I really believe that if you can get young people into activities like this, their minds are too full to think of the other (bad) influences out there.”

New Brunswick Education Minister Dominic Cardy agrees and knows a program like this, if offered province-wide, would benefit students.

“We need more hands-on opportunities for students to explore career paths and to gain experiences they can use as they prepare for their adult lives,” says the minister.

Minister Cardy has been a licensed pilot since 1988, an instructor since 1994 and has flown more than 40 different aircraft types on six continents. He operates an Apollo Fox advanced ultralight and a DTA Voyageur II weight-shift trike from the Woodstock Airport.

“I wish I’d had the opportunity to start my journey as a pilot during high school,” says Cardy. “Looking back on 30-plus years of flying, one thing I’ve noticed is that we are having a hard time attracting young people to our sport and to the professions that support it.

“The aviation program introduced at Woodstock High School will give some young people the opportunity to explore a career path they might not have considered. It will open them to a discipline that requires diligence, self-discipline, and rigour,” continues Cardy. “It will reward them with exhilaration, beauty, freedom, and a perspective on



▲ Flying buddies: Eric Cummings and his stepson Ryan Grant in front of Eric’s Cessna 150 in the Cummings hangar at the Woodstock Aerodrome.

the world that only pilots can share.”

The Woodstock Flying Association hangars are home to six full-sized planes and 15 ultralights owned by people all over western New Brunswick, including Cummings. He hopes the high school program and eventual Woodstock Flight School will help fuel more regional interest in aviation.

There is an adult pilot ground school course at the Woodstock Municipal Airport this spring. That class is being run by Ouellette and Matt McLatchy, who is an ultralight instructor and commercial pilot with 24 years of flight experience. They hope to offer other services at the future flight school, including a Transport Canada Bilingual Examination Centre, which would mean students could write their exam in Woodstock.

“I started learning to fly with my stepson, Ryan Grant, when he was in Grade 11,” says Cummings. “We had to travel to Grand Falls (more than an hour north of Woodstock) for our courses, and that’s a problem for some people. When I talked to Ryan about the high school program, he thought it would be something many people would love to do because it was here. He was right.”

Cummings is working with association members to ensure the community infrastructure, initially constructed by his parents, continues to serve the region. To make that happen, he said the community, in particular, the aviation

community, needs to work together.

“Our COPA Club will be planning various activities in the future to help subsidize the cost of the students’ program,” says Cummings. “That includes asking our national COPA organization for support, too.”

Cummings believes the association providing this kind of opportunity will give youth more than just a chance to learn how to fly.

“Flying gives you a lot of self-confidence. It trains you to be very methodical, to think of the process of doing things. In-flight, everything happens in a certain pattern and order. It’s one thing to do the theory and write it down, but when the students actually get to experience flight, all that work comes to light as to why they learned what they did.”

Cummings (who recently bought a Cessna 150 and is close to having the hours needed for his own pilot’s licence) believes if more people were able to take a test flight, many would be hooked – just like he was.

“On my first flight, when we came out over the Saint John River, I got my first birds-eye view of where I lived. Flying gives you a whole different perspective of the beauty of an area,” he says. “Flying, for me, is a stress reliever from work. It gives you alone time. It’s a great place to do some thinking or no thinking at all.” 🙌

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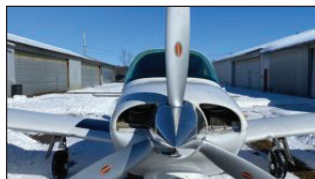
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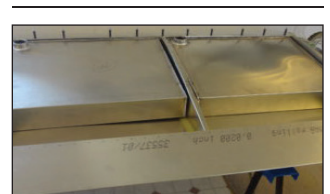
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- EGT ..... exhaust gas temperature
- ELT ..... emergency locator transmitter
- Enc Alt ... encoding altimeter
- FBO ..... fixed base operation
- FD ..... flight director
- FREMAN,
- FREM. .... factory remanufacture
- GEM. .... graphic engine monitoring
- GPH ..... gallons per hour
- GR ..... glide ratio
- GS ..... Glideslope
- HP ..... horsepower
- HSI ..... horizontal situation indicator
- IFR ..... instrument flight rules
- ILS ..... instrument landing system
- 3LMB/MB. . 3 light marker beacon
- LOC ..... localizer
- LRF ..... long range fuel (capacity)
- Lyc ..... Lycoming (engine)
- MB ..... See 3LMB
- MK ..... Mark (model of equipment)
- MPH ..... miles per hour
- NAV ..... navigation
- NAV/COM . navigation/communications
- NDB ..... non-directional beacon
- NDH ..... no damage history
- OAT ..... outside air temperature
- OBO ..... or best offer
- O/Oxy. .... oxygen
- P&W. .... Pratt & Whitney (engine)
- RMI ..... radio magnetic indicator
- RNAV .... area navigation
- SCTOH . . . since chrome top overhaul
- SCMOH . . . since chrome major overhaul
- SFREMAN/
- SFRM. .... since factory remanufacture
- SMOH .... since major overhaul
- SPOH. .... since prop overhaul
- STC ..... supplemental type certificate
- STOH. .... since top overhaul
- STOL ..... short take off & landing
- T&B ..... turn & bank
- TBI ..... turn & bank indicator
- TBO ..... time between overhauls
- TT ..... total time
- TTAE or
- TTE ..... total time aircraft engine
- TTAF or
- TTA. .... total time aircraft frame
- TTSN ..... total time since new
- VFR ..... visual flight rules
- VHF ..... very high frequency
- VOR ..... very high frequency
- Omni-Range
- xpdr ..... transponder

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# FLOAT PLANES IN OTTAWA VALLEY

BY BRIAN DOUGLAS, FLIGHT 8, ROCKCLIFFE FLYING CLUB



▲ Cam Buck and Brian Douglas “established” on the diving dock last year on Lac Clair in the Gatineau Hill region.



▲ Tied up at the Constance Lake Seaplane Base on a particularly glassy water day.

**Each summer the sounds of float planes departing and arriving at Constance Lake have been a hallmark of this seaplane base just west of Ottawa, Ontario. Last year, 21 local pilots received their seaplane rating and a dozen more completed advanced float plane training at Constance Lake.**

In addition to the regular seaplane traffic arriving to get fuel or a great meal at the Constance Lake Fishing Lodge, basic and advanced seaplane training has been conducted there for more than 12 years on C-172s on straight floats provided by Lake Country Airways from Lake St. John near Orillia. John Porter and myself, local flight instructors at the Ottawa Flying Club and Rockcliffe Flying Club, respectively, along with other instructors, provide the training in the summer on behalf of Lake Country Airways. John actually trained me many years ago at Constance Lake, so we both are having lots of fun again sharing float flying with a new generation of adventurous pilots.

The training venue in the Ottawa Valley is phenomenal for seaplane ratings and advanced training. The Ottawa River is only two NMs to the east and offers a variety of conditions ranging from normal, glassy and rough water on a daily basis. The numerous beaches along the Ottawa River, especial-

ly at Constance Bay with its sandy shores, offer safe beaching experiences. For example, boaters and pilots in the area will recognize Mohr Island, across from the old Pontiac Air Park. Mohr Island is an ideal beaching location in the middle of the Ottawa River. One pilot particularly enjoyed beaching on a very windy day on the Ottawa River with the additional challenges of numerous boats tied up at “social distances” throughout the bay – spoiler alert, he did just fine!

Other nearby locations include the spectacular Gatineau Hills where pilots are introduced to mountain flying, constrained lakes and other challenging approaches, landings and takeoffs. Cam Buck, another seaplane pilot, enjoyed the opportunity to land on his parent’s cottage lake (Lac Clair) and dock alongside a very small diving platform. Not only did he dock successfully, but neither Cam nor myself fell in (as the picture above left can attest). The Madawaska River, stretching between Arnprior and Calabogie Lake, introduces river operations over various obstacles and is another favourite of the newly rated seaplane pilots.

The ice melted earlier than normal this year, so we are just waiting for the docks to go in at the various seaplane bases and we will be over the lakes and waterways of the Ottawa Valley in short order. 🛩️





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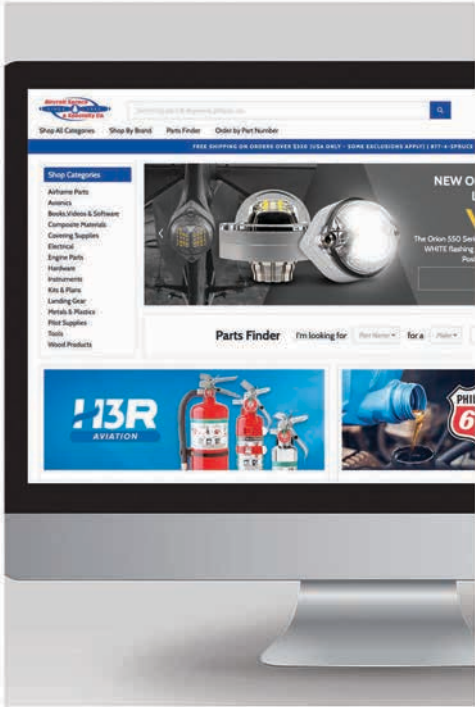
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