

COPA Flight

The Journal of the
Canadian Owners and
Pilot's Association

JUNE 2018

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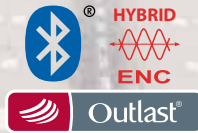
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FEATURE

43 EVERYMAN'S JET?

The Cirrus Vision SF50 isn't the fastest, highest flying or longest range jet but that's the whole point. With docile handling, a stall speed comparable to a high performance single and enough built-in safety features to keep a pilot out of trouble, it could very well be the jet for the average GA pilot. Ontario member Mark Brooks took a demo flight recently in Toronto and jotted down his impressions.

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ON THE COVER: Jeannie Charrois entered this terrific photo of her family's RV-10 in COPA's Freedom to Fly Photo Contest. Photo by Jeannie Charrois

COPA Flight



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OUR MISSION AT WORK

ADVANCE...

It's not always simple to get more people into aviation to advance and promote our passion; it takes a lot of effort and dedication. On May 3, COPA was proud to be in Edmonton to witness Elevate Aviation, a national organization that started in Edmonton, receive a substantial grant from the hands of the federal Minister of Status of Women, the Honourable Maryam Monsef, to create a strategic plan to establish and implement ways to create economic security for women through careers in aviation. Elevate has been able to garner support from major industry partners, and all are excited to partake in this project, which brings a new dimension of women in aviation by focusing on economic security. COPA was proud to speak for all of you in endorsing this project, and we certainly look forward to seeing the results in the near future. I will personally put some time into this, supporting the endeavours of the team and assuring the success of a project I firmly believe in.

ADVANCE AND PROMOTE...

In our case, we have revamped the COPA for Kids program this year to make sure there's something for the youngsters after they step out of the aircraft. Starting this year, the program is now giving all those interested 14- to 17-year-olds a free online ground school course to get them to their PPL exam and a full-sized COPA logbook

in which to track their upcoming flight hours, along with our Aviation Scholarship Guide, published in partnership with the Air Canada Pilots Association. We are also expanding the program to allow you to take youngsters up for a flight any time in the year, not just on a COPA-for-Kids day, giving you and the passengers a lot more flexibility. See your local COPA Flight for details.

ADVANCE, PROMOTE AND PRESERVE THE CANADIAN FREEDOM TO FLY

In one of our e-Flights emails you may have seen that, last Nov. 21, COPA submitted an exemption request that "No hard time, including calendar time, for the overhaul of variable pitch propellers need be observed in the case of small aircraft with reciprocating engines in non-commercial private operations" to Transport Canada — Civil Aviation (TCCA). Fast forward to April 2018 when we met with TCCA, who is looking at finding supporting fact-based evidence, talking to original equipment manufacturers (OEMs) as well as investigating what, in the 12-month inspections, can be done to see trends or indications of possible failures of props. COPA is ultimately looking at exempting private constant-speed props from the requirement to overhaul every 10 years in favour of a more cost-effective inspection that allows owners to reinvest in other safety-improving equipment.

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NOTRE MISSION À L'OEUVRE

FAIRE PROGRESSER...


Pas toujours simple d'amener plus de gens en aviation pour faire avancer et promouvoir notre passion, cela demande beaucoup d'efforts et de dévouement. Le 3 mai dernier, COPA était fière d'être à Edmonton pour accompagner Elevate Aviation, un organisme national fondé à Edmonton, lors d'une cérémonie leur octroyant une importante subvention du ministère de la Condition féminine, en compagnie de la ministre, l'honorable Maryam Monsef, afin de créer un plan stratégique dans le but d'établir et de mettre en œuvre des moyens de créer une sécurité économique pour les femmes par des carrières en aviation. « Elevate » a obtenu le soutien de grands partenaires de l'industrie et tous sont enthousiastes à l'idée de participer à ce projet qui propose une nouvelle dimension aux femmes dans l'aviation en mettant l'accent sur la sécurité économique. En votre nom, COPA était fière d'endosser ce projet et nous attendons avec impatience ce qui en sortira dans un proche avenir. Je vais personnellement y consacrer du temps, y soutenir les efforts de l'équipe et m'assurer du succès d'un projet auquel je crois fermement.

FAIRE PROGRESSER, PROMOUVOIR...

Nous avons réorganisé le programme COPA pour les jeunes cette année, afin de s'assurer qu'il y ait une autre étape quand les jeunes sortent de l'avion. Cette année, le programme offre à tous les jeunes de 14 à 17 ans qui sont intéressés à un cours de formation au sol en ligne gratuit (en anglais) qui les mènera à leur examen PPL, un log-book COPA dans lequel ils pourront

inscrire leurs heures de vol, ainsi que notre Guide de carrières et de bourses en aviation réalisé en partenariat avec l'Association des pilotes d'Air Canada. Nous développons également le programme en vous permettant d'emmener des jeunes pour un vol n'importe quand dans l'année, pas seulement lors d'une journée COPA pour les jeunes, ce qui vous donne une plus grande flexibilité. Contactez votre Club COPA local pour plus de détails.

FAIRE PROGRESSER, PROMOUVOIR ET PRÉSERVER LA LIBERTÉ CANADIENNE DE VOLER

Dans l'une de nos infolettres, vous avez peut-être remarqué que le 21 novembre dernier, COPA a présenté une demande d'exemption selon laquelle « aucune période de temps fixe, incluant du temps calendrier, ne doit être observée pour la révision des hélices à pas variable utilisées dans des opérations privées non commerciales, sur des petits avions munis de moteurs à piston » à Transports Canada, Aviation civile (TCAC). En avril 2018, nous rencontrons TCAC qui cherche des éléments factuels à analyser, discute avec les fabricants d'équipements (OEM) en plus de regarder ce qui, pendant les inspections de 12 mois, peut aider à déceler les tendances ou indications de défaillances possibles des hélices. En fait, COPA cherche à exempter les hélices à vitesse constante privées de l'obligation de faire une révision tous les 10 ans, en faveur d'actions plus rentables qui permettraient aux propriétaires d'investir dans d'autres équipements susceptibles d'améliorer la sécurité. Avez-vous lu sur les indicateurs d'angle d'attaque que vous pouvez facilement installer? Appelez-nous. 



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COPA'S OFFICIAL SUPPLIER!

☒ BEING INCLUSIVE

Aviation InclusionI recently rejoined COPA after a break of several years, and see from the COPA Flight Mailbox section that members are having a difficult time over gender-targeted programs.

It's worth remembering how another targeted program helped build general aviation in the past. After the Second World War, the U.S. introduced the G.I. Bill, a form of affirmative action for veterans. For people who didn't serve, it must have been frustrating seeing vets being let ahead in line for college admission, and with generous funding to boot, even if some of those vets had spent the whole war behind a desk in New Jersey. But fair or not, the program raised millions of American families up into the middle class. Some of those vets used the G.I. Bill to fund flight training; others were able to get an education that let them earn enough to buy a house and a small airplane when their parents could not even have afforded a car.

Thanks in a big part to the push from the G.I. Bill's affirmative action, coupled with advocacy from pioneers like Leighton Collins and Wolfgang Langewiesche, private aviation flipped from mostly a niche rich-person's hobby in the 1930s to a mainstream middle-class activity by the 1950s. It's unlikely that our private GA community in the U.S. and Canada would exist today without the boost from that program.

Unfortunately, as COPA keeps reminding us, we're in trouble again. At 53, I'm probably in the younger half of aircraft-owning COPA members. At least I still feel like a kid in most online aviation forums. If we want to survive, GA needs to reach out to demographic groups that are underrepresented because they think (mistakenly) flying is not for them. I hope to still be flying when I'm 70, but by then a huge number of today's owner-pilots will be either grounded or literally underground.

I understand that this is painful—it can feel like they're saying we

don't even count because we're just straight, cisgendered, white, middle-aged, normally-abled Canadian-born males. But ask yourself this: who's going to take your tie-down spot when you stop flying? How many spots can be left empty and choked with weeds before they just close the airport? Our past advocacy efforts haven't worked. We need to reach out to women and other under-represented groups not just for their sake, but for ours.

David Megginson

☒ OLD-FASHIONED TIME

The ideal wristwatch for a pilot who likes to look outside a lot and be able to intuitively and rapidly get the time with a quick glance at his wrist should have the following features: a large display; luminous analogue hour, minute and second hands; large, easy-to-quickly-read digital display showing time, day and date; a prominent crown wheel with definite pull-out detents for easy mechanical adjustments of the analogue display; easily operated full-screen backlight activated by a prominent button, such as with the Timex Indiglo; stainless steel frame, back, bezel and strap (the latter easily user-adjustable, like they used to be); and a reasonable amount of heft — if nothing else, to give the sense that one is wearing a serious piece of machinery.

Forget about all those fancy built-in techno bells and whistles. Retail price: max \$174.99.

Talking about those multi-thousand-dollar timepieces (what happened to good old wristwatch?) in *COPA Flight* or *Canadian Aviator* magazines, it seems hardly in tune with the fiscal lot of the average workaday GA pilot scraping out enough dollars for an hour or two in the air every two or three weeks.

David Green

SEND US YOUR STORIES, LETTERS AND PHOTOS

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

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

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

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

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

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

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

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

Send your submissions to russ@copaflight.ca. by the first of the month for inclusion in the next magazine.

2018 COPA CONVENTION UPDATES

ASSOCIATION BUSINESS



PROPOSED BYLAW AMENDMENT

To all COPA Members:

Proposed amendments to the Canadian Owners and Pilots Association Bylaws, will be presented for action at the COPA Annual General Meeting, in Saint John, New Brunswick, Canada. Voting will take place at the Hilton Saint John on Saturday, June 23, 2018.

To view the amendments that the Board has agreed on, please visit the COPA website. These amendments must be ratified by the COPA members at the Annual General Meeting.

Jim Bell

Secretary, COPA Board of Directors

FINANCIAL STATEMENTS OF THE ASSOCIATION

To all COPA Members:

During the AGM, members are to receive the financial statements of the Association, Freedom to Fly Fund (Special Action Fund) and Flight Safety Foundation for the period ended December 31, 2017.

To view the financial statements, please visit the COPA website. These documents will also be available to COPA members at the Annual General Meeting. 📄

CONVENTION STOPOVER

ST-JEAN-SUR-RICHELIEU WELCOMES DELEGATES



Are you planning on flying to the COPA Convention and Trade Show in Saint John, New Brunswick?

Why not stop by the St-Jean-sur-Richelieu airport (YJN) on June 20 at the end of the afternoon for a barbecue? Eat, sleep and have some fun before taking off the morning of June 21 for Saint John.

Fuel discounts will be available for

pilots, and for those wanting to arrive before June 20 to visit the region, transportation can be arranged.

Hotel rooms in St-Jean and/or transport to Montreal for those interested will be available to attendees upon request. If you are interested in attending this event, please contact Normand Prenoveau at nprenoveau@outlook.com. 📧

ESCALE EN ROUTE VERS LE CONGRÈS ST-JEAN-SUR-RICHELIEU ACCUEILLE LES DÉLÉGUÉS

Planifiez-vous de voler votre avion pour le congrès et salon de la COPA à Saint John, au Nouveau-Brunswick?

Pourquoi ne pas vous arrêter à l'aéroport de St-Jean-sur-Richelieu (CYJN) le 20 juin en fin d'après-midi pour un barbecue? Mangez, dormez et amusez-vous avant de décoller pour Saint John le matin du 21 juin.

Des réductions de carburant seront

disponibles pour les pilotes. Pour ceux qui veulent arriver avant le 20 pour visiter la région, le transport peut être organisé.

Les chambres d'hôtel à St-Jean et / ou le transport à Montréal pour les personnes intéressées seront disponibles sur demande pour les participants. Si cette invitation vous intéresse, veuillez contacter Normand Prenoveau à nprenoveau@outlook.com. 📧



AVIS DE CONVOCATION À L'ASSEMBLÉE GÉNÉRALE ANNUELLE

Veillez prendre note que l'assemblée générale annuelle des membres de l'Association canadienne des propriétaires et pilotes d'aéronefs sera tenue à Saint John Trade & Convention Centre lié au Hilton Saint John (1, place du marché, Saint John, N.-B.), le 23 juin 2018, à 10 h 30 HAA pour les motifs suivants:

1. Afin de recevoir les états financiers de l'Association, du Fonds pour la liberté de voler (Fonds d'action spécial) et de la Fondation en Sécurité de vol pour la période se terminant le 31 décembre 2017. Les états financiers pourront être consultés en ligne: <http://www.copanational.org/fr/documents-aga> après le 20 avril, 2018;
2. Afin de recevoir les rapports des directeurs;
3. Afin de ratifier toutes les actions prises par les directeurs et les dirigeants depuis la dernière réunion annuelle des membres;
4. Afin de ratifier les élections du conseil de 2018
5. Afin de nommer les vérificateurs et autoriser les directeurs à fixer leur rémunération;

6. Afin de traiter toute autre affaire qui pourrait être dûment soumise à l'assemblée ou à tout ajournement de celle-ci.

Notez bien: Les membres qui ne peuvent assister à l'assemblée générale annuelle en personne peuvent compléter et retourner la procuration ci-jointe. Si vous n'êtes pas en mesure d'assister en personne vous serez en mesure de visualiser les procédures via internet en direct. Cependant, en raison de la politique actuelle de l'organisation, seuls les membres présents en personne (ou procuration) pourront voter sur toute motion.

Par ordre du conseil d'administration,
Daté ce 9e jour d'avril 2018.
Jim Bell, Secrétaire

Les états financiers (disponibles après le 20 avril, 2018) seront disponibles à COPA et seront également disponibles lors de l'assemblée générale annuelle.

PROCURATION

MOI, LE SOUSSIGNÉ

(Inscrire votre nom)

En tant que membre en règle de l'Association canadienne des propriétaires et pilotes d'aéronefs, par la présente je nomme,

(Inscrire le nom de la personne)

ou en son absence, le Secrétaire de la COPA, en remplacement du soussigné, comme mandataire pour assister à la réunion, participer et voter au nom du soussigné à l'assemblée générale annuelle à être tenue le 23 juin 2018 ainsi qu'à tout ajournement d'une telle assemblée, de voter et d'agir au nom du soussigné en rapport à tout sujet qui pourrait être apporté devant une telle assemblée, de la même manière que le soussigné pourrait le faire s'il était personnellement présent, le soussigné reconnaît, accepte et confirme la validité de cette procuration et tout ce que ça peut légalement accorder en vertu de la présente.

Numéro de membre: _____

Signature du membre

SOUMETTRE À LA COPA AU PLUS TARD LE 10 JUIN 2017

75 rue Albert, bureau 903, Ottawa, ON K1P 5E7

télécopier 613-236-8646

ttoutant@copanational.org

NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the members of the Canadian Owners & Pilots Association will be held at the Saint John Trade & Convention Center connected to the Hilton Saint John (1 Market Square, Saint John, NB), on the 23rd day of June, 2018, at 10:30AM (ADT)) for the following purposes:

1. To receive the financial statements of the Association, Freedom to Fly Fund (Special Action Fund) and Flight Safety Foundation for the period ended December 31, 2017. They can be viewed at <http://www.copanational.org/en/aggm-documents> after April 20, 2018.
2. To receive the reports of the Directors;
3. To ratify all actions of the Directors and officers since the last annual meeting of members;
4. To ratify 2018 Board Election Results
5. To appoint auditors and authorize the Directors to fix their remuneration;

6. To transact such further business as may properly be brought before the meeting, or any adjournment thereof.

Notes: Members who are unable to attend the Annual General Meeting in person, please complete and return the proxy form. If you are not able to attend in person you will be able to view the proceedings via internet live stream. However due to current Organization policy, only members attending in person (or as proxy) will be able to vote on any motions.

By order of the Board of Directors.
Dated the 9th of April, 2018.
Jim Bell, Secretary

The financial statements (available after April 20, 2018) are also available from COPA and will be available at the Annual General Meeting.

PROCURATION

I, THE UNDERSIGNED

(print name)

being a member in good standing of the Canadian Owners & Pilots Association, hereby appoint,

(print name)

or failing him/her, the secretary of COPA, as proxy for the undersigned, to attend, act and vote for and on behalf of the undersigned, at the Annual General Meeting, held on June 23, 2018, of the members of the association and any adjournment thereof, and to vote and otherwise act thereat for and on behalf of the undersigned in respect of all matters that may properly come before the meeting, in the same manner as the undersigned could do if personally present thereat, the undersigned hereby ratifying and confirming and agreeing to ratify and confirm all that such proxy may lawfully do by virtue hereof.

Membership No.: _____

Signature of Member

SUBMIT TO COPA BY JUNE 10, 2018

75 Albert Street, Suite 903, Ottawa, ON K1P 5E7

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EARLY-BIRD DRAW

REGISTER BY JUNE 1 TO ENTER



Register for COPA Convention before June 1, 2018 and be entered to win a CoPilot Watch from VIP Pilot.

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Inscrivez-vous au congrès de COPA avant le 1er juin, 2018 et participez au concours pour gagner une montre CoPilot de VIP Pilot.

Pensée pour les pilotes par des pilotes, la montre Trintec CoPilot dispose d'une excellente lisibilité. Cette montre est dotée d'un cadran rotatif très utile pour le pilote durant sa navigation.

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Pour vous inscrire: <https://www.eventbrite.ca/e/copa-2018-convention-and-tradeshow-congres-et-foire-commerciale-copa-2018-tickets-42429576004>

THE 99S CANADIAN AWARD IN AVIATION

APPLICATION DEADLINE IS APPROACHING FAST

PHOTO CREDIT: CANADA 150 FLIGHT



The Ninety-Nines Canadian Award in Aviation is given annually to worthy organizations or charitable institutions that work to improve and preserve aviation in Canada.

◀ The B.C. Aviation Museum was the 2017 award winner.

The award has been in existence since 1974 and has been awarded to recipients across Canada. The board of trustees presents the award of approximately \$2,000 on behalf of all Canadian 99s. Since its inception, the award has come to be recognized as a special part of the aviation community, not just as a financial gift, but as recognition by a prestigious international organization of women pilots. The 2017

award went to the British Columbia Aviation Museum Society located in North Saanich B.C. They will use the money to construct a full scale, externally correct, 1917 Hoffer H1 floatplane replica for display. Deadline for applications for the 2018 Award is August 31. Visit canadian99s.com and click on the Awards and Scholarships tab. Scroll down to Canadian Award in Aviation and download the fillable application. Contact is Grace Howell, Trustee, 99s Canadian Award in Aviation at gracehowell43@gmail.com.



Commercial UAV operators go above and beyond. Your insurance should too.

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Assurance Responsabilité pour les membres de la COPA!

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

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AIRPLANE BASICS

MECHANICAL KNOWLEDGE A LIFESAVER

BY KEVIN MAHER

I was fortunate that my first flying job gave me a very good understanding of the internal mechanical workings of an airplane. With six hard working ag-planes the company had a well stocked parts department and a collection of tools that would be the envy of any AMO. But with only one part-time mechanic, waiting for him to fix your airplane would have meant a lot of downtime and since we were paid piecework, this would have resulted in a pretty thin paycheck at the end of the month.

So under supervision I got a chance to do it all. In addition to the usual wheel bearings, brake pads, oil changes and fabric patches, I also learned to change props, cylinders, repair magnetos, and all manner of advanced maintenance tasks. While I resented it at the time, it has turned out to be a blessing for the entire rest of my flying career.

Unfortunately, I have noticed that many students that I fly with have no idea what is going on under the hood. How things work is often glossed over in ground school, or worse yet, students take a cram course that feeds them the questions just to get them through the exam. It doesn't help that hardly anyone takes their lawnmower or dishwasher apart anymore, and that many things today are fixed with an "app." Having an in depth understanding of the mechanical workings of your airplane can save you a ton of money in reduced maintenance costs, and in a mechanical emergency could make the difference between a happy and unhappy outcome.

Reducing maintenance costs comes in two ways. The first is being able to give better diagnostic information to your AME. "It runs rough on the left

mag," or "it runs rough when I try to lean it," is a lot more useful than "it was running rough." Knowing how something works will lead you getting better diagnostic information to mechanics.

The second cost saving is if you can do some of the minor time consuming maintenance tasks yourself. CARS Standard 525 Appendix A lists a number of maintenance tasks that may be accomplished by an aircraft owner on a privately registered aircraft. It is important to note that many of these tasks have serious safety of flight implications. You must know how to correctly perform these tasks and have the correct tools. It is also important that your AME knows that you are doing this and trusts you to do it. A good way to ensure both of these things is to pay him or her to teach you to do them. A good AME will be busy enough that he or she will be happy to delegate the "scut" work. You will save some money doing the work yourself, but more importantly you will get a chance to keep a close eye on the condition of the airplane. I should also add that washing the airplane yourself is one of the best things you can do. The airplane will appreciate the removal of the corrosive and gritty dirt and you will get the opportunity to closely inspect it.

The next suggestion to learn how your airplane works is to help your AME pull panels and clean parts at the next annual. Ask him or her to take the time to explain things to you and point out problem areas. Tell them you understand that this takes time and want to pay them for their efforts. A good AME will want to do this as it makes their job easier in the future and builds a better customer relation-



▲ Basic mechanical knowledge can be invaluable in an emergency.

ship. If a shop won't let you in to see your airplane while it is being worked on, it may be time to find another shop.

Buy books and join a type club if your airplane has one. FAA Advisory Circular 43-13 is the airframe and powerplant maintenance "Bible" on how things work and how things should be repaired. If your airplane has one, join a type club or web page. Type clubs usually have internet forums that make for fascinating technical reading. And if you get really stumped you can post a question and get an answer from somebody who has walked that road before. You'll often get more than one answer and figuring out the best one is part of the fun!

But the most important reason for having an in depth intimate knowledge of how your airplane works is that it may save your hide. Airplanes are pretty reliable but mechanical failures are not as rare as we would like to think. An understanding of what might be the problem may allow you the chance for some quick thinking to mitigate an impending disaster. The following example illustrates this all too well.

*HELP YOUR AME
PULL PANELS AND
CLEAN PARTS AT THE
NEXT ANNUAL*

A few years ago a “new and improved” plastic distributor gear came apart in a magneto causing the mag to deliver spark to the plugs that were grossly out of time. The problem manifested itself as a large power loss accompanied by a series of frequent, random, but very violent backfires. The pilot reduced power and the violence of the event correspondingly diminished but now the airplane couldn’t maintain altitude.

The pilot set up for an emergency landing, fortunately without serious injury to himself, but the airplane was a write-off. At the risk of “Monday Morning quarterbacking,” ignition-related backfires have a certain erratic sharpness to them and had he recognized this and selected the problem mag to off, the problem would have stopped and he could have flown to the nearest airport.

The rewards found in flying airplanes, like most other things in life, are pretty much in direct proportion to the efforts put in to the endeavour. You will probably find that becoming in tune with the mechanical part of flight makes the whole experience even richer. 🐣



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The draw will take place at the June 2018 Convention in Saint John, New Brunswick.

NAVAID MODERNIZATION FEEDBACK NEEDED

MOST VORS AND NDBS TO BE PHASED OUT FOR SATELLITE SYSTEMS

Nav Canada recently released their aeronautical study pertaining to the planned NAVAID Modernization Project. The aeronautical study is available to all for review on the COPA website (copanational.org).

This project proposes to decommission most non-directional beacons (NDB) and very high frequency (VHF) omni-directional ranges (VOR) across the country in favour of a satellite-based navigation system. This proposed system has been under discussion for some time and COPA has held numerous meetings and discussions, both with TCCA and with Nav Canada, on the subject. In the process, Nav Canada has maintained that they have led an extensive consultation with all stakeholders across the country, a claim that COPA does not support based on the information we have gathered. Nonetheless, the study presents a compendium of the feedback Nav Canada received from some customers. Note that the Study does reflect some of the concerns that COPA voiced to Nav Canada, and includes the results of their consultation process, as well as their responses and mitigations.

We would greatly appreciate your reviewing this document, including your aviator colleagues, and giving us your feedback on the impact of this project on small GA aircraft operations, as you perceive it. We recognize that this is a complex document and we are happy to offer some guidance with respect to it.

MAIN CONTENT OF THE AERONAUTICAL STUDY

Section 3 – Consultation: the comments from various industry stakeholders and Nav Canada's reply and mitigation to these issues. Note that most of the

issues in this section are more relevant to commercial operators, but several are relevant to small GA aircraft, particularly in IFR operations;

Section 3 – Risk Analysis: note that this paragraph does not identify any risk or hazard. We recommend that you review appendices A and D as referred to in that paragraph;

Section 3 – Mitigation: we recommend that you review the relevant appendices referred to in this paragraph;

The various other appendices of the study identify the NAVAIDS that will be decommissioned and the proposed mitigation to be implemented, indexed per FIRs;

The operational characteristics of this GNSS-based ANS will not provide complete radar coverage below 10,000 feet.

The possibility of a prolonged GNSS outage is briefly discussed in different paragraphs, including the proposed mitigations.

In the event of a prolonged GNSS outage, small GA aircraft below 10,000 feet will be forced to navigate by dead reckoning. When in IMC, the pilot will have to climb to 10,000 feet for proper coverage, or dead-reckon to a recovery site, which could become a serious issue in either case.

COPA'S PRELIMINARY POSITION

Considering the logistics and financial aspects of maintaining and/or replacing Canada's aging ground-based Air Navigation System, we understand Nav Canada's vision in making the best use of available resources, including maximizing the use of satellite-based navigation.

Consequently, COPA believes that the Nav Canada vision of moving to a


GNSS-based ANS system is sensible, practical and efficient. This position is further supported by the fact that an increasing number of small GA aircraft are equipped with certified GNSS navigators, and this tendency keeps growing.

COPA also perceives a very serious issue: that of potential a prolonged GNSS outage. In this situation, any small GA aircraft flying in IMC below 10,000 feet, which is the case of all small aircraft, will face an issue of significant importance.

REVIEW AND FEEDBACK

We request that you review this Aeronautical Study, including as many fellow aviators in your area. We suggest that your review should focus on the following points:

- Review, discuss, and understand the Executive Summary and the Background information on pages two and three of the document;
- Review, discuss, and understand the aspects of Section 3 listed in item 1 (more specifically pages eight and nine of the document), as well as items 2 and 3 in the Main Content paragraph above;
- Analyze item 4 for its impact in your area;
- Determine how many of your fellow aviators actually fly IFR in IMC, and the impact items 5, 6 and 7 will have on their ability to continue to operate IFR in IMC during GNSS outages.

We would appreciate receiving feedback sent to this office (operations@copanational.org) by May 31, 2018 to enable some discussion at the COPA Convention on June 21-23, 2018. Your feedback and our discussions will contribute to finalizing our COPA. 

NOUS SOLLICITONS VOS COMMENTAIRES

LA PLUPART DES VORS ET NDBS SERONT ÉLIMINÉS EN FAVEUR DES SYSTÈMES À SATELLITES

Nav Canada a récemment publié leur Étude aéronautique, NAVADS Modernization Project, relative aux aides à la navigation aérienne. Ce document est disponible sur notre site web (copanational.org) pour accès au grand public.

Ce programme prévoit éliminer de nombreux NDB et VOR à travers le pays en faveur d'un système de navigation basé sur les satellites GNSS. Ce programme a déjà fait l'objet d'évaluations sérieuses et COPA a tenu plusieurs rencontres et discussions avec Nav Canada et TCCA sur ce sujet. En cours de route, Nav Canada a soutenu avoir mené une consultation élaborée avec les intervenants à travers le pays. À la lueur des informations obtenues, COPA ne reconnaît pas la position de Nav Canada dans ce sens. Notons cependant que le document reflète la plupart des craintes exprimées par COPA, et inclut les résultats de leur processus de consultation, ainsi que leur réponses et mitigations aux commentaires reçus.

Nous vous serions grandement reconnaissants de revoir ce document, incluant vos collègues aviateurs dans votre région, membres de COPA et autres, et de nous faire part de votre rétroaction vis-à-vis l'impact de ce programme sur l'opération des petits avions en Aviation Générale (GA), tel que vous le percevez. Nous reconnaissons qu'il s'agit là d'un document complexe et laborieux, nous sommes donc heureux de vous offrir quelques conseils pour faciliter votre tâche.

CONTENU PRINCIPAL DE L'ÉTUDE AÉRONAUTIQUE:

Section 3 — Consultation : contient les commentaires d'intervenants de l'industrie ainsi que les réponses et mitigations de Nav Canada. Notez que la majorité des commentaires

dans cette section sont plutôt relatifs aux opérations commerciales mais quelques-uns touchent tout de même les petits avions GA, particulièrement en opérations IFR;

Section 3 — Risk Analysis : notez que ce paragraphe n'identifie pas de risque, ni de hasard. Nous recommandons que vous consultiez les appendices A et D auxquels le paragraphe réfère;

Section 3 — Mitigation : nous recommandons que vous consultiez les appendices indiqués dans le paragraphe;

Les différents autres appendices de l'Étude identifient les aides à la navigation qui seront éliminés and les mitigations envisagées en rapport avec ce concept. Ces détails sont catégorisés par FIRs.;

Les caractéristiques opérationnelles de ce nouveau système de navigation aérienne basé sur le GNSS ne prévoient pas de couverture radar en-dessous de 10,000 pieds;

La possibilité d'une interruption prolongée du service GNSS est brièvement mentionnée à différents endroits dans le document, ainsi que les mitigations envisagées;

Advenant le cas d'une interruption prolongée du GNSS, les petits avions GA volant en-dessous de 10,000 pieds devront naviguer à l'estime (dead-reckoning). Lors d'envolées en IMC, le pilote devra monter à 10,000 pieds pour bénéficier d'une couverture appropriée, ou voler à l'estimé jusqu'à un aéroport approprié. Ceci risque en effet d'entraîner une situation pour le moins sérieuse.

POSITION PRÉLIMINAIRE DE COPA

Tenant compte des implications logistiques et financières de supporter et/ou remplacer le système d'aides à la navigation tel qu'il existe actuellement au Canada, autant du point de vue

ancienneté que technologie, COPA respecte la vision de Nav Canada d'optimiser l'utilisation des ressources disponibles, incluant l'utilisation de la navigation par satellite. COPA reconnaît donc que la vision de Nav Canada de s'orienter vers un système de navigation aérienne basé sur le GNSS est raisonnable, pratique et efficace. Cette perspective est d'autant plus réaliste que les petits avions GA sont de plus en plus équipés de navigateurs GNSS et la tendance va en croissant. COPA perçoit aussi au moins un problème sérieux : celui d'une interruption prolongée du GNSS. Dans cette situation, tout petit avion GA en IMC plus bas que 10,000 pieds, ce qui est le cas de tous les petits avions, aura à faire face à un problème très sérieux.

REVUE ET RÉTROACTION

Nous vous demandons d'évaluer l'Étude aéronautique, incluant le plus d'aviateurs possible dans votre région:

- Réviser, discutez et comprenez le sommaire exécutif et l'information « background » aux pages 2 et 3 du document;
- Réviser, discutez et comprenez les aspects des items figurant à la section 3 : item 1 (pages 8 et 9 particulièrement), ainsi que les items 2 et 3 (voir le paragraphe Contenu Principal);
- Analysez l'item 4 en termes de son impact dans votre région;
- Déterminez combien de vos membres volent IFR en IMC et l'impact que les items 5, 6 et 7 auront sur leur habileté à continuer à opérer IFR en IMC lors d'une interruption prolongée du GNSS.

Nous vous demandons de nous fournir votre rétroaction (operations@copanational.org) au plus tard le 31 mai 2018 afin que nous puissions favoriser la discussion sur le sujet lors la Convention COPA les 21-23 juin 2018. 🇨🇦

GETTING BACK TO THE BASICS

EVEN THE PROS NEED STICK-AND-RUDDER REFRESHERS

BY RYAN VAN HAREN

I consider myself a competent, current and proficient pilot. I fly close to 100 hours a year, hold an Airline Transport Pilot Licence and, despite not flying professionally for the past five years, maintain currency in Multi-IFR, Night, Tailwheel and off-airport STOL operations. I, like many pilots, am guilty at times of thinking that I know it all, while getting a little sloppy and complacent. Then I heard about Butch.

Butch Washtock is an old-school bush pilot, except this old-school bush pilot walks around with an iPad in a nice neoprene case. He learned the craft from his mentor Jim Voigt, who was flying bush planes low and slow prior to the Second World War, where he became a bomber pilot before returning to flying in the Canadian mountains and wilderness after the war. Washtock made a promise to Voigt that one day he would pass on the lessons that he had learned to other pilots in an effort to instill good habits and core stick-and-rudder skills. In fulfilling his promise, Washtock founded Mountain Flight, a specialized training program that teaches mountain, STOL and tailwheel flying. None of these types of flying require an official rating, but you'd be foolish to try any of them without prior guidance or instruction. Before you go running to your phone to call him, you must know that it is actually a BYOP (bring your own plane) situation.

Wait — in that last paragraph, did I type stick and rudder? Yes, you read that correctly. I recently had the opportunity to fly with Washtock. I asked him to give me a tune-up of sorts, to show me his training regime, with no ego, preconceptions or hidden motives on my part. I just wanted an honest assessment with honest feedback.



Up until this flight, I was sure I was a stick-and-rudder kind of pilot, but Washtock took care of that quickly. In just one hour of flying with him, I began to wonder why his training program was called Mountain Flight. Yes, it took place in the mountains and all the skills are useful in that environment, but the whole program is based on one core concept, and perhaps a more appropriate name for his program might have been Slow Flight.

Washtock states that some of the leading causes of general aviation fatalities are controlled flight into terrain (CFIT), stall/spin accidents on the turn from base to final, crosswind landings, balked landings, overshoots and go-arounds. In other words, any time the airplane inadvertently gets into slow flight regimes.

Washtock's training really gets back to basics and breaks down the act of flying into its rawest form, where each and every control surface is isolated and its purpose is truly understood. This forces the student (me in this

▲ Stick and rudder training helps even seasoned pilots.

case) to make every control movement in a premeditated and intentional manner. It does this by breaking down each movement and input and truly understanding the relationship between the forces, not just acting on the airplane as a whole, but on each and every control surface individually. For the first time in a long time, I felt as if I was one with the airplane.

At most flight schools we are taught that the rudder exists in order to control, prevent or counteract yaw, almost as if the rudder's sole purpose is to prevent something that is undesirable. Within a few minutes, Washtock demonstrated to me why the only true primary flight controls are rudder, power and trim and that ailerons and elevators are really secondary and just there to assist in the work of the primary three. Flying with rudder and trim in cruise was nothing new to me. In fact, I usually do just that and rarely

touch the stick, but Washtock took it one step further and had us doing 30-degree bank turns while climbing, descending and in level flight with greater accuracy and smoothness than would otherwise be achievable with the stick. We went on to practise other manoeuvres such as a canyon turn and an off-airport landing on a river gravel bar, where he made some adjustments to my usual approach profile.

This article could go on and on, but you should probably hear about this stuff from Washtock himself. I'm an experienced pilot, current and competent, but by the end of our hour-long flight, Washtock had a small laundry list of items that I needed to clean up. I was thankful that he was honest, and his feedback was bang on. I knew that I had been a bit lazy with my feet and that I relied a bit too much on the en-

gine to drag me into my landing spot. But somehow, hearing it from someone who had a fresh set of eyes and experience to back it up, it became real and something that I actually

UNTIL THIS FLIGHT I WAS SURE I WAS A STICK-AND-RUDDER- TYPE PILOT

want to practise and improve on.

Mountain checkouts are important, especially in British Columbia, and after today I can honestly say that perhaps the mountain checkout that I got 15 years ago could use some freshening up and a renewal from someone

who has spent close to 50 years flying in mountainous terrain. There is no replacement for experience. In the mountains and in STOL operations, book knowledge just won't cut it; we have to get out there and practise and learn from those who know more. And there will always be people who know more.

I have spent a lot of time as a trainer lately. But it was nice to be a student again, to learn some new skills and to glean some useful knowledge from that old-school bush pilot with an iPad who is out there teaching because he hopes that by instilling solid stick-and-rudder fundamentals, he might save at least one life. Like Washtock, I hope to continue learning and improving so that one day I too can pass on the lessons that I have learned from those who came before me, both in IFR and STOL flying. 🇨🇦

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COPA PUSHING PROP RULE CHANGES

CALENDAR-BASED OVERHAULS COSTLY, UNNECESSARY



COPA has been meeting with TCCA officials to discuss exempting small piston aircraft from calendar-based overhauls of variable-pitch propellers.

On Nov. 21, 2017, COPA submitted an exemption request to Standard 625 Appendix C item 5 to instead state that “No hard time, including calendar time, for the overhaul of variable pitch propellers need be observed in the case of small aircraft with reciprocating engines in non-commercial private operation.” Following our 10-year propeller overhaul exemption request submitted Nov. 21, 2017, TCCA has come back to us with preliminary discussion items explaining the current regulatory position. On April 18, COPA met with TCCA to discuss these items but also how to move ahead on this file, how we can work collaboratively and address our concerns while maintaining an acceptable level of safety.

Over the coming months, TCCA will be looking to find supporting fact-based evidence, talking to original equipment manufacturers (OEMs) as well as investigating what, in the 12-month inspections,

COPA IS PURSUING THE WORK WITH TCCA ON YOUR BEHALF

can be done to note trends or indications of possible failure. This situation and request will also be brought by TCCA and COPA to the table of the Maintenance Work Group of the General Aviation Safety Campaign (GASC) for discussion and exploration and possible input to help in the assessment. Information coming

▲ TCCA currently requires overhauls every 10 years, regardless of use.

out of our work may also result in applicable changes to Appendix C pertaining to the overhaul exemption request. TCCA has the information on hand to determine how many aircraft would be targeted by this exemption request. The request will be treated in a fashion similar to one coming from a group of operators asking for a specific exemption.

The ultimate goal sought by this work is to alleviate the financial burden imposed by a fixed calendar time on aircraft owners, many of them COPA members, while maintaining the equivalent level of safety the current regulations provide. COPA is pursuing the work with TCCA on your behalf. Be assured that we will keep you updated on the developments. ✈️

Le 21 novembre 2017, COPA a soumis une demande d'exemption à TCCA concernant l'item 5 de l'Annexe C au standard 625, stipulant que (traduction):

« Aucun période de temps fixe, incluant du temps calendrier, ne doit être observée pour la révision des hélices à pas variable utilisées dans des opérations privées non commerciales, sur des petits avions munis de moteurs à piston. » Le texte d'origine dit: « No hard time, including calendar time, for the overhaul of variable pitch propellers need be observed in the case of small aircraft with reciprocating engines in non-commercial private operation. »

Faisant suite à notre demande d'exemption, TCCA nous ont répondu avec divers points de discussion expliquant la situation réglementaire actuelle. Le 18 avril, COPA a rencontré

COPA TRAVAILLE CE DOSSIER POUR VOUS, AVEC TCCA

TCCA pour discuter de ces points, comment faire avancer dans ce dossier, comment travailler en collaboration tout en adressant nos besoins mais aussi maintenir un niveau de sûreté acceptable.

Dans les mois qui suivent, TCCA cherchera de l'information factuelle et parlera aux manufacturiers d'équipement (OEM), en plus d'analyser ce qui, lors des inspections annuelles, peut être fait pour déceler les défaillances potentielles des hélices. La situation actuelle et la demande seront aussi présentées (par COPA et TCCA) au groupe de travail Entretien de la Campagne de sécurité de l'aviation générale pour discussion and analyse approfondie afin d'aider dans l'évaluation.

Le fruit du travail peut aussi apporter des modifications de l'Annexe C, relatives à la demande d'exemption pour

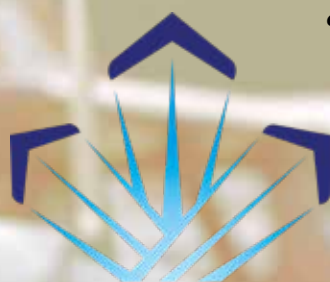
les hélices TC a toute l'information en main pour connaître le nombre d'aéronefs ciblés par cette demande d'exemption. Cette demande sera traitée d'une manière semblable à celle provenant d'un groupe d'opérateurs demandant une exemption particulière. Le but ultime de cette demande d'exemption est d'alléger le fardeau fi-

nancier imposé par un temps calendrier fixe sur les propriétaires d'aéronefs (membres COPA), tout en maintenant le niveau de sûreté que la réglementation actuelle procure.

COPA travaille ce dossier pour vous, avec TCCA. Soyez assurés que nous vous tiendrons régulièrement informés. 🇨🇦

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INCIDENTS + ACCIDENTS

PRAIRIE AND NORTHERN REGION

UPDATE TSB Report #A18C0018:

An American privately registered Cessna C550 Citation Bravo aircraft, was conducting a flight from Winnipeg/James Armstrong Richardson Intl, MB (CYWG) to Bedford/Laurence G Hanscom Field, MA (KBED). After starting the engines on Apron II at CYWG while under the guidance of a ground marshaller, C550 began to taxi for the departure. During the initial turn from the parking area, aircraft control was lost and C550's right wing collided with the nose gear of C-FXWT, a Bombardier CL-600-2B16 (Challenger 605) aircraft, which was parked. The pilot of C550 subsequently shutdown the aircraft and exited with the passenger without injuries. The right wing of C550 was substantially damaged, causing a fuel leak on the apron. The left wing of C-FXWT was also damaged in the collision by the nose of C550. Local 911 was advised of the collision and fuel leak. ARFF was dispatched to the site, and the fuel leak was contained.

UPDATE TSB Report #A18W0054: C-FCWW, a Piper PA-31-350 aircraft operated by Super T Aviation Academy, was conducting a flight from Medicine Hat, AB (CYXH) to Calgary Intl, AB

(CYYC) with 2 pilots and 4 passengers on board. After being cleared for the visual approach to Runway 35L at CYYC, the flight crew observed that the right fuel boost pump light had illuminated. The pilot requested a runway change to 35R and, a few minutes later, both engines (Avco Lycoming (L)TIO-540-J2BD) lost enough power that the pilot was unable to make the runway. A forced landing was conducted onto 36th Street NE, 2.8 nautical miles South of the threshold of Runway 35R. Shortly after touchdown just South of 16th Ave NE (Trans-Canada Highway), the outer right wing struck a pole and severed about 4 feet of wing. The left propeller struck some concrete structures, curling the outer portion of the three propeller blades. When the aircraft came to a complete stop, the first officer assisted the passengers in evacuating the aircraft. There were no injuries to the occupants or persons on the ground. The ELT did not activate.

QUEBEC REGION

TSB Report #A18F0079: A privately operated Cirrus SR22 aircraft [from Quebec], was conducting a flight from Bedford County, PA (KHMZ) to Massena Intl/Richards Field, NY (KMSS) with one pilot and 2 passengers on

board. While flying on an Instrument Flight Plan (IFR) at 9000 feet ASL in the vicinity of Lowville, NY, the pilot inadvertently allowed the aircraft to enter an unusual attitude and got spatially disoriented. As a precaution, the Cirrus Airframe Parachute System (CAPS) was deployed. While the aircraft descended with the parachute, the pilot shut the engine down and declared a Mayday. The aircraft landed vertically upright and all 3 occupants evacuated the aircraft with minor injuries. Subsequently, the wind dragged the aircraft and flipped it inverted, causing substantial damage.

ONTARIO REGION

UPDATE TSB Report #A18O0047:

A privately registered Piper PA-30 Twin Comanche aircraft, was conducting a flight from Morgantown/Municipal-Walter L Bill Hart Field, WV (KMGW) to Toronto/Billy Bishop Toronto City, ON (CYTZ) with 2 persons on board. Shortly after touchdown on Runway 26 at CYTZ, the aircraft veered to the right and departed the runway surface onto the grass. The nose gear collapsed and the aircraft came to rest on the main landing gear. There were no injuries, however the aircraft was substantially damaged. ✈️



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**TUES. JULY 24, 2018
5:30 - 7:30pm**

At the Partner Resource Center (PRC) Across from Hangars A and C

RÉGION DES PRARIES ET DU NORD

MISE À JOUR : Rapport du BST no A18C0018 : un Cessna C550 Citation Bravo, d'entreprise et de propriété américaine, de Winnipeg/James Armstrong Richardson (CYWG), MB, à Bedford/Laurence G Hanscom Field (KBED), MA, après avoir démarré ses moteurs sur l'aire de trafic II à CYWG sous la supervision d'un placeur au sol, a commencé à circuler en vue de son décollage. Lors du virage initial depuis l'aire de stationnement, l'aéronef n'était plus maîtrisable et son aile droite a heurté le train avant de C-FXWT, un Bombardier CL-600-2B16 (Challenger 605), qui était stationné. Le pilote de C550 a ensuite éteint les moteurs et quitté l'aéronef avec le passager. Personne n'a été blessé. L'aile droite de C550 a été lourdement endommagée, ce qui a provoqué une fuite de carburant sur l'aire de trafic. L'aile gauche de C-FXWT a aussi été endommagée en heurtant le nez de C550. Le service local 911 a été informé de la collision et de la fuite de carburant. Les services de sauvetage et lutte contre les incendies d'aéronefs (SLIA) ont été dépêchés sur les lieux, et la fuite de carburant a été colmatée.

Un Piper PA-31-350 (C-FCWW) exploité par Super T Management Itée effectuant un vol de Medicine Hat, AB (CYXH) à destination de l'aéroport international de Calgary, AB (CYYC) a déclaré une urgence (MAYDAY) alors qu'il se trouvait à 5 NM en finale pour la piste 35R (3.7NM 36e rue SE juste au sud de la 16e Ave NE) en raison d'un problème de moteur. À environ 4 NM en finale, le pilote a informé que l'aéronef ne se rendrait pas à la piste et qu'il allait atterrir sur la route située juste devant. L'aéronef est disparu de l'écran radar à environ 3,5 NM en finale de la piste 35R légèrement à l'est de l'axe.

RÉGION DU QUÉBEC

Rapport du BST no A18F0079 : un Cirrus SR22, d'immatriculation privée, de Bedford County (KHMZ), PA, à Massena Intl/Richards Field (KMSS), NY, avait à son bord un pilote et deux passagers. Tout en suivant son plan de vol IFR à 9 000 pi ASL dans les environs de Lowville, NY, le pilote a, par inadvertance, laissé l'aéronef accéder à une altitude anormale et il a été victime de désorientation spatiale. Par mesure de précaution, le système de parachute du Cirrus (CAPS) a été déployé. Tandis que l'aéronef descendait avec le parachute, le pilote a

éteint le moteur et déclaré « MAYDAY ». L'aéronef a atterri à la verticale et les 3 occupants ont pu l'évacuer et n'ont subi que des blessures mineures. Le vent a par la suite entraîné l'aéronef et l'a fait se renverser, ce qui l'a lourdement endommagé.

MISE À JOUR Rapport BST no A18Q0059 : un appareil de type Cessna A185F exploité par le Centre québécois de formation aéronautique (CQFA), effectuait un vol local d'essai pour fins de certification sous l'autorité d'un permis de vol expérimental selon les règles de vol à vue, à partir de Chicoutimi/St-Honoré, QC (CYRC) avec 2 membres d'équipage à bord. Lors d'une descente à haute vitesse au-dessus du Lac Lamothe, QC, l'appareil s'est mis à vibrer et à tanguer. L'équipage a alors constaté que le ski et la roue du côté gauche s'étaient détachés de l'appareil et que le ski du côté droit avait quitté sa position initiale et pendait vers le bas. Le pilote a alors réduit la vitesse afin de ramener le ski droit à un angle acceptable. Une urgence a été déclarée et l'appareil est revenu atterrir à CYRC en présence des services d'urgence. Personne n'a été blessé. Un dossier SGS a été ouvert par l'exploitant. 🛩️



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ENFORCEMENTS

ONTARIO REGION

A person exercised the privileges of a flight crew permit, licence or rating when that permit, licence or rating was not valid.

A person exercised the privileges of a permit, licence or rating without holding a valid medical certificate of a category that is appropriate for that permit, licence or rating.

A person operated an aircraft at a distance less than 500 feet from any person, vessel, vehicle or structure. CAR 401.01.3, 404.03, 602.14(2): \$1,000, \$1,000, \$750.

A person operated an aircraft at a distance less than 500 feet from any person, vessel, vehicle or structure. CAR 602.14(2), \$750.

A person operated an aircraft without subscribing to liability insurance covering risks of public liability in an amount that was appropriate for the maximum permissible take-off weight of that aircraft. CAR 606.02(8), \$5,000.

A person conducted a take-off in an aircraft when maintenance performed on the aircraft had not been certified.

A person conducted a take-off in an aircraft which was not maintained in accordance with a maintenance schedule approved by the Minister. CAR 605.85(1), \$2,500; CAR 605.86(1), \$5,000.


PRAIRIE AND NORTHERN REGION

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

At a controlled aerodrome, a person failed to obtain from the appropriate air traffic control unit, either by radio communication or by visual signal, clearance to taxi, take off from or land at the aerodrome. CAR 602.96(3)(g), \$1,500.

A person operated an aircraft in Class F Special Use Restricted airspace when it was not authorized to do so by the person specified for that purpose in the Designated Airspace Handbook. CAR 601.04(2), \$750.

PACIFIC REGION

A person failed to operate an unmanned air vehicle in flight in accordance with a special flight operations certificate or an air operator certificate. CAR 602.4: \$1,000 fine. 

RÉGION DE L'ONTARIO

Une personne a utilisé un aéronef à une altitude inférieure à 500 pieds d'une personne, d'un navire, d'un véhicule ou d'une structure. CAR 602.14(2), \$750.

Une personne a exercé les avantages d'un permis, d'une licence ou d'une qualification de membre d'équipage de conduite lorsque ce permis, cette licence ou cette qualification n'était pas valide.

Une personne a exercé les avantages d'un permis, d'une licence ou d'une qualification sans être titulaire d'un certificat médical valide d'une catégorie propre au permis, licence ou qualification.

Une personne a utilisé un aéronef à une altitude inférieure à 500 pieds d'une personne, d'un navire, d'un véhicule ou d'une structure. CAR 401.01(3), \$1,000; CAR 404.03, \$1,000; CAR 602.14(2), \$750.

Une personne a utilisé un aéronef à une altitude inférieure à 500 pieds d'une personne, d'un navire, d'un véhicule ou d'une structure. CAR 602.14(2), \$750.

Une personne a utilisé un aéronef sans souscrire à une assurance de responsabilité couvrant les risques de responsabilité civile d'un montant qui était approprié pour la masse maximale autorisée au décollage de cet aéronef. CAR 606.02(8), \$5,000.

Une personne a utilisé un aéronef dont le travail de maintenance n'avait pas été certifié.


Une personne a utilisé un aéronef dont la maintenance n'avait pas été effectuée conformément à un calendrier de maintenance approuvé par le ministre. CAR 605.85(1), \$2,500; CAR 605.86(1), \$5,000.

RÉGION DES PRAIRIES ET DU NORD

A un aéroport contrôlé, une personne a omis d'obtenir de l'unité de contrôle de la circulation aérienne compétente, par radiocommunications ou par signal visuel, une autorisation de circuler au sol ou d'effectuer un décollage ou un atterrissage à cet aéroport. CAR 602.96(3)(g), \$1,500.

Une personne a utilisé un aéronef dans l'espace aérien de classe F à statut spécial réglementé, alors qu'elle n'y était pas autorisée par la personne indiquée dans le Manuel des espaces aériens désignés. CAR 601.04(2), \$750.

RÉGION DU PACIFIQUE

Une personne a utilisé un véhicule aérien non habité sans être titulaire d'un certificat d'opérations aériennes spécialisées ou d'un certificat d'exploitation aérienne. RAC 602.41: 1 000\$. 



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SKILL SHORTAGES

ENTIRE AVIATION INDUSTRY MUST REACT

The aviation industry requires highly trained and skilled people to fly, maintain and service aircraft, but the number of licenced pilots and mechanics is showing a steady decline. A pilot shortage due to increased air travel, combined with a large number of baby-boomer pilots hitting retirement age, is creating significant challenges for flying schools up to and including the airlines.

Transport Canada reported that between 2010 and 2016, airlines added more than 2200 new aircraft, and that air passenger travel in Canada has grown by 3.6 percent, on average, annually. At the same time, the FAA reported that there are 65% fewer new pilots annually than in the 1980s. If this trend continues, they report that they will need 112,000 pilots in the U.S. by 2023. Estimates in Canada are that 300 more pilots will be required per year, and there could be a shortfall of 6000 pilots by 2036.

This shortage impacts all of us to varying degrees. It has the toughest impact on our small- and medium-size operators, as most aspiring pilots dream of flying large jets for the airlines. In the past, a pilot might fly for a mid-size operator for two or three years before moving on to the airlines. Now they are being snatched up after only six months and with many fewer hours. The flight schools we speak to are having difficulty keeping instructors, who are required to educate the next generation of pilots. Aviation insurers are challenged by less experience in the cockpits and the quality of training. And the general public is experiencing rising airline costs as some operators cut back on routes.

What can be done? I recently attended a presentation by Katie Prybl of AOPA. Prybl is responsible for

AOPA's You Can Fly program. Through this program, AOPA has partnered with educators and industry to roll out four different initiatives to develop new pilots, keep them engaged or getting them re-engaged. As she outlined the formal initiatives that AOPA has embraced, it occurred to me that all of us are required to make these and other industry-wide initiatives a reality.

The first initiative introduces aviation to students in grades 9 to 12. With support from the AOPA Foundation, schools have created turnkey curricula for high schools to teach through their STEM programs. These programs are helping young people discover aviation and hopefully consider it has a longer-term career. As part of this program, AOPA has introduced a series of scholarships for students to take flight lessons through AOPA's flight training network. This is not much different from the scholarships that COPA and other national groups offer.

The second initiative is to help keep new pilots engaged throughout the learning process. Prybl explained that many new pilots don't finish their training because of the customer experience and lack of support. In response, AOPA is creating online tools and technologies to help improve the training process for schools, their instructors and the students.

The third initiative is geared toward keeping new pilots engaged in a cost-effective way after they get their licence. AOPA will help interested groups that want to share the cost of owning and operating an aircraft by walking them through the A to Z of setting up a legal flying club. Pilots are more likely to stay engaged in flying when they can do so cost-effectively and as part of a community of other pilots, providing them with a high level of support. The rise in shared flying, whether by flying



clubs, block time or shared ownership, is something we see daily. We have created very competitive and comprehensive insurance packages to cater to these types of private operations.

The final initiative is the Rusty Pilots program, which they proactively market to lapsed pilots, inviting them to attend a Rusty Pilot seminar. In 2017 AOPA held 175 seminars across the U.S. Out of these, 38 percent of those who attended ended up renewing their licence, and the program was directly responsible for returning 5000 pilots. My opinion is that this is one is the most difficult to see through to fruition, considering the increasing cost of aircraft ownership. The cheapest part of aircraft ownership these days is the insurance. The \$100 hamburger is now \$250, and a major overhaul is easily \$40,000. We need to collectively find ways to lower the cost of flying, and I applaud the most recent initiative towards the safe introduction of non-certified parts to the Canadian aircraft fleet.

We can all play a role in reducing the declining pilot population. We need to help identify efficient training programs and methods, advocate establishing internships and apprenticeship programs, and support interest and affinity groups that are reaching out to youth. As Prybl suggested at the end of her speech, "We really need the support of everyone in order to counteract the pilot shortage".

SLOW-FLIGHT TECHNIQUES

SKILLS CAN GET YOU OUT OF SERIOUS TROUBLE

The small four-seat aircraft was flying peacefully along a beautiful valley, the pilot and passengers enjoying the pleasant flight on the hot sunny afternoon. The pilot was flying at a relatively low but yet safe altitude above the ground. The pilot was focusing on the scenery and the safe height above the ground, not noticing that the aircraft was in a steady, shallow climb to maintain that safe height above the ground. The pilot eventually noticed that the aircraft would soon be unable to outclimb the rising valley floor. The only way out was to turn 180 degrees. By then, the valley had inevitably become narrower, perhaps too narrow.

With no other option available, the pilot carefully initiated that one-eighty turn, using all the space available in the now very narrow valley. As the reader probably expects by now, this did not end well. Very tight maneuvering compounded by high density altitude and a heavy load exceeded the ability of the pilot and led to a high-speed stall and crash. The story could be retold with a different ending: a nicely executed one-eighty and an enjoyable return flight to home base. Which pilot would you rather be? What special skills did the second pilot possess? That second pilot had mastered the art and skill of slow flight through consistent and repetitive practice.

We all know how to fly in cruise. We enjoy it so much that we rarely practice anything else since we seldom go up specifically to practice anything. All pilots had to demonstrate slow flight for their flight test at some point in their flying career, but then they stay away from that as much as possible. Yet, slow flight is one of those skills that can come in very handy and even save your life.



A good slow-flight practice would be to go up to a safe altitude and abandon cruise flight in favour of slow flight. Pick a straight line on the ground and follow it, gradually reducing the power while maintaining straight and level flight. At some point above stall speed, you ease in some power to avoid stalling. You fly straight for a while, practicing changing your speed and power, higher and lower, at a constant altitude. Once you feel comfortable with this part of the exercise (and it might require hours of practice), start doing turns, very shallow turns at the beginning. You are already close to your normal stall speed, and as you are now entering the realm of accelerated stalls, your actual stall speed will increase somewhat. If you steepen the turn, or do not add a bit of power, you will eventually stall. Roll out of the turn and bring power back.

Did you notice how the ailerons are terribly sloppy, but how the rudder becomes so effective and how you can bank and turn with rudder only? All pilots had to practice this during early training and had to demonstrate

▲ Practicing slow flight ensures the skill will be available when needed.

it on a flight test. As you get more comfortable with this, start adding flaps to the maneuvering. The use of flaps by themselves reduces the stall speed, but any other input will increase it again. You are on the verge of stalling throughout all this maneuvering. If this happens, use normal stall recovery techniques lest you fall into a spin, in which case a properly executed normal spin recovery technique will get you back to normal flight. The typical pilot might not get the opportunity to use this to get out of a small valley, but every takeoff and landing will demand that the pilot be skillful at slow flight very close to the ground.

When practicing slow flight, remember to monitor your temperature gauges closely as the engine will be working hard, and the low speed will result in less cooling air flowing over the cylinders. Your engine might appreciate that on a cold winter day, but not so much during the hotter summer months. 🛩️

FLYING BY ANGLE OF ATTACK

AFFORDABLE TECHNOLOGY ENHANCES FLIGHT SAFETY



At Sun 'n Fun 2018, many companies displayed angle of attack (AOA) technologies. AOA is the angle between the oncoming air, or relative wind, and a reference line on the airplane or wing. AOA technologies are tools that help eliminate fatalities caused by flight into the lower end of an aircraft's flight envelope, typically leading to a fatal stall and spin, such as in a turn from base to final or on climb-out. AOA is useful during all elements of flight but helps save lives when a pilot is manoeuvring near the ground. Military aviators have been flying with AOA for many decades. AOA technology was first used by the Wright brothers, using a stick, string and protractor. The U.S. military developed the technology in the 1950s, designing it to provide instantaneous cues to pilots, thereby allowing them to utilize unused wing lift during all phases of flight.

Historically, AOA technology was cost-prohibitive for the average general aviation aircraft, typically costing \$50,000 or more. Now a number of avionics manufacturers are providing AOA technology through their telemetry pods, as part of their glass panel avionics or as stand-alone systems.

Flying AOA is designed to provide visual cues to the pilot, avoid flying near the stall speed, and remove the dependency of flying an airspeed. The stall speed of an aircraft will vary based upon many factors such as outside air temperature, aircraft weight, bank, attitude and Gs. Historic steam-gauge airspeed indicators are rarely tested or recalibrated, potentially creating a gap between indicated and actual airspeeds. Advances in AOA technology incorporate Heads Up Displays (HUD) to provide visual cues in the pilot's line of sight, eliminating the need to constantly divert the pilot's scan from the outside to the instrument panel.

▲ New technology makes this useful safety device affordable.

AOA guru Mark Korin of Alpha Systems (alphasystemsAOA.com) has devoted decades of skilled aerospace engineering resources into the development of Alpha's products. Korin personally experienced a low-speed, low-altitude turn resulting in a classic stall/spin-induced impact with the ground. He lived, resulting in a personal mission to develop AOA technology. Developed over the past 19 years and made in the U.S., Korin's goal is to improve aircraft safety and educate regulators, aircraft manufacturers and pilots. Alpha System's AOA technology is designed to provide an affordable military-style AOA experience in general aviation aircraft while focusing on human-factor-driven display interfaces. Their technology is a complete solution that focuses on AOA and refines the display of AOA

information to the pilot, with more than 8,000 installations.

Alpha System's technology utilizes the FAA's NORSEE program for installation in certified aircraft. The technology supports both pressurized and non-pressurized aircraft, and is comprised of the following components: a visual cue display, which is installed on the panel or glare shield; an optional HUD display; an AOA electronics package; electrical and audio wiring; an AOA sensing probe and mounting panel; pneumatic tubing and a switch panel. With a variety of AOA displays, pilot/owners can select an interface display that they prefer. The kit requires roughly six to 10 hours of installation time and retails for \$1,995 USD (plus optional components). It supports both 12- and 28-volt systems, drawing 0.25 amps at full display brightness. The system has four audio cues which can be enabled by the pilot. Optional modules provide audio interfaces for the aircraft's flaps and landing gear, as well as a pitot heat relay and a stick shaker interface.

The most popular kit is the Eagle, which has a chevron-plus-diamond style display. The technique used for flying AOA is to focus on flying to the blue donut. On final approach, if the AOA is too low, the yellow chevron will light up; you simply pull on the yoke to raise the aircraft's nose, bringing the AOA back to the donut. If the AOA is too high, the red chevron will light up, prompting you to push the yoke down. With the blue donut illuminated, the aircraft is at the correct AOA.

Adding a HUD display, or mounting the AOA display on the glare shield, allows the pilot to focus on looking out the window rather than diverting his or her sight between the runway and the aircraft's instruments. This is exceptionally useful when a go-around is executed. During a go-around, a larger number of tasks must be executed: flaps, cowl flaps, fuel pump, airspeed, engine controls, attitude, heading — all while in the lower speed side of the flight envelope.

loped. Korin has found that when the instrument is mounted on the panel, it is rarely used, but if installed above the glareshield, then the pilot quickly transitions to flying AOA rather than using the airspeed indicator.

During primary flight training, student pilots are instructed to fly based upon attitude and power, focusing on

airspeed, attitude and altitude. Flying based upon AOA focuses on leveraging unused lift energy generated by the wing. Combining human factors with visual cues like a chevron-based HUD display focuses pilots on flying an AOA that keeps them out of the stall side of the flight envelope, ultimately improving flight safety. ✈️



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ON THE HORIZON

ON THE HORIZON

JUNE 2018

JUNE 2, PRINCE GEORGE B.C. Copa flight #79 Central B.C Flying Club is holding a fly in breakfast starting at 8 am at the clubhouse to about noonish. By donation. Longest flight and draw prize. Contact John Hebb at johnhebb@telus.net

JUNE 2, PITT MEADOWS, BC. COPA Flight #16 & COPA Flight #194, Aero Club of BC and BCGA and the Pitt Meadows Regional Airport are hosting a fly-in as part of the community airport day. Highlights include, Fly-Mart, Fuel Sale, Aircraft and Cars on Static Display, Ariel Displays, Food Trucks and much more. For more information visit www.bcaviation.ca/ypk2018. At 1300 - 1800.

JUNE 2, KAMLOOPS, BC: COPA Flight 82 COPA 4 KIDS — We welcome COPA Member Pilots with aircraft & non-pilots to join in and give kids their introduction to aviation. 0900 First Session and 1300 for the second. Contact: kamloopsflyingclub@gmail.com or www.kamloopsflyingclub.com

JUNE 2, DAWSON CREEK, BC: COPA Flight 183 is planning a COPA for kids event June 2 with a rain day of June 10th. 10am Start time. Hotdogs, and a beverage will be offered after the flight. Contact Rod Folster at: rfolster@pris.ca

JUNE 2, ARNPRIOR, ON: COPA Flight 33 hangar Party for the 2018 Inter Provincial Air Tour (IPAT) on June 2, 2018.

JUNE 3, PITT MEADOWS, BC : The British Columbia Coast Chapter of the Ninety-Nines (International Organization of Women Pilots) will hold its 37th Poker Run in June of 2018. 99s POKER RUN — SUNDAY, June 3 (rain date June 10), Pitt Meadows, BC (CYPK): Open to all pilots . . . everyone welcome. Choose from 8 airports: Abbotsford, Boundary Bay, Chilliwack, Delta Airpark, Langley, Squamish, Victoria, Pitt Meadows (terminus). Support aviation scholarships and have a great day flying for prizes! For more information visit www.bccoast99s.com or BC Coast 99s on Facebook, or email bccoast99s@gmail.com

JUNE 3, SMITH FALLS, ON: Smiths Falls Flying Club Annual Fly-In Breakfast. Sunday June 3, 2018. The Club & COPA Flight 100 have been holding this event since 1964.. Breakfast is served from 7:30am to 11:30am rain or shine. So Fly-In or Drive-In and enjoy a day at the airport. Location is at the Smiths Falls Airport (CYSH). 102 Van Exan Drive, Montague, Ont. (11 kms east of the town of Smiths Falls off Roger Stevens Rd.) <http://www.smithsfallsflyingclub.com/> Airport# 613-283-1148

JUNE 3, UNITY SK: AIRPORT DAY Flyin/ Drive in Everyone welcome 10AM to 2PM Brunch for all Contact [306] 228 8031 raysh.frisbee@sasktel.net or Maynard Slater [306]228 2835.

JUNE 3, OKOTOKS, AB: Fly-In Breakfast from 800-1200 hrs. We are partnering with the Foothills Composite High School Falcons Flying Club (<https://goo.gl/WQ2tfc>) and all donations will be made to support the Falcons Flying Club, the simulator and the students showing interest in aviation.

JUNE 3, REGINA, AB: 10am-4pm - Regina Flying Club Open House. All things aviation including static aircraft displays, city tour flights, booths for aviation interests.

JUNE 3, PERTH, ON: Copa flight #69, Perth County Flying Club 2018 FLY-IN, DRIVE-IN BREAKFAST. June 3rd/2018, 8 am - 12 pm noon. Stratford Municipal Airport, CYSA. Breakfast by Donation. Proceeds will go to Stratford General Hospital Foundation MRI FUND. Contact: billverellen@gmail.com <http://www.perthcountyflyingclub.ca/>

JUNE 4, NORTH BAY, ON: COPA For Kids. North Bay Trout Lake Seaplane Base -floats. Date Monday June 4 - 6:00-8:00pm. (Rain date Tues June 5). Contact Carol Cooke 705-752-2223.

JUNE 9, MELFORT, SK: COPA Flight # 182. COPA FOR KIDS. Date: Saturday June 9th, 2018. Alternate: Sunday June 10th, 2018. Where: Melfort Airport. Time: Flying starts at 9am. Preregistration available: Contact Trent Rae 306 921-7926 cel or email: trent.rae@fyidoctors.com or register at 8:30 that morning.

JUN 9, RIMOUSKI, QC : Association Aéro-Sportive de Rimouski — Club COPA 202 (CYXK). 9 juin 2018. Rendez-vous aérien et portes ouvertes. Au programme : Dîner hot-dogs de 11h30 à 14h00, breuvages, cafés, collations. Visite des installations de SOPFIM et de l'aéroport, simulateur (Beech Baron 58). La plus cordiale des bienvenues ! Remis au lendemain en cas de pluie. / 9 June 2018. Fly-in and open doors : lunch with hot-dogs from 11 :30 to 14 :00, beverages, coffee, snacks. Tour of the installations of SOPFIM and of the airport. Simulator on-site (Beech Baron 58). A warm welcome ! Postponed to 10 June 2018 in case of bad weather.

JUN 9, DRAYTON VALLEY, AB: (Rain Date June 10) Copa for Kids, Drayton Valley (Flight 186). Contact Jerry Greiner 780-621-2555 for info.

JUN 9, EDMONTON, AB: COPA Flight 176 is holding a Fly-In Breakfast followed by our

annual Rust Remover. Please register for the Rust Remover on our website. Registration fee \$30 prior to June 1. After June 2 and at the door \$40. TIME: Fly-In Breakfast: 8:00-10:00. Rust Remover: 10:30-15:00 (complies with Transport Canada Recurrency Requirements). LOCATION: Villeneuve Airport - CZVL. CONTACT: Janis - treasurer@copaedmonton.ca REGISTRATION: www.copaedmonton.ca

JUNE 9, ON: 99s Poker Run Saturday June 9, 2018 Raindate June 10, 2018. Participating Airports; Burlington, Brampton, Collingwood, Oshawa, Peterborough, and Lindsay. Terminus; Buttonville. Start-9:00. Finish-3:00. Contact Robin Hadfield 705-309-3007. www.firstcanadian99s.com 1 hand for \$10.00. 5 hands for \$30.00

JUNE 9, WIARTON, ON: Annual Air and Auto Extravaganza for Copa Flight 68. Air and Auto Extravaganza, Plane/bike/car displays, vendor market and more! Admission FREE if you arrive by air. www.airautoevent.com. From 10:00 am to 4:00 pm.

JUNE 9, SUMMERSIDE, PE: COPA Flight # 125 is holding a COPA For Kids Day with rain date June 10, 2018. The event will be held at CYSU (Summerside Airport). Pre-registration is necessary. This can be done in person at the Summerside Airport office, Hanger 3 Building, 30 Aerospace Blvd, Slemon Park, PEI after May 1st. Questions can be directed to Dave Thomas. Telephone : 902-836-3344 Email : drdaveaviator@hotmail.ca

JUNE 9TH, ST-THOMAS, ON: COPA flight 75 is hosting a COPA for kids event on June 9th at 9:00 am to 12:00PM. For information please contact Tim cell: 519-870-3012 or Anna cell: 519-319-4343.

JUNE 9TH, SPRINGBANK, AB: In conjunction with the Calgary Airport Authority, the Springbank Airport Business and Pilots Association (SABPA) is hosting an Open House/Static Aircraft Display at the Springbank Airport on Saturday, June 9th from 10am to 4pm.

JUNE 10, CARMAN, MB: The Carman Flyers Group (CFG) is again hosting its annual Airport Day. Special attractions this year include displays of several types of aircraft — Tiger Moth, Harvard, Cornell, a glider and Ag Spraying aircraft. Displays of model aircraft, a working flight simulator, and kids activities round out the day. Admission is free with brunch being sold from 9:00 am -1:00 pm. Airport located 1.5 miles south of Carman beside Hwy #3. Info: John Carley @ (204) 745-0426; email: jcarley@mymts.net. Freq. 123.2.

JUNE 10, DISLEY, SK: EAA South Sask. Chapter 154 are holding our 26th

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annual fly-in drive-in breakfast at Disley, Sask. CDS2. We will be serving pancake's, bacon, eggs, strawberries and whipped cream as well as juice and coffee. It will run from 0800 to 1100. Bring your friends with you to see some interesting aircraft. Adults \$10.00 kids twelve and under \$5.00. For more info please contact Vic Zubot 306-731-2249 or Ron Wood at 306-751-1064.

JUNE 10, COBDEN, ON (CPF4): COPA Flight 124, Champlain Flying Club, host their annual Fly-in/Drive-in/Walk-in Breakfast and open house from 0700 to 1100 hrs. Lots of great food and down home music. For more information please contact Bob Braden at braden.robert1@gmail.com or phone 613-432-2815

JUNE 10, INNISFAIL, AB: Flight 130 is hosting their Annual Fly-In Pancake Breakfast at the at Innisfail Airport (CEM4) Between 700-1100. www.cem4.ca

JUNE 10, BONNYVILLE, AB: Flight 90 / The Bonnyville Flying Club (CYBF) is hosting our annual fly in / drive in pancake breakfast with all the sausage, bacon, and eggs you can eat. Event starts at 7:00am and runs until 11:00am. We will be cooking rain, shine, snow, or sleet. For more information please contact Kurt Richard at 780-812-0332. We hope to see you there.

JUNE 10, MANIWAKI, QC: The GA community is invited to join in the fun at the Maniwaki airport (YMW) from 10:00 to 16:00. The general public is also invited. We will be serving delicious specialty sausages and side dishes from 12:00. Different activities will be taking place throughout the day. Campers are welcome (free), pilots' lounge available. For info: 819-449-6103, flyincymw@gmail.com or cymw.ca.

10 JUIN, MANIWAKI, QC: Nous invitons la petite aviation à se joindre à nous pour une journée de plaisir à l'aéroport de Maniwaki (YMW) de 10h00 à 16h00, où le grand public est également convié. Nous servirons de délicieuses saucisses de charcuterie et des accompagnements à partir de midi. Différentes activités prendront place au cours de la journée. Les campeurs sont les bienvenus (gratuit), avec accès à une salle pour les pilotes. Pour info: 819-449-6103, flyincymw@gmail.com ou cymw.ca.

JUNE 10, ST-LAZARE AIRPORT, QC (CST3) . COPA Flight 43 will be serving its popular breakfast from 7:30 until 11:30. For additional info: Leo 450-424 6355.

10 JUIN, AÉROPORT DE ST-LAZARE (CST3). le Club COPA 43, servira son fameux déjeuner de 7:30 à 11:30. Pour informations: Michel 514-694 2129

JUNE 10-15, CAMP ANJIGAMI, ON: Fly from Otsego Lake's splash-in, directly to Camp Anjigami, then fly directly to Grand Marais' splash-in. Make it a week of flying, a splash-in "Trifecta"! Where: Camp Anjigami, Ontario, Canada (N047.50.36 W084.35.36) Cost: \$150.00 USD per person / per night (stay 1 - 4 nights) (plus HST tax) (This special rate applies to this event only) Price includes: Accommodations (2 adults per room), Meals (BYOB), Boats motors and gas (2 per boat), Advice and help with border crossing (Procedures can be found @ www.CampAnjigami.com, click seaplanes, border crossing). Does not include the cost of fishing licenses (www.Ontario.ca/outdoorscard). RSVP required, please call or email as soon as possible, accommodations are limited. williams@CampAnjigami.com or (239)588-0560.

JUNE 12-14, WATERLOO, ON: CBAA 2018 Convention & Exhibition. Be informed and empowered with information from respected subject matter expert, streamed sessions, and specially-priced certified professional development workshops. Do business with over 80 suppliers at our exhibit and static and build relationships at casual networking opportunities like the Hope Air golf tournament, Fun Night and more.... Only an hour's drive (or an 18 minute flight) from Toronto Pearson. goo.gl/6VPPFA

JUIN 16, WALKERTON, ON FLIGHT 54. CYHS Hanover Saugeen COPA For Kids. 0830 registration, 0930 flying start and 0200 flying finish.

JUNE 16, KELOWNA, BC: Flight 36 COPA For Kids at the Kelowna Flying Club on June 16th!

JUNE 16, VIRDEN, MB: Virden Area Flying Club is hosting a Fly-in breakfast at CYVD. Breakfast served from 08:00 to 11:00 hrs. (CDT). Pancakes, eggs, ham, toast and fruit. Rwy 08-26 . X wind 13-31 (grass). Fly in, drive in or walk in, everyone welcome. For info contact John @ 204 851-6230 or Noreen @ 204 748-5567.

JUNE 16, FORT ST JOHN, BC. Alaska Highway Flyers Flight #180 are planning a COPA for Kids Day (rain date June 17, 2018). Fort St. John BC airport CYXJ. Contact stevehorychun@gmail.com for more information.

JUNE 16, SMITH FALLS, ON: Pleased to announce Flight 100 (Smiths Falls Flying Club) COPA for Kids event will occur at 0900-1200 hrs at the Smiths Falls Aerodrome (CYSH).

JUNE 16, OLDS-DIDBURY, ON: Flight 142 Olds-Didsbury Flying Association. Location: CEA3. Fly-in Breakfast and Show and

Shine. Saturday, June 16, 2018. Breakfast 8:00 - 11:00am. More details <https://www.odfa.ca/index.php>

JUNE 16, NANAIME, BC: The Nanaimo Flying Club located at the Nanaimo Regional Airport (CYCD) is proud to host the COPA For Kids event Saturday June 16th, 2018 starting at 11:00 am to 3:00 pm. The rain date is Saturday June 23rd, 2018. Contact Tim Wang (250)715-0010 if you have any questions.

JUNE 16-17, SHERBROOKE, QC (CYSC): Les Faucheurs de Marguerites, COPA Flight 37, is proud to invite all COPA members and the aviation community to its 24th annual fly-in, held at the Sherbrooke airport. A lot of aircraft of all kinds, a fly market, static displays, work shops, exiting conferences and seminars, home built/restoration contest, commercial exhibit, aircraft manufacturers, aircraft clubs and more. Saturday night special dinner, movies and signers. Free camping on site. Contact Real Paquette 819 878-3998; send us an e-mail at lesfaucheurs@hotmail.com; or visit our website at www.lesfaucheurs.com.

JUIN 16-17, SHERBROOKE, QC (CYSC): Les Faucheurs de Marguerites, COPA Envol 37, est fier d'inviter tous les membres de COPA et toute la communauté d'aviation récréative du Canada, à son 24ième rendez-vous aérien annuel tenu à l'aéroport de Sherbrooke. Au menu: beaucoup d'aéronefs de tous genres, marché aux puces, avions en démonstration statique, ateliers de construction amateur, conférences et séminaires, concours de construction et restauration d'aéronefs, comptoir commerciaux, manufacturiers d'avions, clubs d'aviation, souper festif du samedi soir, projection de film, chanteurs, restaurant sur place. Tours d'avions et d'hélicoptères si la météo le permet. Camping gratuit sur place. Contactez Réal Paquette au 819 878-3998, ou écrivez-nous à lesfaucheurs@hotmail.com. Visitez www.lesfaucheurs.com.

JUNE 17, PICTON, ON: Picton, Ontario, CNT7. COPA Flight 53 will host our annual Father's Day Flyin, Sunday, June 17th at the Prince Edward Flying Club. Best breakfast anywhere! \$10 donation. Information call Jeff or Jackie Douglass at 613-471-1868

JUNE 17, CORNWALL, ON: Cornwall Flying Club / COPA Flight 59 — Father's Day Fly-In Breakfast. Time: 8:00 to Noon. Location: Cornwall Regional Airport (CYCC). 19403 Airport Road, Summerstown, Ontario. \$8 per person, \$5 for kids under 8. Participate in our Mont Tremblant Raffle. Only 400 tickets will be sold at \$5 for a chance to win this prize valued over \$600. Drive or fly in with the whole family!

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JUNE 17, HANOVER, ON: Flight 54 COPA For Kids. CYHS Hanover Saugeen COPA For Kids. 8:30am Registration. 9:30am Flying Start. 2:00pm Flying Finish

JUNE 17, LLOYDMINSTER, AB: Lloydminster Flying Club / COPA Flight 113. Father's Day Fly-In / Drive-In Breakfast @ The Lloydminster Airport East End of Taxiway B. Large Grey Hangar. Breakfast will be served 8am to 11am. For information Call: Steve @ 780-875-5834 or Kevin @ 306-821-7617

JUNE 21-23, SAINT JOHN, NB (CYSJ): The Atlantic Flight Centre and COPA Flight 193 (Saint John) will be hosting the 2018 COPA Convention and Tradeshow. Stay tuned for more details.

JUNE 23, LINDSAY, ON: Kawartha Lakes Flying Club (COPA Flight 101 Lindsay) is again this year holding a COPA For Kids at the Kawartha Lakes Municipal Airport, CNF4. This years date is Saturday June 23rd with a rain date of Sunday June 24th. Please contact Bob Burns, president Kawartha Lakes Flying Club, for further details at 705-324-8027

JUNE 23, MIDLAND, ON: COPA for Kids event for Flight 73 to be held at CYEE on Saturday, June 23rd. Our hours of participation will be 0800 to 1300. 705-529-2467

JUNE 23 - VEGREVILLE AB (CEV3)- COPA flight 191/ Vegreville Flying club is hosting our annual fly in breakfast Saturday June 23rd, rain date June 24th. 0800 - 1200. Inquiries please call Stu at 780-222-8282.

JUNE 23, SUNDRIDGE-SOUTH RIVER, ON: Barbecue fly-in. Rain date: Jun 24. Sundridge-South River airport. CPE6. 12.00 to 18.00. Fly or drive in and see our newly re-opened airport. Hamburgers, hot dogs and refreshments. All welcome. www.sunairpark.com

JUNE 24, SALMON ARM, BC: The Salmon Arm Flying Club/COPA FLIGHT 80 will be hosting an Airport Appreciation Day/Fly-In on Sunday, 24 June 2018, from 8 a.m. to 3 p.m. Pancake breakfast and lunch will be available. Three aerobatic aircraft will be performing and rappelling from a helicopter by Wildfire Management Rapattack together with water drops

will be demonstrated. The Shuswap Emergency Program will be sharing the stage with an Emergency Preparedness Expose which showcases the vehicles and equipment used for emergency response by our local agencies including mock vehicle extrications using the Jaws of Life. Static displays of conventional, homebuilt and ultra-light aircraft will be there for all to see and the Air Cadets' Flight Simulator will be operational for those who want to try their hand at flying.

JUNE 24, SCOTSFIELD, NB (CCF9) COPA FLIGHTS 2 AND 86: All pilots and friends are invited to a special Fly-in to acknowledge and honor Ernie McLean who is a former Director of COPA and who has supported the flying community in the Maritimes for more than 40 years. Breakfast, brunch or lunch will be served from 8am to 2pm. Antique, Sports Car Clubs and Paragliders have also been invited to attend. Nearest fuel available at CYFC and emergency 91 Octane available on site. For more information please contact me by email at peter.forbes@nb.aibn.com

JULY 2018

JULY 7, ESTEVAN, SK: July 7th 2018 from 1100 - 1300 annual fly in BBQ lunch at the Estevan Regional Airport. Followed by a COPA for Kid's event from 1300 - 1600 at CYEN Estevan.

JULY 8, BANCROFT, ON (CNW3): COPA Flight 119, Annual Fly-in Pancake Breakfast from 08:00 until noon. Dedicated food line for fly-in guests. Held in conjunction with the Town of Bancroft's annual Water, Wheels and Wings weekend. Festivities in town all weekend. Static Displays, Vintage Cars. Jet A and 100LL available by VISA credit card. No landing or tie down fees. Camping allowed on the airport. For more information contact Gary Gaudreau Email at gary@bancroftflyingclub.ca.

JULY 8, KAMLOOPS, BC: COPA FLIGHT 82 CYKA — Pancake Fly In Breakfast. Make us your destination for your flight this weekend! Float planes welcome with the new CYKA Float Plane dock! Great breakfast served! 9:00am. Contact: kamloopsflyingclub@gmail.com or www.kamloopsflyingclub.com

JULY 8, OWEN SOUND, ON (CYOS): 11th ANNUAL OWEN SOUND WINGS AND WHEELS. COPA Flight 144. 8am-4pm, first 30 pilots receive embroidered "Wings" ball hat, lunch, and chance on draw for ICOM handheld Transceiver courtesy of Aviation World Mississauga. Wartime aircraft display, Canadian Harvards. Expected 300+ classic cars, 90+ aircraft, live on stage

JULY 14, KARS, ON (CPL3): Kars Rideau Valley Airpark (CPL3): RAA Chapter 4928

16th Annual Kars 'n' Planes Summer Fly-In BBQ. Comm 123.4 RWY 26/08 Glider activity in area. Homebuilt, Classic and Antique Aircraft, Rideau Valley Soaring Club, BBQ served from 11 AM till 2 PM. Sausages on a Bun, Steamed hot dogs plus assorted beverages. PUBLIC WELCOME. Dilworth Road just East of Highway 416. For more information on the field conditions please call Larry Rowan 613-489-2332 or Chris Williams 613-296-3391.

JULY 14, MIDLAND/HURONIA, ON, CYEE, Unicom 122.85: Annual RAA Northern Regional Fly-In (NRFI), hosted by the Midland RAA chapter. A Transport Canada approved seminar is scheduled for 10:00. Zenair factory and the Midland Model Railway Association, both located on the field, will hold coincident open houses. Antique/Classic cars and motorcycles will also be on display. Breakfast and lunch will be available. For further information, please contact Rob MacDonald at 705-549-1967, Ray McNally at 705-717-2399. airport at 705-526-8086 or raa.midland@gmail.com

JULY 14 AND 15, CAMPBELL RIVER BC: (CYBL) 5th annual "WINGS 'n' WHEELS" fly in and car show. Saturday evening BBQ and a beverage. Sunday fly in and drive in lots of cars, airplanes and food, all in support of TeenFlight Campbell River. Breakfast from 0700 to 1000hrs lunch from 1100 to 1500hrs. Camping available. Contact Bill Alder 250-287-6259 bill@sealandaviation.com for more information or to preregister. Everyone welcome!

JULY 15TH, IROQUOIS, ON (CNP7) The Iroquois Flying Club's Special 52nd Annual Fly-In Breakfast beside the beautiful St. Lawrence 8:00 a.m. to 11:30 a.m. Seaplane dock near the airport. Information: 613 657-1646.

JULY 15TH, VULCAN, AB. Vulcan Flying Club's (C-FX6) Annual Fly-in Drive-In Breakfast, Red & White Hanger. Starts at 8 till 11 am. All are welcome

JULY 21, VERNON, BC (CYVK): Join COPA Flight 65 for COPA For Kids. 0800 - 1200. Visit the website <http://www.vernonflyingclub.org/> for more information.

JULY 21, BORDEN, ON: Flight 84 is hosting a COPA for Kids event at the Edenvale Aerodrome, CNV8. Registration will start at 8:30am. Contact: events@bordenflyingclub.com.

JULY 21, NEW GERMANY, N.S.: COPA 196 / The Bluenose Flying Club. Saturday July 21 (weather date July 22). 10th Annual Pilot's Picnic, New Germany Lake (CCA2) N44.55, W64.74. Come for a day of float flying, and enjoy great company, free lunch, music, RC flyers, antique cars,

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swimming, and more. Lots of shoreside parking. Comm 122.8. Contact Mervin Zinck (902)-521-5388

JULY 21, NESLON, BC: The Nelson Pilots Association, COPA Flight 87, is hosting a fly-in breakfast at CZNL on Saturday, July 21 from 0800 to 1100. Best breakfast in the Kootenays @ \$10. We are both land and floatplane friendly. As usual we will be open to the public so that they can come to support our airport.

JULY 21, ATHABASCA, AB: Athabasca Regional Airport (YWM) is hosting it's 8th annual Fly-In Barbecue between 1100-1400. All types of Aircraft are welcome. Avgas Available.

JULY 23-29 OSHKOSH, WI: EAA AirVenture OshKosh, come and meet us at the COPA booth and join us at the great Canadian Cook-out, sponsored by Magnes and AIG.

JULY 23-30, KAMLOOPS, BC: COPA FLIGHT 82 CYKA — Hosting the CAF B-17 Static Display and flights available. Go for a ride in this iconic aircraft! Make us a fly-in destination to experience this piece of history! Contact: kamloopsflyingclub@gmail.com or www.kamloopsflyingclub.com

JULY 24-29, GATINEAU, QC: The CAF B-29 FiFi will at the Gatineau airport in July as part of their tour. Open to the public, 9:00 - 5:00 each day. FiFi will fly rides on Saturday and Sunday morning. <https://www.airpowersquadron.org/b29-schedule>

JULY 26, NORTH BAY, ON : Flight 23 COPA for Kids. Mattawa airport CMA2 Saturday July 26 as part of Mattawa Voyageur Days. Wheels, and floats.

JULY 28, POWELL RIVER, BC: JAMIN' FLY-N. CYPW. There will be a host of musically inclined aviation folks taking to the stage in Powell River on July 28. It's a day of music and flying fellowship with a dinner and hangar dance. Open stage so bring your talents. Contact: Brent McKenzie. <http://westviewflyingclub.com>

JULY 29, RUSSELL MB. Russell Flying Club/ COPA Flight #138 Annual Pancake Breakfast, July 29, 8AM- noon. 4000' paved runway. Avgas available. wwile@gmail.com or phone/text 204-773-6634 for more info.

JULY 23- AUGUST 5, PETERBOROUGH, ON: Flight 34. «Air Legends at Peterborough Airport» will run 2 weeks, where we will have a B25 bomber here the first week of July 23rd, and a B29 Superfortress here during the second week. We are topping off the event with a Wings and Wheels airport event on August 4th and 5th, and our COPA Flight 34 Fly-In is on August 4th.

REGULARLY HELD EVENTS

AIRDRIE, AB: COPA Flight 134 regular monthly meeting. 1st Thursday of the month at 19:30 held at Airdrie Airport (CEF4) — 4.5 kms east on Yankee Valley Blvd off Highway 2. For more information, please see our website www.airdrieflyingclub.ca or email us via the web contact form.

ARNPRIOR, ON: Flight 33, Monthly Meeting on the 2nd Wednesdays of the month at 7pm at the Arnprior Terminal Building.

BEAVERLODGE, AB: Flight 184's monthly meeting is held on the third Tuesday of the month at 1930 hrs in the Board Room on the second floor of the Grande Prairie Airport Terminal Building.

BONNYVILLE, AB: Flight 90's monthly meetings held the last Monday of each month at 1900. Held in the terminal building at CYBF.

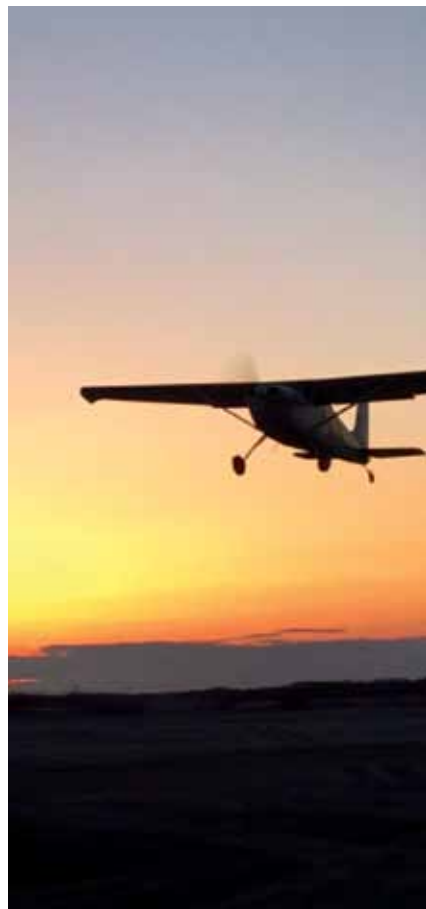
BORDEN, ON: Flight 84's Monthly meetings are held on the third Thursday of the month at Edenvale Aerodrome (CNV8) at 1900h. www.bordenflyingclub.com.

BOUNDARY BAY, BC: Flight 5's monthly meetings are held every second Wed of the month, 19:30 at Delta Heritage Air Park (CAK3). No meetings in July and August.

BRANTFORD, ON: Flight 148's Monthly meetings are held on the third Wednesday of each month, at 1900 hrs, Brantford Flying Club.

BRAMPTON, ON: CNC3 18:00 Monday Night BBQs begin! Every Monday night from June 11th to Sept. 3rd. Join us for our Legendary Monday Night summer BBQ. Going strong into our 12th season. Burgers, sausage, and all fresh trimmings. Nominal cost. RAA-TR Hangar, north end of Brampton airport. Pres. Fred Grootarz, 905 212-9333, fred@acronav.com ; V.P. Alain Ouellet, 416-709-2020, aouellet@icecanada.com

CALGARY AB: The Aerobatic Club of Alberta would like to invite you to our monthly meeting which occurs at 1930 the second Tuesday of each month. Get together and socialize with others who; have a casual interest or curiosity in aerobatics and aerobatic aircraft, occasionally conduct an aerobatic maneuver or are currently pursuing aerobatic competition. We meet to discuss various club events, aerobatic training, aircraft's and participate in various social activities. Location of the monthly meeting does change so please visit our web site www.aerobaticscanada.org for details and more information about the club, events, contest results/photos and contact information.



CALGARY AB: Flight 114. Meetings are held on the second Wednesday of the month starting at 1900 to 2100. Location is the Hangar Flight Museum (formerly the Aerospace Museum of Calgary) - 4629 McCall Way NE, Calgary, AB T2E 8A5

CARLETON PLACE, ON: Flight 121's Monthly meetings are held on the last Saturday of every month at 1000h at the Carleton Place Airport.

CHARLOTTETOWN, PEI (CYYG): COPA Flight 57/PEI Flying Assoc. Every Saturday at 0800 hrs join our members for breakfast at Razzy's Roadhouse, 161 St. Peters Rd., Charlottetown. Also on the first Saturday of the summer months we have our Saturday Fly-in & Burgers from 1200 until 1400 hrs. No Ramp or landing Fees. For more information or to arrange a ride from Apron 2, please contact Brian at 902-626-6963 or Barry 902-626-5882, pound@pei.sympatico.ca.

CHATHAM-KENT, ON: COPA YCK will host their monthly meetings every Second Monday of each month at 1900h. Hosting Summer BBQs on Monday nights beginning June 11th at 5:30pm. Holidays will be cancelled.

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CLARENCE-ROCKLAND, ON: Flight 132, Embrun. Meetings every first Thursday of each month at 20:00 at 3984 Indian Creek Road, city of Clarence-Rockland.

CORNWALL, ON: Flight 59's Meetings are the 2nd Saturday of each month at 9 am at Cornwall Regional Airport (CYCC).

DAWSON CREEK, BC: Flight 183, Mile Zero Dawson Creek holds their monthly meetings every last Thursday of the month. 250-782-6876.

EDENVALE, ON (CNV8): Every Thursday from January 5-December 15, the Edenvale Classic Aircraft Foundation restoration shop is open and we invite everyone to fly over, or drive by and pay a visit. Membership flights are available in all our tail-dragger aircraft, including the Tiger Moth and Fairchild Cornell. For more information, contact Bryan Quickmire at 705-818-2223 or info@classicaircraft.ca. Visit our website at www.classicaircraft.ca.

EDMONTON, AB: COPA Flight 176 regular monthly meeting. 1st Thursday of the month at 1930 held at the Alberta Aviation Museum - 11410 Kingsway Avenue NW in the lecture area. For more information, please see our website or contact Janis at treasurer@copaedmonton.ca.

ESTEVAN, SK (CYEN): Regular COPA Flight 3/ Flying Club Meeting, held 2nd Tuesday of even numbered months, February, April, June, etc. at 1930 in main terminal building. For more information, please contact Neal Linthicum at 306-421-7629 or nealandnadine@hotmail.com.

FREDERICTON, NB: Flight 2. Meeting times are 2nd Tuesday of each month at the Bloor Street Church in Fredericton at 7 pm.

GRAND FALLS-WINDSOR, NL: COPA Flight 195 Regular monthly meeting (excluding June, July and August) held 3rd. Tuesday at 1900 in the community room of IBEX Fuels, 46 Hardy Ave. All welcome whether you are a seasoned pilot, or just getting interested in aviation come on out.

GUELPH, ON: COPA Flight 1's meetings will be held the first Tuesday of the month, 1930hrs at the Guelph Airpark Café.

HANOVER, ON: Flight 54 Monthly meetings on every 2nd Saturday of the month at the CYHS SMA Boardroom from 0930 to 1030. Everyone welcome!

HAVELOCK, NB: COPA 27-The Havelock Flying Club invites you to fly-in or drive-in for breakfast any Sunday of the year. Our weekly Breakfasts are served between 0800 and

1000. For more information check out our website at www.havelockflyingclub.ca

HAWKESBURY EAST, ON (CPG5): COPA Flight 131 monthly breakfast meeting on the 1st Saturday of the month from 0830 to 1100 hrs. Come and talk about aviation with passionate flyers, make new friends and enjoy the friendly, homey atmosphere. For more information, please call Michel at 819-923-6767 or HawkesburyFlyingClub@gmail.com. The airport web site is <http://www.easthawkesburyairport.com>

HAWKESBURY EST, ON (CPG5): Escadrille 131 déjeuner mensuel les 1er samedis du mois de 8h30 à 11h. Venez parler aviation et faire de nouveaux amis dans une ambiance amicale. Pour plus d'information, contactez Michel 819-923-6767 ou HawkesburyFlyingClub@gmail.com. Notre site web pour l'aéroport est <http://www.easthawkesburyairport.ca>

HIGH RIVER AIRPORT, AB (CEN4): First Thursday of every month at the 187 Squadron Royal Canadian Air Cadet Hangar the EAA Chapter 1410 has their monthly meeting 1830 - 2100. Whether you have a casual interest in aviation, you are an active pilot, or you are an avid homebuilder of aircraft, we offer the chance to meet others who combine fun with learning. We meet to learn from informative speakers, participate in various social activities, and are active in the flying community. Come by and visit! Please contact Paul evenings at 403-271-5330 or eaahighriver@shaw.ca. Visit our website at www.eaahighriver.org for more details.

HINTON, AB: COPA Flight 126 is also the Hinton Flying Club. Meetings on the second Friday of the month at 2000 hrs at the Hinton/Entrance Airport Clubhouse/Terminal Building.

INNISFAIL, AB: Flight 130. Innisfail Flying club members meet every third Thursday for each month. (Except July and August) The meeting is held at the Innisfail Terminal Building at 19:30.

KAMLOOPS, BC: COPA FLIGHT 82 CYKA (KAMLOOPS) - Flying Club Monthly Meeting — First MONDAY of every month — 7:00pm Social 7:30pm Meeting. Business, Social & Aviation Topic Presentation (video or guest speaker). Join us to talk flying and support General Aviation in Kamloops! New members always welcome! Contact: kamloopsflyingclub@gmail.com or www.kamloopsflyingclub.com

KELOWNA, BC (CYLW): COPA Flight 36, Kelowna Flying Club, Apron III Event General Meeting, 1st Tuesday of each month. Pre-meeting BBQ starts at 1800; meeting starts at 1900. Join us for news and updates, guest

speakers and fellowship! For more information, please contact John Itterman at Info@kelownaflyingclub.com or go to our website at <http://kelownaflyingclub.com>.

KINGSTON, ON: COPA Flight 109. Monthly meetings held at 0930hrs - 1100 at Fred Brown Rd (Camden East Airfield, CCE6) on the 1st Sunday in each month.

KITCHENER, ON (CYKF): COPA Flight 26, Breslau Flyers. Monthly meetings are held on the second Tuesday of each month (September-June) at 1900 hrs in an upstairs classroom at the Waterloo Wellington Flight Centre. A variety of speakers present a range of interesting aviation topics. All are welcome. For more information, please contact Flight Captain Gordon Millar at gordon.millar@rogers.com or visit the website for the Breslau Flyers at <http://www.copaflight26.com%22/>

LAC LA BICHE, AB: COPA Flight 165. Monthly meeting held every second Tuesday at CYLB terminal building. AGM on or before October 1 each year. <http://www.laclabicheflyingclub.ca>

LETHBRIDGE, AB: COPA Flight 24 (Lethbridge Sport Flyers) would like to invite you to our weekly Saturday breakfast at 0730 local held at Smitty's Pancake House, 2053 Mayor Magrath Dr. S. in Lethbridge, Alberta. You may call ahead for more information, or if you need a ride from the airport or to just make sure that we are there as sometimes during good flying weather we may be gone doing what we all love best: flying. Contacts are Glen Brown, 403-393-9058 or Marty Nordstrom, 403-894-8947. Our email is lethbridgesportflyers24@gmail.com and our website is <http://www.lethbridgesportflyers.com>.

LINDSAY, ON: Kawartha Lakes Flying Club COPA Flight 101 has a regular monthly meeting on the 1st Wednesday of each month at 1900 at LCVI High School, 260 Kent Street West, in Lindsay. Enter through the cafeteria's east door. We meet to discuss various club events with a focus on promoting aviation interest within the Kawartha Lakes. No meetings are held in July (BBQ) and December (Christmas Party). The Kawartha Lakes Municipal Airport, Lindsay consistently has the lowest fuel prices and the Airport View Restaurant, a "pilot's restaurant," serves up what are commonly referred to as, "The World Famous Butter Tarts." The club supports an active float-based membership.. For more information, please contact Bob Burns at bobklfc@gmail.com, or visit the Kawartha Lakes Flying Club at klfc.ca.

MEDICINE HAT, AB (CYXH): Flight 171 Medicine Hat (Gas City Aviators) Club

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meets the last Thursday of the month at the Club Hanger at 1900. Additionally coffee and donuts every Wednesday from 0900 to 1030 at the club hangar.

MIRAMICHI, NB: Flight 39. Monthly meetings 1st Sunday of every month at 7:30 pm.

NANAIMO, BC (CYCD): Welcomes you! Nanaimo Flying Club holds regular meetings; Third Sunday of every month 0930, followed by guest speakers & lunch. Meet & greet breakfasts or brunches held first Saturday of every month. Keep the dust off your wings; join our "Truancy Squadron" callout offering weekly impromptu fly-outs. The cost is free — the fun, priceless. Visit for a round of golf next door, or join the BC-Social-Flying group on Yahoo to see what's happening. Special events & theme parties held throughout the year. Social activity suggestions to encourage flying and relations with other clubs always welcome. Co-ordinates are lat 49.1683°, long -124.0357°. For more information, please contact Don at 250-758-3540 or president@nanaimoflyingclub.org. Visit our website www.nanaimoflyingclub.org.

NORTH BAY, ON: Meetings are held on the 2nd Monday of each month (except during June, July & August) at 19:00. Meeting locations vary, Please call for info: 705-495-1561.

OKOTOKS, AB (CFX2), Foothills Flying Club, COPA Flight 81 regular meeting at 1930, last Monday of the month, Okotoks Elks Hall. 58 Elizabeth St. Okotoks AB. For more information, please contact Robert at foothillsflyingclub@icloud.com or 587-226-9753, or visit our website at <http://www.foothillsflyingclub.com/>

OLDS/DIDSBURY, AB (CEA3): Monthly Meetings held every first Tuesday of the month at Olds-Didsbury Airport at 1930 hrs. COPA Flight 142 fly-in second Saturday of each month 0900 until 1300hrs. Discounted Fuel, coffee and donuts. Everyone welcome to come and meet fellow pilots and take advantage of the discounted fuel. For more information, please contact Ed Shaw at 403-701-1600.

L'ORIGINAL, ON: CPG5 East Hawkesbury airport every first Saturday of the month for breakfast from 0830 to 1100.

OSHAWA, ON: Flight 70's meetings are held on the first Thursday of Every Month at 7:30 PM at 420 Wing Oshawa.

PONOKA, ON: COPA Flight 187 monthly meeting is held on the first Monday of every month at 1900, at the airport terminal.

PENTICTON, BC (CYFF): Penticton Flying Club / COPA Flight 50 holds its monthly



meeting on the second Tuesday of the month at 1900 hrs at the club house on 126 Dakota Way. All pilots and members of the public interested in aviation are welcome. We also meet every Thursday morning at 1000 hrs for an informal coffee chat at the club house. Fly-ins are always welcome! For more information about both events, please contact Ron Johnson, ronjohnson@telus.net 250-493-0441.

PETERBOROUGH, ON: Flight 34's meetings are every 2nd Wednesday of the month, 7:00 pm, Peterborough Airport Terminal.

PICTON, ON (CNT7): COPA Flight 53, breakfast on the second Sunday of every month starting at 0800 a.m. April-December. Located at the Prince Edward Flying Club, co-ordinates N 43 59 21 W77 08 21. For more information, please call Jeff & Jackie Douglass at 613-471-1868.

PITT MEADOWS, BC (CYPK): Aero Club of BC is holding its traditional fly-in and fuel sales. Every 3rd Sunday of the Month 09:00 to 18:00. Free hot dogs and coffee between 1100 and 1500. Regular Meetings are held on every (first) 1 Wednesday of the month starting at 1930 for Aero Club events please connect to our <http://aeroclubofbc.ca/> and join our Facebook Page.

PLYMPTON-WYOMING, ON: Sarnia Flight 7 holds their monthly meetings at 1900, every fourth Monday of the month at the Naval Association located at 403 Wing, 1430 Lougar Avenue, Sarnia.

POINTE CLAIRE, QC: Every 3rd Thursday except June, July, August & December, the Montreal Chapter of the Canadian Aviation Historical Society features

a guest speaker at their 1100 hrs meeting at the Pointe Claire Legion Hall, 365 St-Louis. Light lunch provided, \$5 voluntary landing fee requested. Anyone interested in the history of civil or military aviation is welcome. For more information, please call Ron at 450-463-1998.

PONTIAC, QC: COPA Flight 169 Pontiac Monthly breakfast meeting on the 1st Saturday of the month. Come and talk about aviation with passionate flyers! Spouses and children are welcome. For more information, please contact Maurice at 819-360-0706 or Andre at 819-329-2830.

PONTIAC, QC:

Escadrille 169 Pontiac: Déjeuner mensuel les 1er samedi du mois au restaurant Aylmer BBQ situé au 134, rue Principale (Aylmer), Gatineau, 819-684-4372. Venez parler aviation avec des pilotes passionnés! Les conjointes/conjoints et les enfants sont bienvenus. Pour plus d'information contactez Maurice 819-360-0706 ou Andre 819-329-2830.

PRINCE GEORGE, BC: Flight 79. Monthly meeting held every 2nd Wednesday of month at 1930 at Clubhouse in the south end of apron at CYXS.

QUALICUM BEACH, BC: Flight 76, Meetings held at 7p.m., on the first Tuesday of odd-numbered months, QBFC clubhouse. Executive meetings: 6:30 p.m., 3rd Thursday of the month, QBFC Clubhouse.

QUEBEC, QC : Escadrille 168, 3e Lundi de chaque mois 19:30 hr. À divers endroits chez divers membres. Flight 168, 3rd Monday of every month, 1930 / Call for information / Téléphoner pour information (418) 889-9023

ON THE HORIZON

RED DEER, AB: Red Deer Flying Club / COPA Flight 92 meet on the 3rd Monday evening of each month (except July & August) at the Flying Club building directly north of the Red Deer Airport Terminal Building. Meetings start at 1930. Always an interesting program or speaker. For additional information call Bert at 403-350-5511 or visit reddeerflyingclub.org.

RUSSELL, MB: Monthly meeting for Flight 138 is every first Wednesday of the month at 8:00 pm at the Russell Flying Club clubhouse.

SASKATOON, SK: Flight 10 meets every second Tuesday of the month at 1900 at SK Aviation Museum classroom.

SEDGEWICK, AB (CEK6): Iron Creek Flying Club, COPA Flight 157 regular monthly meeting, second Thursday of each month at 1930 at the Flagstaff Regional Airport terminal building. Drive or fly in. Card-lock fuel available 24 hours and courtesy vehicle. Everyone welcome. For more information, please contact Shelley at shelley@ccewireless.ca. Monthly Fly-In every third Saturday, 157. Fly-in for coffee, goodies and visiting 1000 - 1300.

SHOAL LAKE, MB (CKL5): Shoal Lake Flying Club/COPA Flight 162 holds general meetings on the second Tuesday of every second month (Feb, April, ...) at 1930 at the Airport Terminal Building, visitors welcome. The December meeting is a potluck supper followed by a short Annual Meeting and a social event. Check the meeting schedule by clicking on the News and Events tab at www.slflyingclub.com. Email slflyingclub@gmail.com for more information.

SMITH FALLS, ON: Monthly Fly-In Breakfasts brought to you by 33 Full Stop Breakfast Bar. Served from 7:30am to 11:30am. Dates: April 29, May 27, June 17, July 29, August 26, September 30 and October 28. Location: Smiths Falls Airport (CYSH). 102 Van Exan Drive, Montague, Ont. 11 kms east of the town of Smiths Falls off Roger Stevens Rd <http://www.smithsfallsflyingclub.com/> Airport# 613-283-1148

SUNDRE, AB: Flight 146 Sundre Flying Club meetings second Thursday of the month at 1930. Hamburgers and hot dogs and snacks anytime at terminal-self serve. For more information, please contact Myron Bignold at 403-638-7370 or winnmy@telusplanet.net.

ST-THOMAS, ON: Flight 75. Summer BBQs start on Wednesday June 13 and run weekly until September 5. They start at 5pm and finish up around 7pm. Hamburgers, salad, dessert, and sweet corn in season.

STAR CITY / TISDALE, SK: COPA Flight 93. Monthly meetings on the 3rd Monday of the month Sep-Jun at the Tisdale Airport Terminal Building.

VAL D'OR, QC: COPA Flight 192's monthly meetings are on every 2nd Tuesday of the Month. 1800 at Hangar Q-60, Val-D'Or, QC.

VERNON, BC (CYVK): COPA Flight 65 hosts a regular monthly meeting every 3rd Tuesday of the month at 1900. There is a BBQ before the meeting Apr, May, and June at 1730 hrs and a pot-luck BBQ but no Meeting in July and Aug also at 1730 hrs.

VICTORIA, BC (CYJY): COPA Flight 6 usually meets the first Tuesday of each month from 1900 until 2100. You do not need to be a member of the VFC or of COPA in order to participate. For more information, please contact copaflight6@gmail.com.

WELLAND, ON: Flight 149. Monthly meeting held every 3rd Tuesday of each month. Niagara Central Airport, Pelham. 7:00 pm

WESTLOCK, AB (CES4): COPA Flight 139 (Westlock Flying Club) regularly meets on the third Thursday of every month at 1900, in the terminal building at Westlock Airport. For more information, contact Dan at dan@syz.com or 780-961-2213. We look forward to seeing you!

WESTPORT, ON: Flight 56/Rideau Lakes Flying Club Social evenings on the 1st and 3rd Wednesday evening during late May thru late September. The club provides the BBQ, you bring whatever you choose for an evening meal.

WETASKIWIN, AB: Wetaskiwin flying club (COPA 51) is hosting a coffee/snacks every 4th Saturday of every month at the terminal building from 9 – noon. Flight 51 meets every first Tuesday of the month.

WIARTON/GEORGIAN BLUFFS, ON: COPA Flight 68 monthly meeting is held the 1st Saturday of the month at 0930hrs at the Wiarton/Keppel International Airport CYVV at the airport Terminal Building. For more information, please contact Don Colter at 519-793-3473 or dshcolter@cabletv.on.ca

Submit your events to Jessica Papp at jpapp@copanational.org



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GIRLS TAKE FLIGHT OSHAWA EVENT ATTRACTS HUNDREDS

BY GORD MAHAFFY

This year the fifth annual Girls Take Flight event was held on April 21 at the Oshawa airport, with 223 girls and women enjoying their first small airplane ride. Many more had the opportunity to rub shoulders with women who have rewarding careers in all branches of aviation, including airline, military, bush and charter flying, air traffic control with Nav Canada, airport management, engineering and careers with Transport Canada.

COPA members can take great pride in knowing that all the local COPA Flights had representatives on-site, including Flight 70 — Oshawa, Flight 44 — Buttonville, Flight 34 — Peterborough and Flight 101 — Lindsay. There was a big presence from COPA's national office too. Outgoing director Cheryl Marek set up the COPA National booth on Friday and then returned early Saturday morning to brief the volunteers on the airport arrival & departure circuit routines. After that, Marek flew her Cessna Cardinal up to Ottawa to attend the funeral of COPA co-founder John Bogie. Meanwhile, out on the ramp, incoming national director Clark Morawetz marshalled aircraft, which became very challenging since the BT-67 Basler DC-3 was in and out several times and required special handling. A huge RCAF Hercules was open for public display in a cordoned-off area, so ramp space was at a premium.

The success of this event was largely due to the efforts of three key people: COPA members Lesley and Jeff, and Manny Rosario, owner of Enterprise Air and Durham Flight Centre. Rosario offered most of his large hangar and facilities at the Oshawa airport (YOO) so this event could take place. Rosario



also donated one of his aircraft and several of his instructors to fly the women and girls. Rosario was not the only one at the airport who made sacrifices so that this event could proceed: the Canadian Flight Academy (CFA) grounded all student circuits while the girls were in the air, and this greatly helped the flow of aircraft for the event. This represented a big financial concession from the CFA on the first truly spring day after a month of record-breaking winter weather.

A group of people who got very little applause but were critical to the operation were the volunteer aircraft owners/pilots. This year there were about 10 to 15 aircraft flying, most of which were Cessna 172s and Piper Cherokees. Contained in the mix were

▲ Top photo: Incoming COPA National director Clark Morawetz marshalls aircraft for the Girls Take Flight event. The BT-67 Basler DC-3 required very careful handling on a very crowded ramp. Above: Many girls were thrilled to get close to aircraft such as the Air Cadet's glider and the Durham Regional Police helicopter. The granddaddy of them all was an RCAF Hercules parked on the ramp and available for tours.

a refurbished C-172 Hawk XP, a Cessna 210, a Cirrus and a Mooney. The owners of these aircraft not only donated their time and airplanes, they also paid for their own fuel.

Gus Corujo's photos: gusair.com/htdocs/Airshows/2018/18Girls-take-flight-Oshawa/18girls-take-flight-oshawa.html

BUTTONVILLE TOWER MAY CLOSE

COPA CALLS FOR FURTHER CONSULTATION

BY CARTER MANN



The ongoing saga at the Buttonville Airport (CYKZ) continues last week as it has been revealed through various sources that NAV Canada is planning to close the airport's control tower.

There was also an announcement by the airport's owners that the field would remain open for business, delaying its planned closure possibly to spring of 2023.

COPA and general aviation community have concerns with the plan to shutter the tower, based on consultation that was done so soon before the airport closes.

COPA subsequently called on NAV Canada and Transport Canada to review the consultation that was done in 2017, which was based on an imminently closing airport. In our view

this consultation should be revisited in light of the fact that the airport is planning to stay open. Even if in the last few years the movement numbers have gone down at CYKZ, stakeholders may also shed new light that could warrant keeping a tower. An updated consultation should provide these answers.

NAV Canada reports that they are currently reviewing the closure plan, particularly in light of ongoing legal action, and that the tower is scheduled to remain open until November 8, 2018, so that a viable strategy can be developed.

PHOTO CREDIT DARRYL DAHMER

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PREPAIR SPREADS ITS WINGS

NAV CANADA'S SAFETY SEMINARS PROVING POPULAR

BY STEVE DRINKWATER

Nav Canada has been reaching out to the West Coast's general aviation (GA) community in a unique way. Day-long seminars are bringing together pilots, controllers, flight service specialists, SAR Techs, Transport Canada — Civil Aviation (TCCA) representatives and others under one roof for presentations and follow-on discussions relating to the safety of GA operations.

The brainchild of Victoria Nav Canada manager Darlene George and ATPL pilot and YYJ tower controller Simon Dennis, the first seminar was organized in 2015 by George's Runway Safety Committee to address the issue of increasing runway incursions at YYJ, most of which were committed by GA pilots. "We wanted to learn from the pilots," George said. "Were the runway markings confusing or inadequate? Was it the way we controllers speak?"

The seminar proved successful, so plans were made to expand on it the following year. Working with TCCA, the 2016 seminar, now dubbed PrePAIR, was structured to meet TCCA's biennial recency requirements under CAR 401.05(2)(a). Additional speakers and topics were added, and the seminar attracted a much larger group, upwards of 200 attendees.

Last year saw PrePAIR spread its wings beyond Victoria to include Nanaimo (YCD) on Vancouver Island and Boundary Bay (ZBB) in Metro Vancouver, with each location attracting enthusiastic crowds. This year, in addition to Victoria, seminars were held in Pitt Meadows (YPK) and Kamloops (YKA). Later this fall, PrePAIR will debut in the Edmonton area at Villeneuve airport (ZVL),



▲ BC & Yukon Director Joe Hessberger mans the COPA information booth at PrePAIR YPK.

making it the first time PrePAIR is being offered outside of B.C.

All PrePAIR seminars are free of charge, including refreshments and catered lunches. The events continue to grow in popularity, with the number of attendees permitted limited only by the venue size and related logistics (events are typically held in airport hangars, as all seminars are planned for fly-in access). The Pitt Meadows event's 120 spaces filled up in only 48 hours after opening the website for reservations months ago. 🐦

For further details, visit prepair.ca.

FRESH EYES ON GA SAFETY

BURSARY FURTHERS ACADEMIC RESEARCH

The 2017 Sparky Imeson Memorial Bursary of \$1000 was awarded by the BC General Aviation Association (BCGA) to Jonathan Davis. This bursary is awarded to a pilot for the purpose of obtaining training to become more proficient in mountain or off-airport flying. It is awarded in memory of pilot an author Sparky Imeson, who dedicated his life to teaching pilots to fly safely in the mountains.

Davis, a university student studying research methods, wrote in his bursary application essay, "I am planning to pursue research late this summer with a focal point on general aviation pilot complacency in regions of mountainous terrain. The funding from this [bursary] could help me to pursue this research, and also allow me to further my own personal experience with mountain flying."

Shortly after being awarded the bursary last year, Davis asked if he could be the BCGA delegate on the COPA/Transport Canada General Aviation Safety Campaign panel, which consists of representatives from most aviation associations and groups across the country. As English poet Samuel Coleridge wrote, "Nothing is as contagious as enthusiasm." So with that in mind, Davis got involved in the campaign and brought some great fresh ideas to the table.

Over the past year, Davis has also been working on his university thesis titled "From the Ground Up: A Study on General Aviation Flight Safety in British Columbia, Canada". The study involved a survey that was distributed

to more than 200 pilots, followed by a series of flight simulator evaluations done at a local flying school. In his study, Davis compared pilots' perceptions of their own abilities to their actual performance in order to identify weaknesses in pilot training, recency and regulatory oversight. He also conducted interviews with his subjects to identify themes that pilots see as contributing to accidents, incidents and gaps in knowledge.

BCGA director Ryan Van Haren was one of the study's subjects and also served as an external reader to assist Davis's professors in assessing his thesis defence. "Jonathan is a shining example of a young person in aviation that is willing to put in the time, energy and commitment to enhance safety for all." Van Haren went on to add, "Not only did he impress a room full of professors, but he has done the aviation community proud. Jonathan's \$1000 bursary was meant for him to use to add a few hours of specialty flying to his logbook. Instead, he spent all of it to pay for flight simulator time for his pilot subjects in order to complete his study, thus giving back to the community just as Sparky Imeson did."

Davis remains as BCGA's delegate on the COPA/Transport Canada Safety Campaign despite now living in Newfoundland, where he is furthering his flying career as a first officer on a Swearngen Metroliner. Davis hopes to continue his research on this topic to the master's level. His full thesis will be made available in the coming weeks. 📖



DAVIS HAS ALSO BEEN WORKING ON HIS UNIVERSITY THESIS TITLED "FROM THE GROUND UP: A STUDY ON GENERAL AVIATION FLIGHT SAFETY IN BRITISH COLUMBIA, CANADA".

WHERE CREDIT IS DUE A photo that appeared on page 45 of the March issue of COPA Flight was incorrectly credited. The credit should have read Sea To Sky Air / Daman Beatty

BUSH-FLYING APPRENTICE

URANIUM CITY YOUTH LEARNING THE TRADE



A northern Saskatchewan 13-year-old is getting a head start on flight training. Ben McIntyre School student Zander Adam is being mentored by local pilot Jim Pfaffenroth in the small hamlet of Uranium City, just under 50 kilometres south of the Northwest Territories.

Pfaffenroth, who together with his wife have been local residents since 1995, holds a TC PPL and an FAA ATP licence. He often takes Adam flying in his Cessna 180 to nearby villages and is impressed with his flying abilities. The grade-seven student has already absorbed a great deal of aviation knowledge thanks to the publications Pfaffenroth gives him, such as AIPs, charts, and Flight Supplements, all of which has allowed young Adam to learn aviation terminology, symbols and regulations. Adam also flies a computer simulator and is learning about fuel management, weight and balance, and other things useful when flying in isolated villages in the north. ✈️

♦ Zander Adam is an enthusiastic young teen being mentored by Uranium City pilot Jim Pfaffenroth.

PHOTO COURTESY JIM PFAFFENROTH



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CLUB COPA 160 (ST-JEAN-SUR-RICHELIEU)

INAUGURATION DE 13 NOUVEAUX HANGARS

TEXTE : JONATHAN BEAUCHESNE, DIRECTEUR COPA POUR LE QUÉBEC



◀ COPA Director Jonathan Beauchesne speaks to crowd at hangar opening.

C'était jour de fête le 3 mai dernier à l'aéroport de St-Jean-sur-Richelieu (CYJN) ! Pour la première fois depuis le transfert de la gestion des opérations aéroportuaires du gouvernement fédéral à la municipalité de St-Jean-sur-Richelieu en 2004, de nouveaux hangars privés ont été construits. Il s'agit d'un investissement de plusieurs millions de dollars qui, à terme, pourraient donner le ton à la construction d'autres bâtiments sur les terrains de CYJN.

Pour l'occasion, près d'une centaine de personnes se sont présentées aux nouveaux hangars, en dépit d'une météo maussade. Des élus locaux et fédéraux, des pilotes, des journalistes

et des citoyens sont venus observer en personne de la grande qualité des nouvelles constructions. Deux membres de l'Association des pilotes et propriétaires de hangars de St-Jean-sur-Richelieu (Club COPA 160), dont le président Robert Perreault, ont fait part des données techniques et financières associées à la construction de ces hangars. Par la suite, un officier des Forces canadiennes est venu rappeler l'importance cruciale de cet aéroport pour la formation de pilote des cadets de l'air. Finalement, l'auteur de ces lignes a conclu en soulignant l'apport annuel de l'aviation générale de 9,3 milliards de dollars et de 35 600 emploi au Canada, citant le

rapport commandé par COPA en 2017. À la fin des allocutions des différents intervenants, le Club COPA 160 a eu le plaisir de remettre un don de 1 000 \$ au Fonds de la défense du droit de voler de COPA.

Il importe de rappeler que le Club COPA 160 a mené une campagne publique et politique de longue haleine afin que ce projet de hangars privés voie le jour. En plus des liens constants avec les fonctionnaires municipaux, cette association a pris le temps de rencontrer le nouveau conseil municipal, élu en novembre dernier, afin que le nouveau maire et son équipe comprennent bien les rouages et l'importance vitale de cet aéroport québécois en vue des projets en cours et à venir. COPA soutient ce développement depuis plusieurs années et a pris part à quelques rencontres avec les élus et les fonctionnaires dédiés au développement économique de la municipalité. ✈️

PHOTO COURTESY JONATHAN BEAUCHESNE

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Friends, customers and colleagues from all over Atlantic Canada gathered recently to remember long-time air maintenance engineer Michael David Quinn, who died at the age of 84.

Mike, as he was known to the aviation community, was born in St. John, N.B. In 1955 he joined the Royal Canadian Army and served in Germany for a short stint. He was retrained as an AME and served in Western Canada until he left the army in 1967, working for several shops in New Brunswick. In 1978 Quinn decided to go on his own as a traveling AME throughout P.E.I., N.B. and N.S.

Quinn would work long hours, sometimes staying for days and weeks to keep his clients happy and he worked for very reasonable fees.

Mike was small in stature and was always a skippy selective eater but his frequent cups of coffee and a cigarette always seemed to give him that necessary energy and stamina to do his work, in sometimes very poor working and environmental conditions. He often worked in cold hangars or outdoors in the elements and even when he had a cold or some other ailment.

In Charlottetown, Quinn worked over the years for commercial operators such as Kanata Aviation, Prince Edward Air and a number of flight schools. Everyone had a story about him. It was said that Mike must have had two sets of elbows to enable him to squirm and reach into the smallest areas of an aircraft's structure. He dedicated his life to aviation and provided good honest inexpensive expertise.



▲ Mike Quinn was a well known AME in the Atlantic flying community.

Quinn drove to aircraft owners' locations, carrying tools and parts in his vehicle like a family doctor doing house calls, saving his customers the expense of flying to him for inspections and repairs. He was always on time.

Over the past few years Quinn's health declined and he hasn't been able to work or travel to see his many clients. At the COPA convention in Summerside in 2010, he was awarded the COPA Appreciation award for his many years of dedicated service as a AME. A few years ago the P.E.I. Flying Association, COPA Flight 57, made Quinn an honorary lifetime member. 🕊️



VISION OF THE FUTURE

CIRRUS BRINGS LOW-COST JET TO THE MARKET

STORY AND PHOTO BY MARK BROOKS

On April 5, 2018 I flew the future of private jet travel out of Toronto Buttonville airport (YKZ). The new Cirrus Vision Jet has been described with many tag lines. Since it was first announced a decade ago, at the dawning of the single-engine very light jet industry, the Vision Jet has attracted both harsh criticisms and an almost cult-like following. The critics will expound on what it is not. It is not the quietest, the fastest, nor does it fly the farthest or climb the quickest. The true believers will tell you in ecstatic voices about its low purchase price and operating costs, easy handling, low approach speed, built-in parachute, composite construction and stunning avionics. >>

VISION JET



Having had the opportunity to fly the ninth model off the assembly line, now the private jet of a Toronto-based entrepreneur, and having flown many of its competitors, I came to a stunning realization. The critics are technically right on each

THIS JET IS PURPOSE-BUILT TO REDUCE BOTH WORKLOAD AND OPPORTUNITIES FOR ERROR



point, but they missed the whole goal of the Vision Jet. That goal is to revolutionize who can safely fly a business jet.

The pilot shortage is hitting business aviation hard. Across Canada a number of sophisticated expensive private jets sit underutilized or even idle. Their owners, many of them low-time pilots themselves, are frustrated by the difficulties in finding and retaining experienced flight crews. Promises of bonuses, free training and exotic locations are no longer enough to stop the hemorrhaging of



business jet crews being vacuumed up by the airlines.

With classic Cirrus timing, into this void arrives the Vision Jet. A single-pilot, single-engine jet that is as easy to fly as a single-engine piston Cirrus SR22. Any pilot with a single-engine instrument rating and 500 hours of flight time can step into the Vision Jet. After a week or two of factory training, this pilot can then fly him — or herself in style where ever his or her heart desires. Gone is the need for two pilots, extensive jet engine training and careful monitoring on engine start-up for the dreaded hot or hung starts. With push-button start-up, built-in checklists and weight and balance calculator, this jet is purpose-built to reduce both workload and opportunities for error. Gone too is the often-stifling demand on a pilot by an insurance company for hundreds of hours of multi-engine instrument flight experience.

With a teardrop shape and Jetsons-like bubble view, the interior of the Vision Jet seats seven, including the pilot. The sidestick controls and Garmin 3000 avionics will be familiar to anyone who flies a Cirrus piston. Indeed, that is the point. The Vision Jet was designed and built to

▲ The many innovative features of the Cirrus SF50 VisionJet work together to reduce pilot workload and greatly enhance safety while offering comfortable seating for up to seven people. It's not the fastest or most nimble but that means it's a jet most GA pilots can handle.

capitalize on the flight experience of a Cirrus piston owner looking to step up to the flight levels with minimal retraining. It achieves this goal brilliantly.

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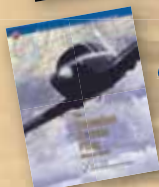
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NEIL ARMSTRONG WINNERS

SCHOLARSHIPS FUEL FUTURE PILOT CAREERS

The winners of this year's Neil J. Armstrong COPA Scholarships have been announced. Erik Yaremkewich, 18, of Squamish, B.C, won a \$10,000 ab-initio award while Cody Lincoln, 18, of Seven Sisters, Manitoba earned a \$3,000 scholarship to continue his training. Erik Urquhart, of Vernon, B.C. will receive \$2,000.

ERIK YAREMKEWICH

When Yaremkewich was a small child his grandfather would bring him to the local airport to watch the planes takeoff and land and ever since he can remember, he has always wanted to fly. Erik spent nearly all of his spare time at the local airport or at air cadet activities learning as much as he could about aviation.

He joined the Royal Canadian Air Cadet program when he was 12 and now holds the rank of Warrant Officer 2nd Class and is the highest-ranking cadet in his area.

This past year his Air Cadet squadron did not have a ground school instructor. Yaremkewich arranged for eligible cadets in the squadron to attend ground school at a local flight school free of charge to help prepare them for the cadet flying scholarship competition.

He regularly volunteers at the flight school and local flying club, cleaning and fueling planes, and maneuvering planes on the ground but he couldn't afford flight training. "I have a part time job to help contribute to my own expenses, but flight training has been out of reach for me. This scholarship would make all the difference in me obtaining my private, and eventually commercial pilot's licences."

After graduation from Howe Sound Secondary School this June, his plan is to enrol in the Airline and Flight Operations Commercial Pilot Program at BCIT.

CODY LINCOLN

At 12 years old, Lincoln attended the Young Eagles Air Academy in Oshkosh. Cody flew there alone and the Delta Airlines pilot took him into the cockpit before takeoff and he's been hooked ever since.

Given the financial challenges he faced, Lincoln joined the air cadet program to pursue his goal of becoming a pilot. In 2016 he became a licensed Glider Pilot. The following year, he was the only rural Manitoba air cadet to be selected to attend Power Pilot Camp, out of a total of 16 cadets selected in 2017.

Even though he lived almost two hours away, he volunteered almost every weekend at the Gimli Flight Center, sharing his love for gliding with younger cadets. He currently drives an hour each way to teach ground school to younger cadets at his squadron. "I intend to continue to give back to aviation, particularly by teaching youth."

Having medaled in an effective speaking program, Lincoln has made speeches at Remembrance Day services, veterans' dinners and other cadet and aviation-related engagements.

Lincoln graduated a year early from high school and attends the University of Manitoba. Cody is also a member of the UMSAE Aero Design Team and was one of two first-year students selected to go to the competition.

Waterloo Wellington Flight Centre

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Photo by Mike Reyno

“Winning this scholarship would greatly alleviate some pressure to balance my schooling, volunteering and my need to continue logging and learning, following my passion for flying!” he wrote in his application

ERIK URQUHART

At the age of 12, Urquhart was given a familiarization flight as a gift by his family. “After that first flight, I could not stop smiling, I knew I’d found my passion and my future career.”

He discovered he could get a student pilot permit and solo at the age of 14 which he did in 2016 under instructors Rhys Perraton and Kathleen Poynton.

“I have continued my training and recently achieved this goal and received my Recreational Pilot Permit on November 15, 2017, my 16th birthday. I currently have 69.8 hours total time.”

He plans to attain his float rating this spring, the one rating that is allowed to be added to a Recreational Permit, and he’ll continue working toward his private licence. “My next goal is to complete the private on my 17th birthday in November. I have completed my Private Pilot written and only the flying remains to reach this goal.”

Urquhart wants to become a bush pilot while he builds hours and experience. “I want to be challenged and to experience various aircraft in broad conditions. I feel this will provide me a great foundation to become a captain for a major airline, which is my ultimate goal. My heart will always stay with general aviation, and I hope I can own, maybe even build, my own STOL aircraft and explore Canada and all of the small strips I research online on my days off!”

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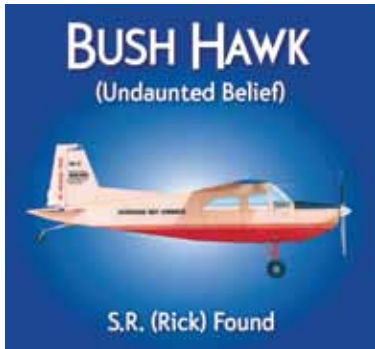
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BUSH HAWK (UNDAUNTED BELIEF)

An important chapter of Canada's aviation history is told for the first time in a new book by S.R. (Rick) Found titled *Bush Hawk (Undaunted Belief)*. The Found family's name is famous among bush pilots worldwide for having built a tough little freighter aircraft designed for hard service in Canada's wilderness. The author's father Sherman, along with his uncle Nathan (Bud) Found, and with financial backing from department store magnate John David Eaton, took on the herculean task of gaining FAA certification for their dream aircraft. Despite both financial and engineering setbacks, they hung in and produced an airplane that outperformed anything then being imported from the United States. So why, with an industry begging for the plane, were only 27 aircraft produced? Financial consultants and timid bankers did the trick and crashed the Found FBA-2C before it could gain altitude. For 15 years the rights to manufacture lay in Eaton's vault but, (undaunted) Bud Found did the Phoenix-from-the-ashes thing and the Bush Hawk flew once more. Don't wave the maple leaf just yet, as what is known as angel money became the devil's own and the Found family lost their Bush Hawk to investors once more—this time across the seas from where it is about to reappear in international skies.

By S.R. (Rick) Found
 Publisher: Canadian Aviator Publishing Ltd. Imprint of Coast Dog Press
 List price \$34.00 (incl. shipping)



VERTICAL HORIZONS

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

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

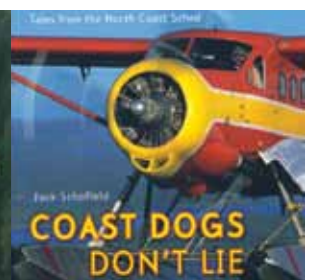
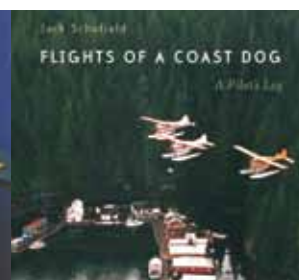
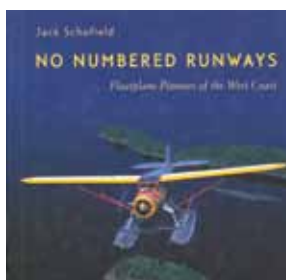
Author: Doug Grant
 Publisher Harbour Publishing Ltd.
 Price: \$55.95 (incl. shipping)



HANGAR FLYING

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

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1977 XP R172KB, Edo floats Full IFR TT 2776.1 NDH 0 since MJOH Edo Floats 2400 2 Mccauley prop. 514 342-1893, cell. 514 386-3478 Plane hangared in St-Hubert. (2810.16308)



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1993 KITFOX III ON AEROCET 1100 AMPHIBS, Rotax 912UL 80HP, 2 blade ground adjustable IVOp, 580TTSN, Stits Polyfiber, Bendix-King KY97A with PTT on stick, Terra TRT250 transponder with altitude encoder, Pointer 121.5 ELT, intercom, VFR instruments. Times may change as act is in use. Selling for owner due medical. Located Lillooet, BC (CYLI), fly it home! Contact Chris at 250-256-4297 or cell 250-256-8599 (3197.16628)



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1974 CITABRIA 7ECA Lycoming O-235-C1, Bendix / King KLX 135A GPS / COMM, 406 ELT Approx. TTSN 1689, Approx. 950 SMOH, Aileron Spades, Metal underbelly, New Propeller, tires, seats and carpet in 2015. Fabric & paint 2002, always hangared. \$48500 OBO 403-992-0661 carnegiecontracting@gmail.com (3161.16713)



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214 - AIRCRAFT FOR SALE

LOST MEDICAL - AIRCRAFT FOR SALE. 1970 Woody Pusher \$5,000. 1970 Smith Miniplane \$5,000. 1987 Dormoy Bathub \$2,500. Pelican Sport \$1,500. Jodel D9 \$500. Details and pictures at cbalme@cogeco.ca (3093.16645)

215 - AIRCRAFT WANTED

CASH FOR YOUR AIRCRAFT, damaged derelict parts, projects. **AVAILABLE FOR SALE:** AVID, Zenith 250, Midget Mustang, Tripacer. **PARTING OUT:** C150/152/172, Viking. (519)453-2579 flyontario@gmail.com (2368.15732)

255 - BUSINESS OPPORTUNITIES

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375 – SKIS FOR SALE



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For a list of common abbreviations used in Classified advertising please see page 60

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Rules:

- 1) Photos must be taken in Canada within the last three years and include at least one Canadian-registered aircraft.
- 2) Photos must be in high resolution in either JPEG or RAW format. The minimum file size considered will be one megabyte and the largest 20 megabytes.
- 3) Routine colour correction and other minor Photoshop adjustments are fine but no composite photos or extreme manipulation, please.

Entries must be submitted to: russ@copaflight.ca by October 31, 2018.



Photo credit: Dan Oldridge

AVIATION ABBREVIATIONS

The following are common abbreviations used in Canadian Plane Trade classified advertising. When counting an ad for insertion charges, each abbreviation is one word. When more than one abbreviation is shown, first given is preferred.



AC	air condition
A/C	aircraft
AD	Airworthiness Directive
ADF	automatic direction finder
A&E	airframe & engine
alc.	alcohol (as in alc. prop)
AP	auto(matic) pilot
ATS	automatic throttle system
ASI	airspeed indicator
360CH	360 channel radio
720CH	720 channel radio
CG	centre of gravity
CHT	cylinder head temperature
Comm/com	communications
Cont	Continental (engine)
CS	constant speed propeller
DG	directional gyro
DME	distance measuring equipment
EGT	exhaust gas temperature
ELT	emergency locator transmitter
Enc Alt	encoding altimeter
FBO	fixed base operation
FD	flight director
FREMAN,	
FREM.	factory remanufacture
GEM	graphic engine monitoring
GPH	gallons per hour
GR	glide ratio
GS	Glideslope
HP	horsepower
HSI	horizontal situation indicator
IFR	instrument flight rules
ILS	instrument landing system
3LMB/MB	3 light marker beacon
LOC	localizer
LRF	long range fuel (capacity)
Lyc	Lycoming (engine)
MB	See 3LMB
MK	Mark (model of equipment)
MPH	miles per hour
NAV	navigation
NAV/COM	navigation/communications
NDB	non-directional beacon
NDH	no damage history
OAT	outside air temperature
OBO	or best offer
O/Oxy	oxygen
P&W	Pratt & Whitney (engine)
RMI	radio magnetic indicator
RNAV	area navigation
SCTOH	since chrome top overhaul
SCMOH	since chrome major overhaul
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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