# COPAFLIGHT





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#### **40** LOOKING FOR UNLEADED ALTERNATIVES

One of the most toxic substances known to man spews from most piston aircraft exhausts and Canada's National Research Council, with financial support from COPA, is helping find an alternative. The NRC showed off its altitude chamber test bed to evaluate unleaded fuels that might replace 100LL. COPA Flight was invited along to see how science is working to help us get the lead out of aviation fuel.

**COVER PHOTO:** Pervez Canteenwalla is leading the altitude chamber testing of unleaded alternatives to 100LL at NRC. *Photo by Russ Niles* 

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## **NEW WEB PRESENCE COMING IN 2017**

Up-To-Date Platform Will be Mobile-Friendly

#### **WEB SITE**

I've talked about it, you have asked for it, it's coming. It may not be a new "website" which is an archaic word I was told, but we will certainly try to make it the new information platform and repository that should give you, our members, the information you want and you need. Most of all, it will work with mobile devices so you can go through our material while you wait for the bus, are sitting in the waiting room for your dental appointment or in your hangar waiting for that storm to go by. Watch for it in early 2017.

#### SURVEY

Our quinquennial survey is just about to be sent out to a selected number of you. You will find more details later in this issue, but I need to emphasize that this is the most important and thorough information-gathering exercise we conduct at any time. This is where we get the vast majority of the data that supports our work, where we see who we are, what defines us what the members think and want. You can find the previous data on our "old" web site, the data form 2007 and 2012. Just look for "About COPA" and "COPA Surveys".

#### **INVEST \$100 IN YOURSELF,** WIN A BREITLING

Our Freedom to Fly Fund has been used for many aviation-related issues, some going up to the Supreme Court of Canada. It fuels our mission to "Advance, promote and preserve the Canadian freedom to fly". And it works.

Replenishing the war chest is sometimes an arduous task and we need help.

Breitling (world famous aviation/timekeeping Swiss chronograph company, in

case you didn't know) is now a partner of COPA. They are making the exclusive Navitimer-World COPA watch. All of us should be proud of this, for it is no small feat to be recognized and have our own watch from such a prestigious company.

This being said, Breitling is also supporting us and are offering us a men's or women's Breitling Colt watch (value of \$3,000) to raffle off for those who participate in replenishing our war chest. There is one chance to win the watch for each \$100 donation we receive until our next Convention / AGM next year on June 24 2017. This is the probably the contest where you have the best odds of winning and all the proceeds go to serving you! See the ad further in the magazine, or call the national office directly. Help us help you through the Freedom to Fly Fund!

#### JOB OPENINGS AT COPA

The only direct contact many may have had with COPA has been with our extremely knowledgeable vice president, Patrick Gilligan. Patrick has been a friend, a mentor, a guide and counsellor to many of you (and even non-members). He has owned eighty-nine (89) aircraft and we could probably fill a Canadian aviation history book just from his stories. His passion for aviation is contagious and it has served COPA well, as many will vouch. All this to say that Patrick is retiring next June and it is time for us to look for a replacement. He is looking forward to passing his knowledge and insight to someone that will take over. Is this for you? You will find a job description further in this magazine. Feel up to it? Want to work for your fellow aviators in the country? See the job description, take the challenge and apply. CF









## **NOUVELLE PRÉSENCE SUR LE WEB EN 2017**

Version actualisée accessible sur mobile

#### SITE WEB

J'en ai parlé, vous l'avez demandé, ça s'en vient. Non, il ne s'agira pas d'une nouvelle «page web» comme telle, --on me dit par ailleurs que le terme est désormais archaïque--, mais nous essaierons sûrement d'en faire le centre d'information et de documentation par excellence dont nos membres ont tant besoin. Le plus important toutefois est que cette mine de connaissances sera facilement accessible par téléphone mobile, ce qui vous permettra de la consulter pendant que vous attendez le bus, que vous êtes assis dans la salle d'attente chez votre dentiste, ou à l'abri dans votre hangar, à espérer la fin de l'orage. Soyez aux aguets pour ce nouveau service au début de 2017.

#### SONDAGE

Notre sondage quinquennal est sur le point d'être expédié à ceux d'entre vous qui ont été choisis pour constituer un groupe-échantillon. Ailleurs dans ce numéro, vous trouverez des précisions additionnelles, mais je me dois de vous signaler ici qu'il s'agit de la plus importante parmi toutes nos démarches de cueillette d'informations. En fait, cet exercice nous permet de rassembler la vaste majorité des données sur lesquelles nous appuyons nos efforts, sur ce qui nous définit et, ultimement, permet aux membres de livrer le fond de leur pensée ou de dicter leurs volontés. Si vous le souhaitez, vous pouvez vous rendre sur notre «vieille» page web afin de consulter les formulaires de cueillette utilisés en 2007 et 2012. Il n'y a qu'à chercher «À-propos de COPA»(«About COPA») et «Sondages COPA» («COPA Surveys»).

#### UN PLACEMENT JUDICIEUX DE 100\$ PEUT VOUS VALOIR UNE BREITLING

Notre Fonds du droit de voler a déjà servi à défrayer bien des dépenses relatives à la protection de nos intérêts et ce, même jusque devant la Cour suprême du Canada. Ce fonds est l'intraveineuse qui alimente notre mission de faire «Progresser, promouvoir et préserver notre liberté de voler au Canada». Et ça fonctionne.

Loin d'être une sinécure, le maintien à flot de ce trésor de guerre reste une tâche ardue. Et c'est pourquoi nous avons besoin d'aide.

Breitling fabrique la montre COPA Navitimer-World, un modèle exclusif. Nous sommes particulièrement honorés d'être ainsi reconnus par une entreprise aussi prestigieuse.

Comme si ce n'était pas suffisant, Breitling nous appuie également dans notre effort de financement en offrant une montre Breitling Colt pour homme ou pour dame, d'une valeur de 3 000\$ à être tirée au sort parmi ceux qui auront contribué à regarnir nos coffres. Chaque don de 100\$ versé d'ici la tenue de notre congrès du 24 juin 2017 vaudra une chance de gagner cette magnifique pièce.

#### POSTES DISPONIBLES AU SEIN DE COPA

Le seul contact direct que plusieurs d'entre nous ont eu avec COPA a peutêtre été avec notre expert par excellence sur toutes les questions aéronautiques imaginables, le vice-président Patrick Gilligan. Patrick aura été un ami, un mentor, un guide et un conseiller pour plusieurs d'entre vous, et même auprès de nonmembres.Tout ça pour vous dire que Patrick prendra sa retraite à compter de juin et qu'il est temps de lui trouver un remplaçant. Patrick a l'intention de transmettre ses vastes connaissances et léguer le fruit de son expérience à la personne qui lui succédera. Si ça vous tente, vous trouverez une description des tâches sommaire, ailleurs dans nos pages. Le défi vous intéresse? Vous aimeriez pour porter à l'aide vos compagnons aviateurs de tout le pays? Consultez la description des tâches et posez votre candidature.

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#### WRONG APPROACH ON WINDMILLS

Regarding the cover story "How Green Energy Threatens Airports" in the August issue of COPA Flight, yeah, that's great.

If the public didn't already have the opinion that we were a bunch of "rich white old conservatives" they will after they have a look at the latest issue of COPA Flight. Considering the progressive (and popular) government that's currently in power in Ottawa, the way you're going about this seems wrongheaded to me. Rather than simply "tilting at windmills," you're turning COPA (and by extension, the GA community) into that disagreeable office worker who, no matter how good they are at their job, will be the first to be fired because the boss dislikes them so much.

Maybe a less vinegar, more honey approach? With all that open field space that many airports have surrounding them, perhaps a tradeoff something akin to "if you agree to reposition a couple of those turbines, we'll offer some land for solar installations", as in Redding, California airport's example: http://www.halcyonsolar.com/ schools-government-solar-installations.asp

I'm not sure if that specific example works, but I do think in this day and age of politics it's much more important to be perceived as a partner of green energy, rather than an enemy of it.

I know one thing. Up until this point I've always been eager to bring my copy of COPA Flight into the office to help familiarize my co-workers with the great work that COPA does for general aviation. This month? Not so much.

Regards, Michael Copp

COPA President Bernard Gervais responds: I understand how this can be perceived from that angle, and I thank you for your e-mail.

You get the point that this is not an anti-environment crusade, but the issue at hand happens to be windmills. It could be a grain silo, a building, a steeple, a cell tower, any object that impacts aviation safety as per TC guidelines and best practices. This also highlights the imbalance in us having to consult (understandably) with the community or stakeholders for new aerodromes or major changes to them, but the reciprocal is not (yet) requested.

I am a strong proponent of the "honey" approach but in this case, there was no dialogue, no mitigation. The developer bulldozed through the process waving the Green Energy Act, with no concern whatsoever for the aerodromes.

#### MEDICAL REFORM FOR CANADA

On the subject of medical reform in the September issue of COPA Flight you kept referring to the fact that pilots in Canada "already have another option" to private and commercial medicals, which didn't quite sit correctly with me. I guessed you were referring to the recreational pilot licence, and Patrick Gilligan's article confirmed that.

However, it's a little economical with the truth to try and imply the Canadian recreational license is our equivalent of the U.S. Class 3 reforms. There are no IFR privileges, no night privileges, no multi-engine privileges, and the Canadian recreational permit is limited to one passenger instead of five. So, when you

weigh it up, it's not really the same thing is it? It's significantly limited when compared to U.S. class 3 reformed licencing.

I think the membership of COPA has a view on this topic and should be polled. Your abstaining from the ICAO vote was, to me, very disappointing and to me, really means that COPA was not suitably prepared for the meeting and the vote. The membership's views and opinions should have been obtained before the meeting and carried forward into the IAOPA vote. Taking the members vote of "for" or "against," but abstaining is a wasted opportunity.

This is not a new subject. We have had years to get the membership's views and opinions lined up, and a plan drafted accordingly. Instead, we are settling in to an apathetic stance of: "well we spoke to TC and they said no we are not doing that, and anyway you have recreational licencing, so end of discussion".

The pilot community in Canada deserves better than that. The U.S. has led the way on this topic and their GA pilot community has galvanized around the desired outcome. Where are we by comparison? I don't see the topic as being any less important to Canadian Pilots, but I do sense a lack of desire to engage on the same journey in COPA's actions so far. Richard Bradwell

COPA President and CEO Bernard Gervais Responds: When the reform was signed in the U.S. in mid-July, a few (three or four) of our members came to us asking for something similar and asked when COPA would push for something like that. We took the time to explain that we had Category 4, the alternative for those that want wanted to self-declare. It was a surprise to them and it clearly satisfied their needs.

Our general answer is: "We believe category 4 suffices for many of our Canadian pilots who do not need a category 3. That is, until our members bring us reasons and ample substantiating data that would justify a move and us taking it up to TC." I am told there are about 7,000 pilots in

the country that have a cat. 4 medical and they are fine with this. And it is true, if our members are not served by the actual medical categories, then we will take it up and try to change things.

As for our preparedness, all the resolutions at the IAOPA meeting were presented in the last hour of the two-day meeting, with absolutely no prior notice, never sent ahead of time, no informal discussion either.

I have asked that at future meetings, all resolutions be sent to member states at least one month in advance. This would give us some time to validate and check with the directors and members before COPA takes a position, just like for the case at hand.

#### ☑ NICE MAGAZINE, BUT...

First, congratulations on most of the new COPA Flight. I've enjoyed reading the first two issues.

My minor concerns are as follows:

In On the Horizon, the new format only covers a single month which is identical to the month of publication. Unfortunately this only gives less than a week to a maximum of four weeks notice of what is planned which is frequently insufficient for members needs. Members of the three flying clubs that I belong to would appreciate a return to the same time frame coverage as before.

As for proofreading, in the article "Call to Action, on Windmills "in the July, 2016 issue on page 14 members were urged, in the opening sentence to «write their members of Parliament «.

I'm not aware of any means by which this is currently possible! Writing to one's MP would be perfectly viable but without that small word «to» the sentence literally becomes nonsense. Please have your staff do a better job of proofreading. They are supposedly in the business of communicating.

I've also noticed that there is a tremendous misuse of the word "airport" which is frequently being used to describe what are actually aerodromes. As far as I'm aware, in Canada, for an aerodrome to be an airport standards have to be approved by Transport Canada before approval is given.

This frequent misuse of the word airport immediately gives a very wrong impression to the reader, especially if they are a pilot and not familiar with the airspace and aircraft facilities in that particular part of Canada. Other countries may not have very specific terms for aircraft landing areas but we are not in another country.

Thank you very much for reading this. Good luck and congratulations again regarding the magazine.

Niall Leslie

#### MISSING THE NEWSPAPER

Just my opinion but the old newspaper format was more enjoyable to read.

With the I pad generation moving in on everything it was nice to be a member of a group that still used the traditional ways.

I am positive that it is costing more to produce. I would have liked to see the money spent elsewhere the up keep of small airports.

Bob G. Henzie

COPA President and CEO Bernard Gervais Responds: The new magazine format is actually much less expensive for COPA.

#### **☑** WRONG HELICOPTER

I think the caption on bottom picture page 33 might be somewhat misleading regarding Cadets getting up close to a Cormorant at Aviation Day. While they may have done so, the helicopter pictured is a CH124 Sea King, also known in civilian operations as the venerable Sikorsky S-61.

Ken Armstrong

#### **⊠** CORRECTING THE CORRECTION

We apparently just made matters worse when, in September, we tried to fix the credit for maps of windmill placement in the August issue cover story. Here is what the credit should have read. Maps Credit: Jacques Beaudry (SIGNAV), Courtesy of Charles Cormier (Aviation Consultant).





## STAY SAFE, STAY LEGAL

VFR ACROSS THE BORDER DETAILS

It is the busy summer flying season in Canada once again. As is common every year, many pilots fly VFR to and from the U.S. for business, pleasure, or just plain adventure. There are some things pilots on both sides of the border should know.

VFR Alerting Service in Canada and the U.S. is provided by dividing up geographic areas into Areas of Responsibility (AORs) and then assigning an appropriate flight information centre (FIC) to monitor flight plan activity to and from the airports within each AOR. This includes the duty to coordinate Search and Rescue if an aircraft does not report arrival when on an active flight plan.

Nav Canada has procedures in place to ensure that once a VFR flight plan or itinerary is filed it will be activated (opened) automatically at the proposed time of departure unless the pilot updates, delays, or cancels it. Once a flight plan is activated, search and rescue services are automatically provided in the event that a pilot does not, or in a worst case scenario, cannot, report the aircraft's safe arrival at the destination. So it is important that pilots advise Nav Canada of any delay in departure (prior to ETD if possible). While this is required for all flight plans, it is especially important on shorter flights, as the flight will be considered overdue when the ETA calculated from the original departure time has passed.

Once activated, a flight plan, as well as the alerting responsibility that accompanies it, is transferred from the FIC responsible for the departure airport, to the FIC responsible for the arrival airport. In the U.S., the FICs are operated by Lockheed Martin. At Nav Canada, we normally transfer the flight plan shortly after the ATD or ETD, whichever is earlier. Pilots would normally report their arrival in the United States to Lockheed Martin by calling 1-800-WXBRIEF (1-800-992-7433). Pilots (both US and Canadian) must file proposed VFR flight plans from departure points in the U.S. with Lockheed Martin as Nav Canada cannot process them.

Procedures are different in the U.S.. Knowing the difference can help prevent confusion and potential loss of alerting. The following information is taken from the Pilot's Handbook of Aeronautical Knowledge produced by the FAA: "In the United States, when a VFR flight plan is filed, it is held by the AFSS until one hour after the proposed departure time and then canceled unless: 1) the actual departure time is received; 2) a revised proposed departure time is received or 3) at the time of filing, the AFSS is informed that the proposed departure time is met, but actual time cannot be given because of inadequate communication. The FSS specialist who accepts the flight plan does not inform the pilot of this procedure."

The crucial difference in our procedures is that, in the event that no further contact is made with the pilot after a flight plan is filed, at Nav Canada we automatically activate the proposed flight plan, while our colleagues in the United States automatically cancel it. Pay particular attention to the final sentence of option 3). It states: "An assumed departure may be requested, but FSS does not routinely offer it." If the pilot does not specifically request this option, he or she must ensure that the flight plan is opened by making direct contact with FSS via an EFAS frequency. A flight plan may be opened through an ATC facility, such as a Control Tower or ACC unit, but to ensure activation, Lockheed Martin prefers direct contact.

If the flight plan is not activated, the pilot will arrive at the destination with no active VFR flight plan on file. This has two significant consequences: 1) degradation in safety due to a lack of Alerting Service being provided, and 2) the legal jeopardy it places the pilot in. While the ramification of 1) above needs no further explanation, I would like to stress to pilots the importance of the second.

Operation between Canada and the USA without a VFR flight plan is in contravention of CARs 602.73 and FARs 91.707. When an aircraft reports arrival in Canada without a flight plan, Nav Canada staff is required to file an Aviation Occurrence Report (AOR). This, in turn, is put into Transport Canada's Civil Aviation Daily Occurrence Reporting System (CA-DORS). Transport Canada investigators will then determine why the incident happened and decide appropriate action.

To ensure that alerting is provided, and to assist pilots in avoiding an air regulation infraction, Nav CANADA encourages pilots inbound from the USA to Canadian destinations to contact the appropriate NAV CANADA FIC on the nearest suitable RCO to confirm that their flight plan is on file. With even a reasonable amount of altitude, this can be done from a considerable distance. If a problem is encountered, the situation can be remedied utilizing a wide variety of solutions, including re-submitting the flight plan via air-file while enroute.

These procedures are independent of other requirements in place for crossing the border; so, don't forget to arrange Customs, and to obtain a transponder code from ATC prior to crossing the border in either direction. Don't hesitate to call your local FIC for further explanation of flight planning procedures when you are planning your next cross-border flight. Each FIC has a unique toll-free phone number that can be used anywhere in Canada and the continental United States. These phone numbers are listed on page A60 of the current CFS. We're always here to help. Happy flying! CF

## EN TOUTE SÉCURITÉ, EN TOUTE LÉGALITÉ

LES SUBTILITÉS DU VFR TRANSFRONTALIER

La période estivale achalandée est arrivée au Canada, et comme à chaque année, bien des pilotes font des vols VFR vers et depuis les États-Unis par affaires ou par plaisir, ou simplement pour l'aventure. À titre de spécialiste de l'information de vol au Centre d'information de vol (FIC) de London de NAV CANADA, j'ai traité maints plans de vol transfrontaliers au fil des ans. J'espère que le présent article aidera les pilotes VFR évoluant entre le Canada et les États-Unis à saisir les différences entre les procédures de planification de vol des deux pays.

Le service d'alerte VFR au Canada et aux États-Unis est offert dans des régions géographiques ou zones de responsabilité (AOR), qui sont assignées à un FIC qui y surveille la planification des vols entre les aéroports qui s'y trouvent. Cette surveillance comprend la coordination des activités de recherches et de sauvetage si un pilote ne signale pas son arrivée lorsqu'il suit un plan de vol actif.

Afin d'améliorer la sécurité des pilotes VFR, NAV CANADA a établi des procédures de sorte qu'une fois un plan ou un itinéraire de vol VFR déposé auprès d'un FIC, il sera activé automatiquement à l'heure de départ proposée, sauf si le pilote le met à jour, le retarde ou l'annule. Une fois un plan de vol activé, les services de recherches et de sauvetage seront automatiquement offerts si un pilote ne signale pas ou, au pire, ne peut signaler l'arrivée de l'aéronef à destination. Il importe donc que les pilotes nous avisent de tout retard du départ (avant l'ETD si possible). Bien que cette étape soit toujours requise, elle est surtout importante pour un vol de courte durée, qui sera considéré en retard lorsque l'ETA, calculée en fonction de l'heure de départ originale, est dépassée.

Une fois activé, un plan de vol, ainsi que la responsabilité du service d'alerte y étant rattachée, est transféré du FIC responsable de l'aéroport de départ au FIC responsable de l'aéroport d'arrivée. Aux ÉtatsUnis, les FIC sont exploités par Lockheed Martin. Au Canada, le plan de vol est normalement transféré peu après l'ATD ou l'ETD, selon le premier de ces cas. Les pilotes signalent d'habitude leur arrivée aux États-Unis à Lockheed Martin en appelant le 1800WXBRIEF (18009927433). Les pilotes (des États-Unis et du Canada) doivent déposer les plans de vol VFR proposés depuis les points de départ aux États-Unis auprès de Lockheed Martin, car NAV CANADA ne peut pas les traiter.

Les procédures diffèrent aux États-Unis. Il faut pouvoir les distinguer pour éviter toute confusion et une perte potentielle du service d'alerte. Selon le Pilot's Handbook of Aeronautical Knowledge de la FAA, aux ÉtatsUnis, lorsqu'un plan de vol VFR est déposé, il est conservé par l'AFSS jusqu'à une heure après l'heure de départ proposée, puis annulé sauf si : 1) l'ATD est reçue; 2) une heure de départ proposée révisée est reçue; ou 3) au moment du dépôt, le pilote avise l'AFSS que l'heure de départ proposée est respectée, mais que l'heure réelle ne peut être fournie en raison d'une communication inadéquate. Le spécialiste de l'information de vol qui accepte le plan de vol n'informe pas le pilote de cette procédure.

Voici donc en quoi les procédures des deux pays diffèrent : s'il n'y a aucun autre contact avec le pilote après le dépôt du plan de vol, au Canada, le plan de vol proposé est automatiquement activé, tandis qu'aux États-Unis, il est automatiquement annulé. Par ailleurs, portez attention à la dernière phrase de l'option 3, selon laquelle un départ présumé peut être demandé, mais n'est pas offert couramment par la FSS. Si le pilote ne demande pas cette option, il doit s'assurer que le plan de vol est ouvert en communiquant directement avec la FSS par l'entremise d'une fréquence EFAS. Il est possible d'ouvrir un plan de vol en communiquant avec un aménagement ATC, tel qu'une tour de contrôle ou un ACC, mais pour assurer l'activation du plan de vol, Lockheed Martin préfère un contact direct.

Si le plan de vol n'est pas activé, le pilote arrivera à destination sans plan de vol VFR actif, ce qui a deux conséquences importantes : 1) une sécurité réduite en raison de l'absence du service d'alerte; 2) une situation juridique précaire pour le pilote. Bien que les répercussions du premier point ne nécessitent aucune explication supplémentaire, j'aimerais souligner l'importance du deuxième.

L'exploitation d'un vol entre le Canada et les États-Unis sans plan de vol VFR contrevient aux articles 602.73 du RAC et 91.707 des FARs. Lorsqu'un pilote signale son arrivée au Canada sans plan de vol, le personnel de NAV CANADA est tenu de déposer un rapport d'événement d'aviation, qui est ensuite déposé dans le Système de compte rendu quotidien des événements de l'aviation civile (CADORS) de Transports Canada, dont les enquêteurs examinent la nature de l'incident et décident des mesures appropriées à prendre.

Pour assurer la prestation du service d'alerte et aider les pilotes à ne pas enfreindre la réglementation de l'aviation, NAV CANADA encourage les pilotes en provenance des États-Unis et à destination du Canada à communiquer avec le FIC approprié de NAV CANADA par l'entremise de la RCO la plus proche pour confirmer que leur plan de vol est au dossier. Ceci peut se faire à une distance considérable, même si l'aéronef évolue à une altitude élevée. En cas de problème, la situation peut être rectifiée de différentes façons, notamment en déposant de nouveau le plan de vol alors que l'aéronef est en vol.

Bien sûr, il y a d'autres exigences à respecter avant de franchir la frontière dans un sens comme dans l'autre. Ainsi, il ne faut pas oublier de communiquer avec la douane et d'obtenir un code de transpondeur de l'ATC. On peut communiquer avec le FIC local pour en savoir plus long sur les procédures de planification de vol au moment de planifier un vol transfrontalier.

## Incidents + Accidents

#### ONTARIO REGION

#### A Cuby II Basic Ultra-light aircraft, departed from a private grass strip located 2.3 nautical miles South East of Sarnia/ Chris Hadfield, ON (CYZR) on a local pleasure flight. Shortly after departure, the right wing separated from the aircraft. The aircraft crashed in a corn field, 1 nautical mile South East of CYZR. The pilot

was wearing a 4 point seat belt and a hel-

met; however, was fatally injured.

An amateur built Robinson Special aircraft, departed Lindsay, ON (CNF4) for a local flight. During departure, the engine (GENERAL MOTORS LS1) lost power. The pilot attempted to return and land on Runway 13, however the aircraft hit a fence and crashed short of the runway. The aircraft sustained substantial damage; the 2 occupants received minor injuries.

#### A privately registered Erco 415-C aircraft, was landing at a private airstrip located at Flinton, ON. Upon touchdown, the aircraft landed hard; the nose wheel collapsed and the aircraft overturned. The pilot, who was the sole occupant, was not injured. The aircraft sustained substantial damage.

#### A float equipped Quad City Advanced

Ultra-light Challenger II aircraft, was landing at Little Lake George, ON, on the St. Mary's River in the vicinity of Sault Ste. Marie, ON. During the landing, the aircraft touched down hard and the right float sustained damage which resulted in water entering the float compartment. The aircraft capsized and became submerged underwater. The pilot, who was the sole occupant, was able to egress safely with only minor injuries. The aircraft sustained substantial damage.

#### PACIFIC REGION

#### A Cessna 172M on a local flight from

Langley, BC (CYJN), on cross country received an advisory for Runway 12. On

landing, the aircraft was seen to bounce hard 3 times and came down hard on the nose wheel. The pilot taxied off the runway and an inspection was carried out. The pilot, the sole occupant, was uninjured. The aircraft sustained damage to the propeller, nose wheel landing gear and the engine firewall.

#### A privately operated, amateur-built

Rotorway Exec 162F helicopter, departed Pitt Meadows, BC (CYPK) on a flight northbound to a local practice area with 2 persons on board. Once in the practice area, the helicopter lost engine power (Rotorway RI162F). The pilot closed the throttle and completed an autorotation landing on a golf course. During the landing, the tail rotor blade tips were damaged by contact with tall grass. There was no fire or injuries. The engine was still running after the landing; the cause of the power loss and extent of damage to the tail rotor drive train is unknown at this time.

#### A privately registered Just Aircraft

Highlander advanced ultralight aircraft, was on a sightseeing flight departing out of Fort Nelson/Gordon Field, BC (CBL3). The pilot flew to a private strip located approximately 100 nautical miles North West to conduct several touch and goes. On the third touch and go, the pilot noticed that the aircraft was further down the runway and was concerned about the remaining distance. The aircraft was rotated early in an attempt to get airborne. The maneuver was successful, however the pitch increased. At approximately 40 feet AGL, the aircraft banked to the right and impacted the runway. The pilot, who was the lone occupant, escaped with no injuries. There was no post impact fire, however the aircraft was substantially damaged.

## At about 0740 PDT, a privately owned

and operated Canadian Ultralight Chinook Plus 2 aircraft, departed Mackenzie, BC (CYZY) and returned a short time later. The aircraft departed again at 0911 PDT with one person on board. About three hours later, the aircraft was observed making what appeared to be an uncontrolled dive and went out of sight below the tree line in an area near Mackenzie. A local search and rescue ground team found the aircraft at 1511 PDT (2211 GMT). The pilot was fatally injured.

#### A privately operated Piper PA30

(Twin Comanche) aircraft, was on approach to Powell River, BC (CYPW) over the city when the pilot lost control. The aircraft descended in a tight spiral and collided with terrain in a clearing between an apartment building and a shopping complex. The pilot was fatally injured and the aircraft was destroyed by the deceleration forces. There was no fire.

#### A privately owned Beech 24R, with

the pilot and one passenger onboard, was taking off from Delta Airpark, BC (CAK3) on a local sightseeing flight. During the take off roll from RWY 07, with a strong crosswind from the south, the pilot experienced difficulty maintaining directional control and drifted towards the runway edge. The left wing struck the bushes along the edge of the runway, and the aircraft spun 180 degrees. The aircraft sustained significant damage to the wings, and landing gear. Both occupants were uninjured.

#### A Bell 206B aircraft was operating

from a prepared pad in support of a remote mining operation approximately 58 nautical miles East of Williams Lake, BC (CYWL). The helicopter was returning to the camp helipad with a pilot on board after having dropped two prospectors on a nearby mountain. On final approach to the helipad, ground observers saw momentary white and black smoke coming from the helicopter's engine area. Concurrent to that, the pilot experienced an audible bang followed by an immediate loss of engine power. The helicopter descended into a narrow creek bed adjacent to the landing pad. The engine continued to run for approximately 30 minutes following the accident. The pilot suffered serious injuries and the aircraft sustained significant damage.

A privately-registered Ultracruiser

from Vancouver, BC (CYVR) to Qualicum, BC (CAT4) was reported to have gone off Runway 11 after landing (approximately 930 feet from displaced threshold), collided with a runway light and substantially damaged the aircraft. Local airline staff attended and confirmed no injuries. Aircraft was towed off the runway to a tie down area. Airport Management was not notified until the next morning. Airport emergency response plan (ERP) was not activated.

#### QUEBEC REGION

#### A Quad City Challenger II advanced

ultralight had just taken off from Amos/Magny (CYEY), QC, to La Sarre (CSR8), QC, when low engine rpm occurred. The right wing stalled and the aircraft nosed down before crashing. The pilot, alone on board, was fatally injured. The aircraft was destroyed.

#### A privately-registered Aeronca Sedan

S15ACX, equipped with pontoons, was executing a recreational flight in accordance with visual flight rules from Lac Otis QC with 2 people on board. While returning to Lac Otis the engine cut out and the pilot told the Bagotville QC (CYBG) terminal that he had to make an emergency landing. The aircraft glided down to the Saguenay River approximately 9 nautical miles east of La Baie QC, incurring significant damage upon contact with 4-foot-high waves. The 2 occupants, who were wearing their life jackets, evacuated the submerged aircraft and remained in the water for about

40 minutes before being pulled out. No one was injured, but the aircraft sank to the bottom of the Saguenay River.

#### ATLANTIC REGION

#### A privately operated amphibious

Schweizer TSC-1A aircraft, was taking off from the St. John River near Woodman's Point, NB, with one pilot and one passenger on board when the aircraft started to porpoise. After becoming airborne, the aircraft nosed over into the water and overturned, remaining partially submerged. The two occupants released their seat belts and shoulder harnesses, exited the aircraft and were rescued by local residents. There were no injuries; however, the aircraft was substantially damaged.

#### A privately owned float-equipped

Zenair Zenith CH701 home built aeroplane was on a pleasure flight with the pilot and one passenger on board when it experienced a wind gust after taking off on Thorburn Lake, Newfoundland and Labrador. The left wing lifted and the right float and right wing tip contacted the water with the aircraft overturning and remaining partially submerged. The right float separated from the fuselage. The pilot and passenger exited and activated their personal flotation devices and were rescued by local residents, who also assisted in recovering the aeroplane. There were no injuries, the aircraft was substantially damaged.

#### A Bell 206B struck high tension

power lines over the Restigouche River east of Campbellton, NB near Flatlands, NB and then crashed into the river. The extent of the damage is unknown. There were three souls on board (SOB): 2 are deceased and 1 injured. National Operations Centre (NOC), Transportation Safety Board (TSB) and Aviation Operations Centre were advised.

## PRAIRIE AND NORTHERN REGION

#### A privately registered Bell 47G-3B-1

helicopter, was on a flight from Dawson City, YT (CYDA) to Whitehorse/Erik Nielsen Intl, YT (CYXY). While en route, the pilot landed the aircraft in a school yard in the town of Carmacks, YT. After being shut down for a brief period, the pilot restarted the helicopter and attempted a vertical takeoff over the school building. At approximately 30 feet AGL, the rotor rpm began to decrease. The pilot turned back towards the school yard and landed with a high rate of decent. The helicopter struck the ground with the right landing skid low, collapsing the landing gear and striking the tail rotor. The pilot and the passenger exited the aircraft once it was shut down. The aircraft sustained substantial damage, but there were no injuries.

#### A Piper PA-31-350, was on the land-

ing roll on RWY 06 at Norway House (CYNE), MB, when the landing gear was inadvertently selected up. The right main and nose gear retracted and the aircraft came to a stop on the runway. There were no injuries to the two pilots, the aircraft sustained substantial damage.

#### A Bell 206B, had set down in a

remote boggy area, approximately 50 nautical miles west of Gillam, MB. The pilot had applied power to prevent sinking into the bog. At some point, cyclic was applied and the helicopter experienced a dynamic rollover; the aircraft was destroyed. There were no passengers on board and the pilot sustained only minor injuries. The helicopter wreckage has been removed from the site by the operator.

#### A Bell 206B was operating on a

Mountain Pine Beetle survey flight originating from Whitecourt, AB (CYZU). During the flight the helicopter contacted trees and impacted the ground. The pilot

sustained serious injuries; one passenger had minor injuries and one passenger received fatal injuries. The helicopter was substantially damaged; there was no post-impact fire.

#### A privately registered amateur-built/

float-equipped Mackey SQ2 Super Cub, departed from a lake about 11 nautical miles west of Shellbrook, SK (CJZ4). During the initial climb at about 400 feet AGL, the pilot observed low engine (Aerosport Power IO-375) oil pressure and began returning to the departure lake. The engine provided power throughout the flight. During the return, the flight encountered turbulence and departed controlled flight. The pilot was unable to regain control of the aircraft and collided with trees. The pilot was seriously injured while the passenger received minor injuries. The aircraft was destroyed. There was no post-impact fire.

#### A privately owned Piper PA-38-112

aircraft, was stolen from the Toronto/ Markham, ON (CNU8) airport shortly after 0100 EDT. Approximately 30 to 40 minutes after takeoff, a forced landing was attempted on a road in downtown Peterborough, ON, possibly due to an engine power loss. The aircraft's left wing struck a metal pole and part of the outer wing was sheared. The aircraft continued across the intersection and struck a second traffic light pole, which sheared and collapsed on top of the aircraft. The aircraft came to rest with the second pole resting on top of the cabin. The sole occupant was fatally injured. The aircraft had not been flown for a few years and the owner was in the process of returning the aircraft to an airworthy condition. During storage, the owner of the aircraft had protected it against insect entry by plugging several openings on the engine and airframe. The two fuel tank vents, located under each wing, were blocked by a clear plastic tube with a bolt inserted at the open end of the tube. The police is leading the investigation with support from the TSB. CF

#### RÉGION DE L'ONTARIO

Un Quad City Challenger II ultra-léger de type évolué équipé de flotteurs amerrissait à Little Lake George, ON sur la rivière Ste. Marie à proximité de Sault Ste. Marie. Pendant l'amerrissage, l'aéronef s'est posé brutalement et le flotteur droit a subi des dommages qui ont entraîné la pénétration d'eau dans le compartiment de flottaison. L'aéronef a chaviré et a été immergé sous l'eau. Le pilote, qui était le seul occupant, a été en mesure de sortir de l'appareil avec des blessures mineures seulement. L'appareil a subi de sérieux dommages.

#### RÉGION DU PACIFIQUE

Un Cessna 172M était sur un vol d'entraînement en campagne, en provenance de l'aéroport régional de Langley, BC (CYNJ) et en direction de Campbell River, BC (CYBL). Pendant l'atterrissage, l'aéronef a rebondi deux fois avant le toucher final sur la roue avant. Le pilote a roulé hors de la piste et une inspection a été réalisée. Le pilote, qui était seul à bord, n'a pas été blessé. L'aéronef a subi des dommages à l'hélice, au train d'atterrissage tricycle et à la cloison pare-feu.

#### Un hélicoptère Rotorway Exec 162F

de construction amateur, sous exploitation privée, a quitté Pitt Meadows, BC (CYPK) vers le nord à destination d'une zone d'entraînement locale avec deux personnes à bord. Rendu dans la zone d'entraînement, l'hélicoptère a perdu la puissance moteur (Rotorway RI162F). Le pilote a fermé la manette des gaz et a réalisé un atterrissage en autorotation sur un terrain de golf. Pendant l'atterrissage, l'extrémité des pales du rotor de queue a été endommagée par le contact avec l'herbe haute. Il n'y a pas eu de blessés ni d'incendie. Le moteur était encore en marche après l'atterrissage; la cause de la perte de puissance et l'étendue des dommages à l'entraînement du rotor de queue sont inconnues pour le moment.

## À environ 0740 HAP, un Chinook

Plus 2 de Canadian Ultralight sous immatriculation privée a décollé de Mackenzie, BC (CYZY) et y est retourné peu de temps après. L'aéronef a décollé une autre fois à 0911 HAP avec une personne à son bord. Environ trois heures plus tard, l'aéronef a été observé effectuant ce qui semblait être un piqué incontrôlé et a été perdu de vue au-dessous de la ligne de faîte des arbres dans un secteur situé près de Mackenzie. Une équipe locale de recherche et sauvetage au sol a trouvé l'aéronef à 1511 HAP (2211 GMT). Le pilote a subi des blessures mortelles.

Un Juste Aircraft Highlander, un aéronef ultraléger avancé sous immatriculation privée, effectuait un vol touristique au départ de Fort Nelson / Gordon Field, BC (CBL3). Le pilote s'est dirigé vers une piste privée située à environ 100 milles marins au nord-ouest pour effectuer plusieurs posés-décollés. Au troisième posédécollé, le pilote a remarqué que l'aéronef était plus loin sur la piste et s'est inquiété de la distance restante. Il a effectué rapidement une rotation pour tenter de décoller. La manœuvre a réussi, mais le tangage a augmenté. À environ 40 pieds AGL, l'aéronef s'est incliné vers la droite et a heurté la piste. Le pilote, qui était le seul occupant, s'en est tiré sans blessure. L'aéronef n'a pas pris feu après l'impact, mais a été lourdement endommagé.

#### RÉGION DU QUÉBEC

Un ultra-léger Quad City Challenger II de type évolué, venait de décoller de l'aéroport d'Amos/Magny, QC (CYEY) à destination de La Sarre, QC (CSR8) lorsqu'une baisse du régime moteur est survenue. L'aile droite a décrochée et l'appareil a piqué du nez avant de s'écraser. Le pilote, seul à bord, a subi des blessures mortelles. L'appareil a été détruit.

#### Un Aeronca Sedan S15ACX équipé

de flotteurs en exploitation privée, effectuait un vol récréatif local selon les règles de vol à vue depuis le lac Otis, QC avec 2 personnes à bord. Lors du retour en direction au lac Otis, le moteur s'est arrêté et le pilote a avisé le terminal de Bagotville,

QC (CYBG) qu'il devait faire un amerrissage d'urgence. L'appareil a fait un vol plané pour se poser sur la rivière Saguenay à environ 9 miles marins à l'est de La Baie, QC et a subi des dommages importants au contact des vagues d'environ 4 pieds de hauteur. Les 2 occupants, qui portaient leur veste de flottaison, ont évacué l'appareil submergé et sont demeurés dans l'eau environ 40 minutes avant d'être repêchés. Il n'y eut aucun blessé, mais l'appareil a sombré au fond de la rivière Saguenay.

#### Yn ultra-léger Quad City Challenger

II de type évolué, venait de décoller de l'aéroport d'Amos/Magny, QC (CYEY) à destination de La Sarre, QC (CSR8) lorsqu'une baisse du régime moteur est survenue. L'aile droite a décrochée et l'appareil a piqué du nez avant de s'écraser. Le pilote, seul à bord, a subi des blessures mortelles. L'appareil a été détruit.

#### RÉGION DE L'ATLANTIQUE

**Un Schweizer TSC-1A amphibie sous** exploitation privée décollait de St John River près de Woodman's Point, NB, avec un pilote et un passager à bord lorsque l'aéronef a commencé à marsouiner. Une fois en vol, l'aéronef a capoté dans l'eau et s'est retourné, restant partiellement submergé. Les deux occupants ont détaché la ceinture de leur siège et leur harnais de sécurité et ont été secourus par des résidents locaux. Les occupants n'ont pas été blessés, mais l'aéronef a été lourdement endommagé.

#### Un avion de construction amateur

Zenair Zenith CH701, en exploitation privée et effectuant un vol de plaisance avec à son bord un pilote et un passager, a subi un accident en raison d'une rafale au déjaugeage du lac Thorburn, Terre Neuve et Labrador. L'aile gauche s'est soulevée, puis le flotteur et l'aile droite ont touché le plan d'eau; l'avion s'est alors renversé et est resté partiellement submergé. Le flotteur s'est détaché du fuselage. Le pilote et le passager sont sortis de l'avion et ont déclenché leur dispositif de flottaison individuel. Ils ont été secourus par des résidents de la localité qui les ont également aidés à récupérer l'avion. Personne n'a été blessé, mais l'aéronef a subi des dommages considérables.

#### **RÉGION DES PRARIES ET DU NORD**

#### Un Bell 47G-3B-1 d'immatriculation

privée effectuait un vol de Dawson City (CYDA), YT, à Whitehorse/Erik Nielsen Intl (CYXY), YT. Alors qu'il se trouvait en route, l'aéronef a atterri dans la cour d'une école à Carmacks, YT. Après avoir éteint le moteur pendant une brève période, le pilote a redémarré l'hélicoptère et a tenté d'effectuer un décollage vertical au-dessus de l'édifice de l'école. À environ 30 pi AGL, le régime rotor a commencé à décélérer. Le pilote est retourné à la cour de l'école et a atterri avec un taux élevé de descente. L'hélicoptère a heurté le sol avec le patin d'atterrissage droit légèrement remonté, et le train d'atterrissage s'est affaissé et le rotor de queue a heurté le sol. Le pilote et le passager sont sortis de l'aéronef une fois le moteur éteint. L'aéronef a subi d'importants dommages, mais il n'y a eu aucun blessé.

#### Un Piper PA-31-350 effectuait une

course à l'atterrissage sur la piste 06 de l'aéroport Norway House (CYNE), MB, lorsque le levier de commande train a été placé par mégarde en position train rentré. Le train avant et le train principal droit étaient se sont rétractés et l'aéronef s'est arrêté sur la piste. Les deux pilotes n'ont pas été blessés, mais l'aéronef a subi des dommages importants.

#### C-GQQO, un Bell 206B exploité par

Custom Helicopters, a dû atterrir dans une région marécageuse éloignée, à environ 50 miles marins à l'ouest de Gillam, MB. Le pilote a donné de la puissance afin d'empêcher que l'aéronef ne s'enfonce dans le marécage. À un certain point, une puissance cyclique a été appliquée et l'hélicoptère a effectué un basculement dynamique; l'aéronef a été détruit. Aucun passager n'était à bord et le pilote a subi quelques blessures mineures. L'épave de l'hélicoptère a été retirée du site par l'exploitant.



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## **NEW KIT AIRCRAFT A** COLLABORATION

UNIVERSTY, MANUFACTURER TEAM UP FOR SUPER CYCLONE



Aviatech Products, of Alma, Quebec, in partnership with the University of Quebec in Chicoutimi, has announced a technically improved version of the Super Cyclone kit aircraft it's been building for several years.

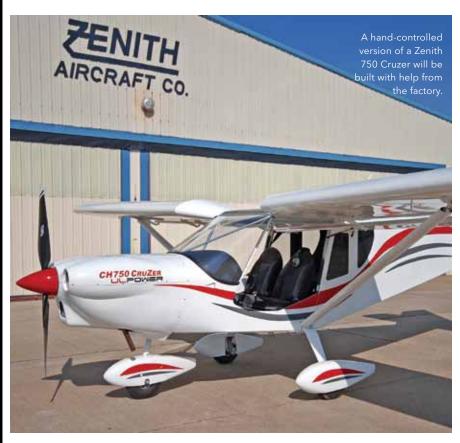
The new kit, which is a reproduction of a Cessna 185, will be easier to build and technically superior to the existing model and "will allow buyers to build...their aircraft without requiring professional services," said CEO Carl Duguay.

Over the next two years, the company will work with students from the university will create three dimensional scans of the aircraft and use the resulting drawings to redesign components.

"We will then use 3D drawings of the components to make new drawings to show partial assembling," said Duguay. "Finally, a technical text describing all manufacturing steps will be written which, added to the technical drawings, will form a complete easy-to-follow document. The manual will be complementary to the kitplane and will be available for buyers."

## ZENITH HELPS WITH **CUSTOM AIRCRAFT**

U.S. EAA CHAPTER BUILDING HAND CONTROLLED 750 CRUZER



Zenith Aircraft will provide an engineering review to help customize a Zenith CH 750 Cruzer to better fit the needs of the pilots with disabilities involved in project in South Carolina.

An EAA chapter in Salisbury, South Carolina is building the aircraft with hand controls to allow disabled people to learn to fly. "One of the wonderful things about experimental amateur built airplanes is they can be fully customized by the builder to make it one of a kind," said Zenith owner Sebastien Heintz. "The new EAA Maker Edition of Solid-Works is a tool that will be used for the customization of the needed hand controls for this group build project. This computer-aided design software offers a huge advantage to the owner/builder/ pilot when building their own aircraft, and especially for those who have a specific purpose in mind."

Aviation enthusiasts are encouraged to become a member of an EAA Chapter in their local area. EAA Director. Charlie Becker states, "EAA's mission is to grow participation in aviation and our chapter network delivers on our mission in so many ways and what Chapter 1083 is doing is just another great example. Not only will the members of the chapter get to learn and build, but the finished aircraft will create a wonderful opportunity for pilots with disabilities." CF

## **EVOLUTION OF ACCIDENT INVESTIGATION**

New Book Traces History of Aviation Mishaps BY ADAM HUNT

Brace For Impact is Ottawa-based author Peter Pigott's 20th book and his 14th on an aviation subject. This certainly makes him one of Canada's more prolific aviation authors.

This new work tackles the subject of aircraft accidents and in particular Canadian aircraft accidents, although for perspective some notable accidents in other countries are touched upon. The book covers a history of Canadian aviation accident investigation, including the agencies and some of the people involved, the politics, the technology and, of course, describes many of the key aircraft accidents that have occurred.

The book has 18 chapters, interweaving the accident stories with the history of how the profession of aircraft accident investigation has progressed, as accident numbers and their complexity increased. The author especially focuses on how the introduction of cockpit voice recorders and flight data recorders has greatly improved the investigation of large aircraft accidents.

Starting in the very early 20th century, the book covers the First World War, the post-war barnstorming era, the beginnings of the airmail and the early airline passenger flights. Additional chapters cover civil transport in the Second World War, the coming of the jet age and the inevitable discussion of the early deHavilland Comet crashes as well as the landmark mid-air collision between an RCAF Harvard trainer and a Trans Canada Airlines North Star over Moose Jaw.

Also covered is the demise of the Canadian Aviation Safety Board and its replacement with the Transportation Safety Board and some of the reasons for that change. The author also tackles the transfer of the nation's ATC to Nav Canada, citing its closure of facilities as a cause factor in the crash of several aircraft, including the mid-air collision of two Cessnas at Maschouche on 7 December 1997

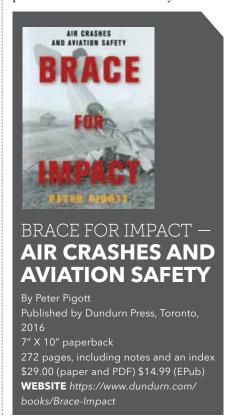
after a portable control tower there had been decommissioned and the Air Canada CRJ crash at Fredericton, after the control tower had been replaced with what the author terms "a less expensive 'flight servicing station'".

The book deals mainly with airline accidents, with mention of a few military accidents, like the Canso that crashed in Ottawa's Lac Deschênes in July 1945, with five crew members killed. General aviation is represented in a few of the case studies, including the interesting example of a mid-air collision between a Beechcraft Bonanza and Piper Cherokee over Warrington, Virginia, on 28 May 2012. Both aircraft were US-registered and the accident happened over the US, but the TSB was asked to investigate, as the two pilots involved were an FAA accident investigator and the NTSB's chief medical officer. The Canadian agency was asked to investigate to eliminate any potential conflict of interest in having the US NTSB handle the case. The TSB determined that it was a failure to "see and avoid" on both pilot's parts.

Piggot starts off the book with an invocation against the media and their tendency to sensationalize aircraft accidents. He writes on page 11, "because air crashes are so infrequent (compared with the daily carnage on the highways), when they do happen, they make for gutwrenching, fear-inducing headlines and dramatic images." On page 65 he emphasizes the point over the Hindenburg crash in 1937, "the media's first resort in an air crash is to sensationalize it, and there was no better way in this case than to suspect sabotage." Of course the Hindenburg was brought down by far less dramatic reasons than sabotage. But with chapter titles like "Douglas Death Cruisers and Mourning Becomes Electra", "Terror in Tenerife, Pilot Error", and "Air Traffic Chaos" as well as "Nationair and

ValuJet: Folly Upon Folly", I am not sure the author has entirely escaped this effect.

The book is generally well-written and illustrated, with many black and white, as well as colour photographs. It is an engaging read. One of the questions I asked myself while reading the book was who the target audience is. While light aircraft pilots may read this book, the focus on airline accidents and the lack of technical detail on accident causes makes this book of limited use as a flight safety text, for understanding accidents and learning to avoid them operationally. There are some technical errors in the text that non-pilots often make in writing aviation books, too, such as the description of a pilot increasing power and attempting to climb by pulling "the control throttle all the way back". As an aviation history book this work will appeal most to the aviation history buff.



## COPA MEMBERS' **SATISFACTION SURVEY**

PARTICIPANTS WILL SHAPE FUTURE OF YOUR ORGANIZATION

#### WHAT?

COPA will be conducting its COPA members' satisfaction survey this fall.

The survey is to make sure that the association serves its members as best as possible, by collecting opinions, facts and figures to better understand who its members are.

The last COPA membership satisfaction surveys were carried out in 2007 http:// www.copanational.org/files/COPASurvey-Report2007.pdf and 2012 http://www.copanational.org/files/2012Survey4Website.pdf , the plan is to follow up every five years to see what has changed and to get new information on what members think about COPA and aviation issues.

As a result of the feedback we received from 2012 member surveys, we have made significant improvements to our services. Below are links to three of these improvements:

- · Several members said that we should improve communications by providing weekly news updates.
  - www.copanational.org/FPAug12-2En.cfm
- Members' benefits of COPA's chosen provider, be communicated clearly and any changes to this arrangement be communicated to the members as soon as possible.
- www.copanational.org/FPMar13-1En.cfm
- COPA National has followed up collaborating with flight schools and training centres by sending annually a COPA package.

www.copanational.org/FPJune13-2En.cfm

#### WHO?

The 2017 COPA survey will be conducted by an experienced consultant, Dr. Keith Christopher, from KC Surveys. He will also prepare the summary and detailed report highlighting recommendations for COPA.

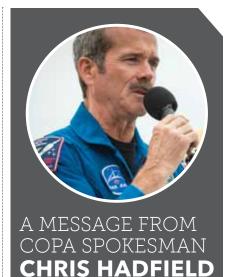
#### HOW?

By mid-October a selected sample will receive our survey questionnaire to complete online. They will also be offered the option to complete a pdf version of the survey and mail it in, if they choose to do so. Later in the month, all COPA members, who were not part of the sample, will be invited to complete the survey online.

#### WHAT'S IN IT FOR YOU?

All COPA members who complete online, pdf form or a paper survey will be automatically entered in a draw for prizes provided courtesy of the Magnes Group, Breitling, COPA National and Aircraft Spruce Canada. If you don't complete the survey, you can't win!

COPA will publish a report of the survey results along with regular updates summarizing our progress in implementing what the survey tells us. This information will be published in COPA Flight and posted on the COPA website. All individual responses will be kept confidential and only summary results will be published.



COPA is going to be contacting some of you this fall and asking you to take

As a member of COPA, I believe in the importance of providing our organisation with the data they need to continue doing their work of promoting general aviation and acting as advocates on our behalf. It is also important to share our thoughts and opinions on how they, as an organisation, can pursue their work of being the reference in general aviation across the country.

I encourage everyone who is selected to participate in this survey to take 10 minutes to answer the questions. Your responses will help COPA continue to preserve the freedom of flight in Canada.



### **SONDAGE SUR** LA SATISFACTION **DES MEMBRES** DE COPA

#### DE QUOI S'AGIT-IL?

Cet automne, COPA entreprendra un nouveau sondage, afin de mesurer le degré de satisfaction de ses membres.

En recueillant des opinions, des renseignements et des chiffres, les auteurs de la démarche désirent s'assurer que la direction de l'association restera constamment en mesure de combler les intérêts des membres.

Les derniers sondages de satisfaction envers COPA ont été entrepris en 2007 http:// www.copanational.org/files/COPASurveyReport2007.pdf et en 2012, http://www.copanational.org/files/2012Survey4Website.pdf

Notre intention est donc d'effectuer un suivi à tous les cinq ans pour déceler les changements d'humeur comme les tendances, et pour recueillir, au-delà des simples statistiques, des informations concrètes et constamment à jour sur ce que les membres pensent de leur association ou du monde de l'aviation at large.

Dans le sillage de tels sondages, effectués en 2012, nous avons pu améliorer substantiellement nos services. Les liens ci-dessous vous aideront à mieux apprécier la portée de ces améliorations:

- Plusieurs membres ont exprimé l'opinion que nous pourrions améliorer les communications avec la base en diffusant hebdomadairement des résumés de l'actualité aéronautique. www.copanational.org/FPAug12-2En.cfm
- · Tous les avantages consentis aux membres par les fournisseurs attitrés de COPA seront désormais diffusés le plus tôt possible et les membres devront également être informés rapidement de tout changement à cette façon de procéder. www.copanational.org/FPMar13-1En.cfm
- COPA National a également donné suite au voeu exprimé par la base, en faisant parvenir annuellement aux écoles de pilotage et aux centres de formation une trousse publicitaire étoffée. www.copanational.org/FPJune13-2En.cfm

#### QUI?

L'édition 2017 du sondage COPA sera pilotée par un expert-conseil de fort calibre, soit le Dr Keith Christopher, de la firme KC Surveys. Ce spécialiste rédigera également le sommaire de l'exercice, de même qu'un rapport détaillé sur les recommandations.

#### COMMENT?

D'ici la mi-octobre, un échantillon sélec-

tionné de membres recevront une version de notre sondage auquel ils répondront en ligne. On leur offrira également la possibilité de se livrer à l'exercice sur papier, — en remplissant un formulaire PDF —, pour nous l'acheminer ensuite par voie postale, s'ils le désirent. Plus tard au cours du mois, tous les autres membres de COPA seront invités à compléter à leur tour le questionnaire sur internet.

#### **VOULEZ-VOUS TENTER** VOTRE CHANCE?

Tous les membres de COPA qui auront rempli le sondage en ligne, par formulaire PDF ou sur papier, seront automatiquement inscrits à un tirage de prix aimablement offerts par le Groupe Magnes, Breitling, COPA National et Aircraft Spruce Canada. Si vous ne complétez pas ce sondage, vous ne pourrez rien gagner!

COPA publiera subséquement un dossier sur cette vaste démarche de cueillette d'opinion, de même que des rapports d'étape subséquents décrivant les efforts entrepris pour combler les attentes ainsi exprimées. Ces informations seront publiées dans COPA Flight et disponibles sur la page web de COPA. Toutefois, les réponses individuelles des membres resteront confidentielles. CF

## ON THE HORIZON

CALGARY AB: The Aerobatic Club of Alberta would like to invite you to our monthly meeting which occurs at 07:30 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.

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

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 (CYCK): Come join us at the Chatham-Kent Municipal Airport for our delicious Monday night barbecue between 1730 and 1830 hrs. They will be starting Monday, June 13 and run every Monday, excluding holidays, until Monday, September 12, 2016. (No barbecue on August 1 or September 5) We hold our barbecues rain or sunshine.

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 19:30 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/ Flying Club Meeting, held 2nd Tuesday of even numbered months, February, April, June, etc. at 19:30 in main terminal building. For more information, please contact Neal Linthicum at 306-421-7629 or nealandnadine@hotmail.com.

HAVELOCK, NB: COPA 27/ The Havelock Flying Club invite you to fly-in or drive-in for breakfast any Sunday of the year. On any Sunday during the month of October present your journey log book to enter our 2016 competition the Delbert Alward Memorial Cup. Our winner will be announced on Sunday Nov 6/16. The Pilot flying to the most locations noted in COPA's "Places to Fly" section as verified by his Journey Log will receive the 2016 Delbert Alward Memorial Cup. Please note we cannot accept faxed or emailed entries or we can't meet you at any other location. Simply fly in, enjoy breakfast, and enter to win. For more information, please contact Steve Eastwick at sdeastw@nbnet.nb.ca or 506-386-4120.

HAWKESBURY EAST, ON (CPG5): COPA Flight 131 monthly breakfast meeting on the 1st Saturday of the month from 0830 to 0930 hrs. Come and talk about aviation with passionate flyers, make new friends and enjoy the friendly, homey atmosphere. Please call or send an email to let us know you are coming. 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 9h30. Venez parler aviation et faire de nouveaux amis dans une ambiance amicale. SVP de nous appeler ou envoyer un courriel pour nous aviser de votre visite. Pour plus d'information, contactez Michel 819-923-6767 ou HawkesburyFlyingClub@ gmail.com. Notre site web pour l'aéroport esthttp://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 18:30 - 21:00. 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.

KELOWNA, BC (CYLW): COPA Flight 36, Kelowna Flying Club, Apron III Event General Meeting, 1st Tuesday of each month. Premeeting BBQ starts at 18:30; meeting starts at 19:00. Join us for news and updates, quest speakers and fellowship! For more information, please contact Daryl Nelson at Info@ kelownaflyingclub.com or go to our website at http://kelownaflyingclub.com.

LETHBRIDGE, AB: The Lethbridge Sport Flyers, COPA Flight 24 would like to invite you to our weekly Saturday morning breakfast, 07:30 held at Smitty's Pancake House, 2053 Magrath Dr. S. in Lethbridge, Alberta. We encourage you to call ahead if you're in the area. If you catch us at a Fly-In instead please feel welcome to join us there. All of our activities including the postings of our monthly meetings can be found on our Event Calendar at http://www.lethbridgesportflyers.com. To contact us, please call our club President, Mic Thiessen at 403-327-8808 or send us an email at Lethbridge-Sport-Flyers@telus.net.

LINDSAY, ON: Kawartha Lakes Flying Club, COPA Flight 101 has a regular monthly meeting on the 1st Wednesday of each month 19:00 at LCVI High School, 260 Kent St. West in Lindsay. Come in east door. Except for the July BBQ and December Christmas Party. For more information, please contact Bob Burns at bobklfc@gmail.com or visit Kawartha Lakes Flying Club at www.klfc.ca.

MORDEN, MB (CJA3): COPA Flight 145 Fly-Day Fridays. Every Friday starting first Friday in June to the last Friday in August. The Morden Flying Club host a BBQ rain or shine. Fly in or drive in we welcome everyone to come and join us for a burger, chicken, hot dog or steak with a dose of hangar talk. We look forward to seeing you. Morden Flying Club meetings are the first Monday of every month at 1900 hrs at the terminal building as well. For more information, please contact Ron Loewen at 204-312-0640 or bd5ron@gmail.com and visit www.mordernflyingclub.com/events.html

## REGULAR EVENTS

NANAIMO, BC (CYCD): Welcomes you! Nanaimo Flying Club holds regular meetings; Third Sunday of every month 09:30, 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 flyouts. 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.

OKOTOKS, AB (CFX2): Foothills flying Club, COPA Flight 81 regular meeting at 19:30, last Monday of the month, Sky Wings classroom at the Okotoks Air Ranch. For more information, please contact Jim at j-sbleaney@shaw.ca or 403-689-6950.

PENTICTON, BC (CYYF): Penticton Flying Club / COPA Flight 50 holds its monthly meeting on the second Tuesday of the month at 1900hrs 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 1000hrs for an informal coffee chat at the club house. Fly-ins are always welcome! For more information about both events, please contact Ed Festel at 250-460-1577 or edfestel@me.com

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 11:00 and 15:00. Regular Meetings are held on every (first) 1 Wednesday of the month starting at 19:30 for Aero Club events please connect to our http://aeroclubofbc. ca/ and join our Facebook Page.

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! Wives 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 et les enfants sont bienvenus. Pour plus d'information contactez Maurice 819-360-0706 ou Andre 819-329-2830.

PICTON, ON (CNT7): COPA Flight 53, breakfast on the second Sunday of every month starting at 8:00 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.

RED DEER, AB: Red Deer Flying Club / COPA Flight 92 meet's 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 19:30. Always an interesting program or speaker. For additional information call Bert at 403-350-5511 or visit reddeerflyingclub.org.

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 19:30 at the Airport Terminal Building, visitors welcome. The December meeting is a pot luck 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@ amail.com for more information.

**SUNDRE, AB:** Sundre Flying Club meetings second Thursday of the month at 19:30. 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.

BRAMPTON, ON (CNC3): 1830 hrs Monday Night BBQs begin! Starting June 13, every Monday night to September 3. Join us for our Legendary Monday Night Summer BBQ. Going strong into our 11th season. Burgers, sausage, and all fresh trimmings. Nominal cost. RAA-TR Hangar, north end of Brampton airport. For more information, please contact President Fred Grootarz at 905 212-9333 or fred@acronav.com; V.P. Alain Ouellet at 416-709-2020 or aouellet@icecanada.com

SEDGEWICK, AB (CEK6 ): Iron Creek Flying Club, COPA Flight 157 regular monthly meeting, second Thursday of each month at 19:30 at the Flagstaff Regional Airport terminal building. Drive or fly in. Cardlock fuel available 24 hours and courtesy vehicle. Everyone welcome. For more information, please contact Shelley at shelley@cciwireless.ca.

ST. THOMAS, ON (CYQS): COPA Flight 75 hosts a Wednesday evening fly-in barbeque rain or shine, starting June 22nd and running until September 7th. Starts at 1800 and ends around 1930. Contact copa75@ outlook.com for more information.

VICTORIA, BC (CYYJ): COPA Flight 6 usually meets the first Tuesday of each month from 19:00 until 21:00. 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.

WESTLOCK, AB (CES4): Copa Flight 139 (Westlock Flying Club) regularly meets on the third Thursday of every month at 19:00, 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!

WHITECOURT, AB (CYZU): COPA Flight 185 holds its meetings on the third Tuesday of every month, except December, at the terminal building at 19:00. Come by and visit. For more info please contact Curtis at 780-778-0854.

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

NEUVILLE, QC (CNV9): Rendez-vous mensuel de l'Aéroclub de Neuville, premier vendredi du mois de 16h00 à 19h00. Avions et exposants sur place. Bienvenue à tous. / Regular COPA Flight/Flying Club Meeting, held every 1st Friday of the month from 1600 to 1900. Exhibition of aircrafts and aviation products. Welcome to all. Information: info@aeroportdeneuville.ca et/and Facebook (Aéroclub de Neuville). CF

#### COPA IS LOOKING FOR A DIRECTOR OF OPERATIONS

#### Director of Operations (Start: Nov. 2016)

The director reports to the President & CEO. Direct reports: none. Work place: Ottawa, Ontario.

#### **GENERAL RESPONSIBILITIES:**

Making sure COPA operations are in accordance with its strategic priorities:

- Giving compelling membership value
- Promoting general aviation
- Developing and maintaining collaborative government relations

#### SAMPLE RESPONSIBILITIES:

- Assistance to members; COPA Flights across Canada; COPA for kids
- Develop, update and maintain COPA Guides and COPA "Did You Knows"
- Regulatory work, analysis and responses
- Several other tasks

#### **QUALIFICATIONS**

- Pertinent Bachelor degree or equivalent
- Bilingual (English and French), oral and written • Experience in not for profit organisations
- Expert communicator: literate in aviation technology and regulatory work

#### Call COPA at 613 236-4901 for a more detailed job description. Or visit our website.

#### Directeur des opérations (début nov. 2016)

Le directeur relève directement du président. Subordonnés: aucun Lieu de travail: Ottawa

#### RESPONSABILITÉS PRINCIPALES:

S'assurer que les opérations de COPA soient en en concordance avec les priorités stratégiques:

- Ajouter une dimension captivante à la participation des membres
- Promouvoir l'aviation générale
- Établir et maintenir des liens fructueux avec les instances gouvernementales

#### RESPONSABILITÉS TYPIQUES:

Venir en aide aux membres aux Clubs

COPA à travers le pays et à COPA pour enfants

- Concevoir, tenir à jour et maintenir les Guides COPA et les rubriques "Saviez-vous" diffusées par COPA
- Analyse des propositions réglementaires et formulation de réponses
- Plusieurs autres tâches

#### **EXIGENCES**

- Baccalauréat pertinent ou équivalent
- Bilingue anglais-français (à l'écrit et à l'oral)
- Familier avec les rouages des OSBL
- Communicateur expérimenté culture aéronautique confirmée et à l'aise dans la mouvance juridique ou administrative

Pour obtenir une description exhaustive des tâches, appeler COPA au 613 236-4901. Ou visiter notre site web.





### CALLING ALL COPA MEMBERS!

PRESERVE YOUR FREEDOM TO FLY AND WIN THIS WATCH!!!

#### HOW?

For every \$100.00 that you give to the Freedom to Fly Fund, COPA will enter your name into a draw for your choice of a woman's or man's Breitling COLT watch (value of \$3,000.00).

The draw will take place at the June 2017 Convention in Kelowna.

#### ON THE HORIZON

OCTOBER 1 OSHAWA, ON (CYOO): COPA Flight 70 Fly-in Airport Open House. Free shuttle bus across the airport. Airport businesses will be open. Aviation associations and service exhibits, new and vintage aircraft. Free activities for kids. Visit www.copa70.com and www. oshawa.ca/airport for more info.

OCTOBER 1, BRANTFORD, ON (CYFD): COPA Flight 148 is hosting a COPA For Kids event. 0800 - 1300. Contact Brian at bmehlenbacher7@sympatico.ca

OCTOBER 2, SHOAL LAKE, MB (CKL5): Shoal Lake Flying Club/COPA Flight 162 Annual Fall Fly-In Breakfast from 0800 until 1100 hrs. Pancakes, ham, eggs, potatoes, juice and coffee for \$7. Fuel and oil available. Call ahead if arriving at the seaplane base - slflyingclub@gmail.com or 204-491-0100.

#### OCTOBER 8, STETTLER, AB (CEJ3):

COPA Flight 135 is pleased to host a COPA for Kids event. Rain date October 9. Contact Cam Andres at 403-350-8294 or stettlerflyingclub@gmail.com

#### OCTOBER 08, WESTPORT ON (CRL2):

COPA Flight 56 Annual "Pigs and Pies" Fly-In / Drive-In lunch hosted by the Rideau Lakes Flying Club. Sausages and pie served from 11:00 until 14:00 (donations accepted to cover costs). View the planes and enjoy the Westport hospitality. Floatplane pickup from main dock in Westport. Fun for the whole family. For more information, please contact Mike Miles at 613-276-6276 (drmikemiles@gmail.com) or Bill Green at 613 273-5282 (greenwj@rideau.net).

OCTOBER 8, CORONA, CA, USA: Aircraft Spruce West - Customer Appreciation Day from 0700 until 1500 hrs. Aircraft Spruce & Specialty Co., 225 Airport Circle, Corona, CA 92880. This is the time of year when we go all out by offering spectacular discounts on our most popular products and provide a chance for our loyal customers to meet our vendors. So come join the fun and get a chance to win big prizes. Enjoy a free grilled hot dog and cold soda on us! Raffle tickets for the Young Eagles. For more information, please contact 951-372-9555 or 800-861-3192.

OCTOBER 16, OSHAWA, ON (CYOO): FCC Fly-out Lunch at Oshawa Airport at 1200 hrs. Calling all female pilots, join us for lunch. You are welcome to bring a guest, male or female, but the female should be PIC today! For more information www.firstcanadian99s.com or contact Robin Hadfield, Chair First Canadian Chapter 99s, robin@firstcanadian99s.com CF

## - REGIONS - ONTARIO

### **CANADIAN INTERNATIONAL AIR SHOW**

Publicity from Media Day Gets the Crowds Out to the Show PHOTOS BY GUSTAVO CORUJO







The Canadian International Air Show is a spectacle for tens of thousands of fans who line the Toronto waterfront every Labour Day weekend and to ensure those crowds stay thick and healthy the performers give up the day before the show starts to help publicize the show.

Most big shows have "media day" to give local reporters a chance to meet the performers and go flying.

While a lot of the rides are accommodated in military transports, some reporters get to go with some of the world's elite air show acts.

A few hours later on the nightly news shows, and the next day in the local papers there are breathless accounts of their once-in-a-lifetime experiences.

It works. The crowds came and the show was a big success.

Although it's part of the job for pilots, there are perks for them, too. Local organizers often mix celebrities into the media invitation list and the performers get the chance to meet some of their heroes.

Row 1: Snowbirds seven ship.
Row 2 (L): Snowbirds tune up for the show.
Row 2 (R): Maj. Indira Thackorie and Maj.
Yanick Gregoire with Pinball Clemons
Row 3 (L): Water cannon solute for CF-18
Row 3 (R): Maj. Yanick Gregoire and Capt. Ryan Kean



## CADETS SUCCEED IN OSHAWA

NEW PILOTS WELCOMED AT GRADUATION BARBECUE

Oshawa airport can trace its early roots back to the World War II Commonwealth Air Training plan. This airport alone produced thousands of airmen whose efforts contributed to the allied victory.

In keeping with the spirit, this year 24 air cadets selected for private pilot training were assigned to Oshawa. The training is provided by Durham Flight Centre which makes its full facilities available to the cadets (thanks to owner Manny Rossario) for an intense six week program.

In order to make the cadets feel more welcome as the program reached its climax, the 420 Wing invited them to one of their Wednesday night BBQs. Everything was complimentary and it provided the cadets with the opportunity to meet and mingle with the general aviation community in Oshawa. This included 420 Wing members, RAA members and COPA-70 members. COPA National director Cheryl Marek was in attendance to bring a welcome from COPA National and acquaint these student pilots with our national organization. The supervising officer for the cadets this year was Captain Allyson Cordy.

Several weeks later all 24 cadets had been tested and all 24 graduated with a private pilot's license. On August 26 a formal graduation ceremony was held in the Enterprise hangar presided over by reviewing officer Lt Col Jerry Elis (Ret). The actual presentation was done by the individual instructors responsible for that cadet group.

After the formal ceremonies, a very complete buffet dinner was available in the large Enterprise hangar, where parents, friends, politicians and supporters could mix and mingle in a relaxed environment while still enjoying the coming and going of itinerant aircraft just a few steps away.

Later in the day, Manny Roserio, the owner of both Enterprise Air and the





Durham Flight Centre offered the newly minted pilots aircraft rentals at very reduced rates so that they could take their family and friends up for an aerial view of Oshawa in the evening.

At the end of the day one thing is for certain. General aviation is currently facing many problems, and at the end of the day another thing is for certain, these young pilot/cadets are part of the solution.

Top: Proud cadets march off the parade ground after receiving their private pilot wings. Notice the newly attached wings on the left side of their shirts.

Above: Manny Rosario (left), owner of Durham Flight Centre and Enterprise Air poses with the Dye family while cadet Dye displays a group picture of the cadet squadron and their instructors. Manny made his facilities available to the cadets and their families for this celebration.

## **SCHOLARSHIP WINNER EARNS PILOT LICENCE**

EMILY DENNIS AWARDED FIRST COPA 177/ JEREMY MASON PRIZE BY CHRIS REDFERN



This summer Emily Dennis from Brantford, Ontario earned her private pilot's licence and became the first youth to be assisted to do so by the COPA 177 (Exeter, ON) & Jeremy Mason Memorial Youth Scholarship. Emily was selected from 10 qualified applicants to receive \$2400 toward flight training.

The goals of the scholarship are to promote interest in general aviation locally, increase exposure of COPA Flight 177 and to honour the memory of local Exeter pilot Jeremy Mason and his love of flying.

The candidates, all youth living within a 50 nautical mile radius of Exeter, Ontario, were filled out an application that provided information about their interests, goals and why they wanted to fly. They were also asked for proof of academic achievement, personal references and a 500-word essay. It was an extensive competitive process. Four finalists were interviewed by a three-person panel and the youth sweated through questioning for 45 minutes and Emily emerged as the winner.

Emily was already working on her PPL and had a little more than 20 hours logged by the time she applied. She was working two jobs and volunteering with several organizations as well as maintaining better than 80 percent in Grade 12.

She had a strong understanding of what she wanted and what she needed to do to get there. Her goal was to complete her PPL prior to attending college in

She was working two jobs and volunteering with several organizations

Sault Ste. Marie for the Aviation Technology — Flight program resulting in a commercial pilot's license with instrument, night and multi-engine ratings. To date she is on track to achieve these goals.

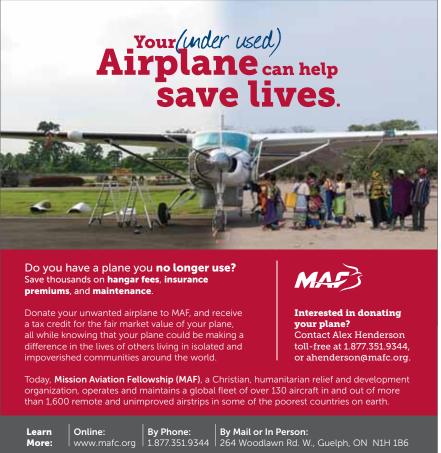
COPA Flight 177 (Exeter) and the Jeremy Mason Memorial Fund is presently receiving applications for the 2016 scholarship. The scholarship will again award \$2,400 to a deserving youth. Applications and a criteria document can be printed off from the COPA Flight 177 website at copaexeter.ca or by emailing copa177scholarship@gmail.com.

Candidates are eligible upon their 14th birthday, up to but not including, their 21st birthday, as of the date the application is due for submission. They must be a resident of Ontario Canada, with preference given to applicants within the area local to COPA Flight 177.

It is important to note that the deadline for receipt of applications is 5:00 p.m., Oct. 31st, 2016. Any applications after that time will not be accepted.

The youth of Canada are the pilots and COPA members of tomorrow and that is why, for the second year, COPA Flight 177 (Exeter) and the Jeremy Mason Memorial Fund is very excited to be able to help youth who strive to fly accomplish that dream. COPA 177 also challenges other COPA Flights to set up similar scholarships in their local areas.





## 45 COPA KIDS FLOWN

FLIGHT 149 HOSTS SUCCESSFUL EVENT





COPA Flight 149 held its COPA For Kids event at the Niagara Central Dorothy Rungeling Airport Aug. 20.

Seven pilots, members of COPA Flight 149, donated their airplanes and flying skills to this initiative. A total of 45 kids each enjoyed a ride of about 20 minutes over Pelham, Wainfleet, Port Colborne, Welland and back to the Niagara Central Dorothy Rungeling Airport.

Other dedicated COPA Flight #149 volunteers provided registration forms, scheduling and snacks for returning junior aviators.

The kids were primarily from the local area, although three came from Brampton for this opportunity. The most common comment received from the kids was "I want to do that again".

For more information and a picture gallery, visit the COPA Flight 149 section of the Niagara Central Dorothy Rungeling Airport web site at centralairport.ca.

## - REGIONS -B.C. + YUKON

## REFUGEES ENJOY FREEDOM OF FLIGHT

SYRIAN TEENS AMONG 121 AT C4K VERNON EVENT



Two months before, Hamza Alfaauri, 16 and his 14-yearold sister Seba had just fled the violence and turmoil of Syria with their families but on this pleasant summer morning they were soaring over the peaceful beauty of their new Okanagan Valley home.

The teens were among 121 young aviators and three adults who were flown in the Vernon Flying Club / COPA Flight 65's annual COPA For Kids event.

A total of 11 pilots donated their time and fuel to fly the participants and there were numerous volunteers acting as ground crew and coordinating the flights.

"The Junior Aviators and their families were very appreciative of our efforts," said Ground Operations Team Leader Marion Ross. "No one got hurt, no one that I heard about got sick but the wee ones were disappointed that the Barrel Aeroplanes tractor broke down but that's the way it goes sometimes."



Among the highlights of the day were the mother that kindly brought two boxes of donuts for the pilots in appreciation of the "fabulous opportunity" for her two kids, the couple from Grande Prairie who stopped by because they do C4K at home and wanted to see another club does things. They were impressed and took lots of notes.

"As a general rule we discourage parents from flying because that takes a seat away from a child but we occasionally make special arrangements and three adults (the dad

from a Syrian refugee family); former club member Leon Gratton's daughter, Darlene, and an 18 year old au pair from Germany who was there with her two young charges went flying," said Ross. "Leon was a longtime member of the Vernon Flying Club/ COPA Flight 65 who passed away in 2015. His family was in the Okanagan visiting from their home in the Cayman Islands and while Leon's two grand-daughters went flying we managed to get their mom, Darlene, up for what turned into a very emotional experience." CF

## Planning Under Way For Kelowna AGM

2017 NATIONAL CONVENTION TO BE HELD IN WINE COUNTRY

There are only eight months to go in order to plan and organize every aspect of the 2017 COPA annual general meeting in Kelowna. Pamela Nelson of the Kelowna Flying Club/ COPA Flight 36 and her capable team of volunteers have passed the site inspection by COPA National Staff from the Ottawa office with flying colours. They are working hard to give you a great AGM, fly-in and visit to Okanagan wine country on June 23 and 24, 2017.

I include the fly-in at Texada Island's Gillies Bay airport because it was almost in August (July 31st). As fly-ins go, it was such a super success. We are never disappointed with this event, partly because it is such a beautiful venue and partly because the folks there put such an incredible effort into their event and are so welcoming.

Apart from the fact that so many airplanes (46) and people showed up and the Fraser Blues did their usual beautiful display of precision formation flying, I was impressed with the organizational aspects of the event. Something I had never seen before was a portable water source for firefighting if this were needed. It consisted of a round pool (not a kiddie pool but a professional, portable, water supply) that contained perhaps three hundred gallons of water. This was the local fire department's contribution to the event.

And then there was the Abbotsford Airshow. What a show it was! We had our little Cessna 150 there again and used it as the back drop for a small COPA booth and display area. Many visitors came to visit and asked questions about COPA for Kids and how to join COPA.

The major item of interest for me was when the F-35 fighter was towed into the display area. What an amazing piece of hardware! Of course, those who need to







decide on whether this aircraft is suitable or even a good thing for our military, are still making up their minds. We will see!

Later that evening a bunch of us were sitting in front of our hangars on the west side of runway 19 at Langley. I was facing south, so my first inkling of something significant happening, were the saucer sized eyes of my compatriots, who were facing north and saw the approaching aircraft. It was the F-18 Super Hornet from the Abbotsford Air Show, flying a low and over on runway 19. With gear down and nose high attitude it seemed to fly a From top, the F-35 makes its Canadian debut at the Abbotsford Air Show, a Seawind visited the Texada Island Fly-In at Gillies Bay and almost 700 aircraft attended AOPA's regional fly-in at Bremerton, Washington.

very low and very near approach, when right abeam our hangar, on came the afterburners and with an immense roar the pilot pointed his airplane almost straight up and departed. The ground trembled, the hangars shook and one could feel the passing of this monster airplane by being pummelled by the sound waves. Funnily

enough, the airport never did receive a noise complaint.

There was little time to recover from all this activity, when in mid August I had to deal with engine problems on our airplane. I sent the engine for overhaul and now wait with dread as to how severe the blood-letting will be.

Another significant event was the first annual general meeting of the B.C. General Aviation Association/ COPA Flight194 (BCGA). Ryan van Haren and his group of five directors have been able to gather more than 500 members. Their motto "promoting safe and enjoyable flying throughout British Columbia" and their associated operations must have found a niche in the province that is filling in at an astonishing pace. The BCGA website is found at: bcaviation.ca. One of the objectives of the meeting was to elect the board of Directors and to add two more directors to the team. These directors represent the Okanagan Valley and points east and from Vancouver Island.

The meeting was hosted by the Abbotsford Flying Club/ Flight 83, who graciously allowed the meeting to take place in their club house. Steve Stewart, the president of the Abbotsford Flying Club, supported the BCGA by presenting a cheque to Ryan, to be used for operational expenses. Many thanks Steve!

COPA director Tim Cole attended an AOPA-sponsored fly-in at Bremerton, Washington. About 30 representatives of AOPA, the Northwest and Western states' pilot associations and local dignitaries attended a banquet hosted by the Washington Pilot Association. The objective of this social affair was to forge closer ties with each other and our equivalent organizations north of the border. The fly-in portion of the two-day event met an all-time record of attendance with 690 aircraft having flown in from the U.S. and Canada.

Please send me your BC and Yukon news and I'll make sure its published.

Send your information and requests to semicircle05@yahoo.com or jhessberger@ copanational.org Phone (604) 209-3465.

Joe Hessberger, The old, bold Pilot, is a COPA Director for B.C. and the Yukon. CF











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## Did You See That?

PILOTS KEEP SPOTTING UFOS

It is thought that pilots see more UFOs than those whose feet are on the ground. But, why not flying objects are up there in the wild blue yonder where thousands of pilots are continually scanning the sky. One report says that every three minutes someone, somewhere in the world sees a UFO!

In the August, 2015 COPA Flight, I wrote about a UFO my passenger and I observed almost twenty years ago over the Strait of Georgia as we were eastbound at 5,500 feet. It was daylight and the three-foot globe that passed me to port emitted a steady white light. Yeah, I'm a crazy old lady in a C-172, but I'm not the only one, although most UFOs are seen from airliners at night. In a recent COPA magazine Incidents, a Dash-8 crew reported seeing an strange object as they climbed through 13,000 feet, heading south east out of Montreal. They reported the incident to Montreal ATC. The nighttime sighting lasted only a few seconds and the object was 2 to 3 feet in diameter, silver and black with a metallic shimmer.

Now what could that curious little star-biter be? The first thing that comes to mind is a weather balloon, although three feet seems rather small, and there is no mention of an attached parachute with a bit of monitoring equipment. High altitude weather balloons can rise to tremendous heights, from 60 to 120 thousand feet and they occasionally drift into airways but was that what the Dash-8 crew saw as they climbed, skirting an area of weather?

The fact is, we pilots are a modest, level-headed bunch, cool as cucumbers, and when we report UFOs, it is in a believable and matter-of-fact way. No one has ever reported a UFO which wasn't capable of supersonic speed and incredible aerobatic manoeuvring. We want to know who else is up there and what they're flying so we can get one too. Why are most UFO



sightings at night? Well, it's easier to see their nav lights. In the big, black night sky there are many strange but explainable phenomena.

Ground-based observers often mistake planets, comets, shooting stars, and earthlight reflections on clouds as UFOs. Old satellites falling from orbit and burning up in the earth's atmosphere always spark a rash of UFO sightings. From high in the air, there's even more stuff to fuel the imagination; weather balloons with their metallic patina, St. Elmo's fire, weird moonlit cloud formations, even dense flocks of birds illuminated by the moon. Then there is the mysterious ball lightning, a sphere of electrical activity that may glow intensely for several minutes with a silvery sheen. It is associated with thunder storms or volcanic activity: anything that can put an erratic electrical charge into the atmosphere. The physics of ball lightning is beyond my comprehension, but suffice it to say that it is a plausible explanation of many UFO sighting from aeroplanes.

What else is up there in the enchanting night sky? Well, there are cockpit reflections of interior lights and the phenomenon of retinal afterimages, there may be holepunch clouds or lingering contrails lit up at sunrise, orbiting satellites, or perhaps high level top secret military activities. In the 1950s and 60s, the American sky was positively crammed with UFOs and air traffic controllers were swamped with reports from pilots. Flying saucers and alien invasions became a real fear and the subject for dozens of lousy movies. Some of the sightings around Washington DC showed up as radar blips and the military scrambled fighter jets on more than one occasion.

The blips were in all likelihood the result of temperature inversions, globs of cold air trapped under warmer air. Abrupt changes in air density reflect a radar beam just like a solid object can, although this was not widely recognized at the time. That explained some of the UFOs but fifty years were to pass before the CIA owned up to being responsible for many of the sightings; back in the mid twentieth century when airliners were cruising at 20,000 feet, the CIA had U-2s flying and spying at 50,000-60,000 feet and no one knew about them, apparently not even the president.

The U.S has a National UFO Reporting Centre (NUFORC) and pilots reporting odd aerial phenomena to ATC are given the telephone number of the centre if they want to make an official statement. The centre receives well over six thousand UFO sightings per year. We Canadians don't need such a facility with a mere 1200 sightings annually. Alien spaceships just don't come here all that much. Maybe it's too cold, eh? CF

## - REGIONS -**PRAIRIES**

## Helping Hands Across the Border

INTERNATIONAL VOLUNTEERS MAINTAIN UNIQUE AIRPORT BY BRAM TILROE ALBERTA, NWT DIRECTOR

There is a wonderful little airport straddling the Montana/ Alberta border, 38nm due south of the Lethbridge, Alberta airport. It has both a Canadian CEO4 and a FAA identifier H28. Every July the Alberta and Montana Flying Farmers, along with the Alberta Aviation Council, Montana Pilots Association and Montana State Aeronautics division organize a work session to ensure that the grass strip is in excellent condition.

Don and Mary Althen and family, who have a strip and farm approximately 15 miles east northeast of Del Bonita and the Alberta Flying Farmers (AFF) always ensure that food is provided including beef raised by Don's sons. Don Althen was the Canadian who cut the ribbon at the opening of the airport in 1984 and he and his wife celebrated their 32nd anniversary at the time. At this year's event they celebrated their 60 wedding anniversary.

The work entails parties from both sides of the border walking the strip, gopher bombing the gopher holes and filling them in to prevent badgers from digging them out and creating holes big enough to damage aircraft. The fence is checked, poles are replaced if necessary, and grass is mowed. Aircraft from both Montana and Alberta fly in without having to clear customs either way; we are in no man's land and both the Canada Border Security Agency and the U.S. Customs and Border Protection are notified and participate.

The AFF members bring out motorhomes and set up the BBQ for a delicious lunch with all the trimmings. An update is provided by all parties involved including the customs agents. It is a won-



derful example of our two countries working together to promote cross-border aviation. Please join us annually for this great event.

When landing at Del Bonita aircraft neither enter nor depart either country. Therefore pilots can also depart to their country of origin without having to deal with Customs. However, anyone planning to use the Del Bonita strip to enter either country should note the following:

Southbound for border crossing to the U.S., file EApis, then call US Customs (406) 336-2130 two hours prior, park on the southwest side by the man gate in the fence and wait for the customs agent. Cancel flight plan with Edmonton FIC on the Lethbridge RCO before getting too low. There is no cell service on the strip. You don't need a transponder code since you have not crossed the border. After clearing you are legally in the USA and can continue your flight southbound. Note that there is a new U.S. Customs facility relocated approximately 100 metres south of the original facility, which has been torn down.

Northbound to Canada, call CAN-PASS at least two hours prior to arrival. After landing, park on the northwest side by the opening in the fence and walk up to the Canada Customs port and report in. You still need to call CANPASS on their phone also. You can also file a flight plan on their phone to the Edmonton FIC.



Note: the border is only open from sunrise to sunset June 1 to Sept. 15 and from 16:00 to 01:00Z Sept. 16 to May 31.

In 1982 several representatives from the U.S. and Canada approached the International Border Commission to request permission to build the Del Bonita Airport. The organizations involved included the Montana Aeronautics board, the Montana Pilots Association and the Montana and Alberta Flying Farmers. Part of the strip would be located within the 20' of the "International Boundary Strip" which has been regulated by the International Boundary Commission (IBC) since 1925.

Permission was granted and the facility officially named Whetstone International after the chairman of the IBC at the time. The aeronautics division supervised the construction, engineering and maintenance of the strip and it is listed in FAA and Transport Canada documents as the owner and manager.

The creation of the airport was a joint venture by the US and Canada under very friendly terms and conditions. The IBC's role was simply a matter of granting permission with no oversight role in the management of the airport.

The runway lies directly on top of, and parallel to the US and Canadian border. It is 66 feet wide and 4440 feet long, with the southern boundary of the strip 10 feet

The creation of the airport was a joint venture by the U.S. and Canada under very friendly terms and conditions.

within the U.S. border and 56 feet within the Canadian border. Because of these dimensions, 20 feet of the entire southern portion of the runway lies within the international boundary."

Don Althen, of the Alberta Flying Farmers and Jerry Swenson, president of the Cutbank hangar of the Montana Pilots Association, were field coordinators and key leaders in obtaining donated labour and some of the materials to help build the strip. Montana Aeronautics, under the leadership of administrator Mike Ferguson, provided technical assistance, a unicom (at US Customs), runway cones, windsock and airport liability insurance.

The Del Bonita Airstrip was dedicated with a ribbon cutting ceremony on June 16, 1984. Don Althen, Alberta Flying Farmers, and Frank Whetstone, International boundary Commissioner, did the honours of cutting the ribbon which stretched across the runway from Althen's Canadian airplane to the Montana Aeronautics Division airplane.

## Why Walkarounds Are Important

A DETAILED PRE-FLIGHT CAN PREVENT DISASTER



Seventy-one years ago, in 1945, World War II ended. The War Measures Act, restricting nonmilitary civilian flying, came to an end. Hundreds of Tiger Moths, used as primary trainers as part of the British Commonwealth Air Training Plan (BCATP), were sold for a few dollars to get rid of them.

The government of the day offered Tiger Moths to any group that would form a flying club to teach people to fly. That is how the Estevan Flying Club came into being, with two Tiger Moths, staffed by an ex-RCAF flying instructor and an ex-RAF mechanic. The club was housed in one of the hangars that had been used by the Service Flying Training School (SFTS) at Estevan during WWII.

In the spring of 1946 I turned 16, which was the age at which it was possible to qualify for a private pilot license. At that time I needed to have a total of 25 hours, dual and solo, to get the PPL. Dual flying in the Tiger Moth was \$10.00 an hour and solo was \$8.00 an hour. That meant it was possible to get the PPL for around \$250.00 plus manuals and medical. I was making 25¢ an hour working at odd jobs after school and on weekends. A \$100.00 flying scholarship from the Royal Canadian Air Cadets helped considerably. Thank you, Royal Canadian Air Cadets.

September 11, 1946 was my first solo flight. Needless to say, I was flying on top of the world, so to speak. Four days later my elation and high spirits were dashed to the ground when an RCAF C-47 stalled, crashed and burned during its approach to the Estevan Airport. It was a bright, sunny, Saskatchewan Sunday morning, about 10:00 A.M. when 21 RCAF Airmen died in the crash.

The cause of the accident was a control lock on the elevators that had been left in place prior to take-off for the flight to Estevan. Two small pieces of wood, held together with a knotted piece of rope, formed a gust-lock to prevent wind damage to the elevators of the C-47 while it was parked overnight at the Minot, N.D., Airport.

The accident, and its cause, has haunted me to this day, particularly during the pre-flight inspection of an aircraft. There have been various snags involving the controls, tires, bird's nest, etc., but the one that stands out in my mind involved the nose-wheel of an Apache. The bolt holding the pointy end of the scissors was there, in place, but the washer, castleated nut and cotter pin were not.

The number of times when the scissors could have parted company were many. Taxiing on the ground would present many opportunities to lose the steering. But, if the gear went up sideways into the wheel-well it might have jammed to the point where it would not go down. Not a happy thought.

If you are looking for information on building your own amateur-built aircraft, please get in touch with the Experimental Aircraft Association Canadian Council at www.canada.eaachapter.org.

## - REGIONS -QUEBEC

## WHAT 'FREEDOM TO FLY' MEANS

A BEAUTIFUL COUNTRY, YOURS TO EXPLORE BY AIR BY BERNARD GERVAIS COPA PRESIDENT AND CEO

You will recognize the last few words of COPA's mission. I live to preserve it. It is my day-today ultimate goal.

And what nourishes that quest?

It's what I'm about to describe and the few attached pictures, what my eyes take in when I fly, when I discover new sights and areas, when I see what no one can see but from our privileged spot up in the air.

For six of the last seven years, I've taken a yearly trip to the northern part of Quebec for a flying or fishing expedition in my modest 180-hp float plane. I'm intrigued by the vastness of our country, by the topography and even by oddities like the remnants of the Mid-Canada Line at the 55th parallel.

Going out to these remote locations requires some preparation and is not really for beginners. Even though we were going to an all-inclusive place with great food and cabins, you still need to pack adequate clothing and survival gear, enough food for a minimum of 4 to 5 days, anti-bug and anti-bear material, a satellite phone and a SPOT or some other PLB device. Anywhere in the tundra or on your way to get there, I'd say you are 99.9 percent of the time in inhospitable conditions.

This year, the destination of the 2,100nm round trip was the beautiful Rapid Lake Lodge in Quebec, near the Torngat Mountains National Park of Labrador for five days and four nights. My group of fourteen people in seven aircraft (including Chairman Jean Messier) was planning to meet there around lunch on Aug 1. Each aircraft started its journey from a different part of Quebec. My passenger Leon and I got in the day before, to avoid some weather.

Early August in the tundra is supposed to be cool and very cool at night. It was quite the contrary for us, going to the high twenties almost every day with warm







nights and CAVOK weather the whole time. On the second day, we got to do an aerial safari, which was the absolute highlight of the week. The fishing on the other days was great, but the sights we took in during the safari were just breathtaking. Splashing down on windshield-washer or even jade-green coloured glacier lakes; 2,000-foot falls and deep fjords, the ghost town of Hebron and the Saglek radar installations overlooking the ocean, where glaciers were floating around.

Words cannot describe what we saw. On certain days we can see polar bears, but there were none during our fly-over.

Morning weather briefings got everyone safely in the air and even on the last day, with pilots full with breakfast, coolers full of fish and camera cards loaded with precious souvenirs, all safely got out before some scheduled thunderstorms in the afternoon. On my way back to my cottage down south, we encountered 25-30-knot headwinds for four hours. What that nature's way of telling me it was payback time?

If you have a chance to go there or in any area to explore the beauty and expanse of our country, do so. Plan ahead, go with some friends and enjoy the Canadian freedom to fly. CF

## CE QUE "LIBERTÉ DE VOLER" SIGNIFIE

VOIR DU PAYS PAR LA VOIE DES AIRS PAR BERNARD GERVAIS, *PRÉSIDENT DE COPA* 

Vous y reconnaîtrez les quelques derniers mots de notre mission. J'aime bien la préserver, c'est mon objectif quotidien. Et qu'est-ce qui me ressource, qu'est-ce qui me nourrit pour le faire? Ce que je vais vous décrire et les quelques photos que vous y verrez. C'est ce que tous mes sens peuvent absorber quand je vole, quand je découvre de nouveaux sites et de nouvelles régions, quand je vois ce que nul autre ne peut voir de notre point de vue privilégié du haut des airs.

Pour six des sept dernières années, j'ai fait des voyages dans le nord du Québec simplement pour voler ou pour de la pêche, à bord de mon modeste hydravion de 180hp. Je suis attiré par l'étendue du pays, intrigué par la topographie et même des anachronismes comme les vestiges de la Mid-Canada Line au 55e parallèle. Se rendre à ces endroits requiert une certaine préparation et ce n'est pas non plus pour les débutants. Même si nous nous rendions dans un superbe tout-inclus du nord, on doit quand même apporter des vêtements et de l'équipement de survie adéquats, assez de nourriture pour 4-5 jours, un arsenal anti-bibittes et anti-ours, un téléphone satellite un SPOT ou autre appareil de ce type. N'importe où dans la toundra ou même pour s'y rendre, je dirais que 99,9% du temps on se trouve en régions inhospitalières.

Cette année, la destination de notre voyage de 2 100NM (aller-retour) était le magnifique Rapid Lake Lodge au Québec, non loin du Parc national des Monts Torngat au Labrador pour cinq jours et quatre nuits. Mon groupe de quatorze personnes dans sept avions (incluant le président du conseil Jean Messier) devait se rencontrer



pour le lunch le 1er août. Les aéronefs venaient de plusieurs endroits distincts du Québec. La route que j'ai suivie est celle sur la carte jointe. Mon partenaire Léon et moi sommes arrivés le jour avant, pour éviter de la mauvaise météo.

Début août dans la toundra est suppose être assez frais. C'était tout le contraire pour nous, avec des températures dans la haute vingtaine le jour et de douces nuits, de la météo CAVOK tout le temps. C'est le deuxième jour que nous avons entrepris notre safari aérien, qui s'est avéré le point fort de notre semaine. La pêche des autres journées a été bonne, mais ce que nous avons vu durant le safari surpasse absolument tout. À couper le souffle. Amerrir sur de l'eau couleur de liquide lave-glace; des chutes de deux-mille pieds; des lacs de glacier d'un vert jade; la ville fantôme de Hebron ou

les installations radar de Saglek qui surplombent l'océan où flottent des glaciers. Les mots ne peuvent rendre justice à ce que nous avons vu. Nous n'avons pas vu d'ours polaires le jour de notre passage, il y aurait pu en avoir.

Les briefings du matin nous envoyaient en vol en toute sécurité et même le dernier jour, les pilotes pleins du déjeuner, les glacières pleines de poissons et les cartes SD pleines de photos, tous ont quitté avant l'arrivée d'orages prévus en après-midi. Sur mon retour dans le sud, j'ai dû faire face à des vents de 25-30kts pendant quatre heures. Est-ce une manière pour dame nature de me faire payer le voyage?

Si jamais vous avez la chance d'aller là ou dans toute autre région pour découvrir la beauté et l'étendue de notre pays, faites-le. Planifiez d'avance, allez-y avec vos amis et appréciez notre liberté de voler!

## Buying Amateur-Built Aircraft

KEEP EMOTION OUT OF THE TRANSACTION

Buying any aircraft requires thought and care but there are special considerations for the purchase of an amateur-built aircraft.

In such a transaction, the two most important aspects to focus on are the type and the condition of the aircraft you are about to buy. Is this a generic low and slow aircraft, or is it a high performance one? Is it a tube and fabric construction, or all metal, or all composite? What does it have on the panel? What type of landing gear: tail or nose gear, retractable? How many seats? Be careful on this one. There is a huge difference between a four-seat aircraft and a four-seater aircraft. This last one can actually fly with four real people and enough fuel to make it a decent cross-country. What is the engine, including size, power, make, normally aspirated or turbocharged?

Answering the above questions may turn out to be only relatively useful, however. There are two ways to approach acquiring an airplane: the dreamer's approach, and the thought-out approach.

In the dreamer's approach, the prospective buyer dreams of eventually owning an airplane and one day comes across the deal of a lifetime. In this case, finding the answer to all the questions about the aircraft type will only confirm in the buyer's mind that his is actually the perfect aircraft at a super deal. In the thought-out approach, the person has likely had the same dream but has also taken the time to define what kind of aircraft would fill the requirements of this prospective owner. Answering these questions will confirm if this is right purchase or not, regardless of price.

Over the years, I have discouraged many people from buying an aircraft. Some friend or acquaintance would call and ask advice about buying this or that aircraft. We always started with the information available about the aircraft under consideration. Then I would move on to asking what they want to do with the aircraft, how they want to use it, circuits or cross-country, VFR/IFR, the cost of ownership, etc.

As far as I know none of those folks ever bought an airplane, they continued renting. And then there were those who mistakenly thought they could make an amateur-built aircraft do commercial work for its living, a contravention of the Amateur Built regulations.

Next comes the condition of the aircraft. I have always limited myself to three essential questions: how many hours on the airframe, how many hours on the engine/ propeller combination, and what is on the instrument panel? If the answers to these three questions indicate that the overall condition of the aircraft more or less justifies the asking price, then this airplane is probably worth a visit.

But these numbers don't tell the whole story. The airframe hours have been accumulated over what time period? For instance, the aircraft might have 500 hours more or less evenly spread over 10 years. This means an average of 50 hours per year, which is pretty good and consistent for an amateur-built summer flyer. Or did the aircraft just get a few hours past its 25 hours restriction and has not flown in the last 10 years or more? Does this indicate a builder/pilot who scared himself to death and he finally decided to sell? On the other hand, a full IFR RV-10 with only 50 hours in the last ten years could be quite attractive, but one should investigate further. And similar considerations apply to the engine and the instruments. CF

### ACHETER UN AVION DE CONSTRUCTION **AMATEUR**

Ma colonne de septembre a généré un peu plus d'intérêt qu'anticipé. Plusieurs pilotes dans mon entourage se sont impliqués résultant en des discussions enthousiastes, au point que j'en suis amené à continuer avec le sujet générique de l'achat d'un avion amateur.

Dans une telle transaction, les deux aspects les plus importants à considérer en profondeur sont le type et la condition de l'avion que vous considérez acheter. En évitant de mettre suffisamment d'emphase sur ces deux éléments, de nombreux nouveaux propriétaires sont passé de la phase heureux nouveau propriétaire à la phase fier propriétaire d'un avion au pâturage pour finalement en arriver au signe "À vendre". Commençons donc avec le type d'avion. S'agit-il d'un avion léger qui vole bas et lent, ou d'un avion hautes performances? Construction tube et toile, ou tout métal, ou tout composite? Quelle instrumentation retrouvet-on au tableau? Quel genre de train : conventionnel ou tricycle, fixe ou rétractable? Combien de sièges? Attention à ce détail : "quatre sièges" est tout à fait différent de "quatre places". Ce dernier implique que vous pouvez voler avec quatre personnes réelles et emporter suffisamment d'essence pour aller quelque part. Quelle sorte de moteur : grosseur, puissance, manufacturier, atmosphérique ou turbo (pas turbine)?

Les réponses à ces questions guideront l'acheteur potentiel dans sa décision, mais cette information peut aussi être d'une valeur relative. L'achat d'un avion peut être envisagé de deux façons : la façon rêveuse et la façon réfléchie. Dans l'approche rêveuse, l'acheteur rêve depuis longtemps de posséder son propre avion et un jour arrive l'avion de ses rêves au prix idéal. Dans ce cas-ci, obtenir la réponse à ces questions ne fera que confirmer dans son esprit qu'il s'agit-là de l'affaire idéale et il s'embarquera aveuglément. Cet avion aura éventuellement son signe "À vendre". Dans l'approche réfléchie, l'acheteur a le même rêve mais a aussi déployé des

efforts pour définir quel genre d'avion rencontrerait ses besoins. La bonne réponse à ces questions confirmera à l'acheteur s'il s'agit ou non d'une acquisition heureuse, peu importe le prix.

Au fil des ans, j'ai malheureusement (?) découragé plusieurs personnes de s'acheter un avion. Des amis ou des connaissances me contactaient pour demander des conseils quant à l'achat d'un avion particulier. Nous commencions toujours en discutant les détails connus de l'avion en question pour ensuite passer aux points importants : que veulent-ils faire avec cet avion, comment veulentils l'utiliser, des circuits ou vols voyage, VFR et/ou IFR, les coûts associés à un avion, etc. En autant que je sache, aucun n'a acheté, ils ont tous continué à louer. Et arrivent ceux qui pensent pouvoir faire travailler leur avion amateur pour en défrayer les coûts, ce qui est évidemment contraire à la règlementation.

Passons maintenant à la condition de l'avion. Je m'en suis toujours limité à trois questions essentielles : combien d'heures sur la structure, combien d'heures sur l'ensemble moteur/hélice, et qu'y a-t'il au tableau de bord. Si les réponses à ces questions indiquent que la condition générale de l'avion justifie plus ou moins le prix demandé, cet avion mérite probablement une visite. Mais ces chiffres ne donnent pas la perspective complète. Les heures structure ont été accumulées sur une période de combien d'années? Un avion peut avoir 500 heures totales réparties plus ou moins également sur 10 ans. Ceci donne une moyenne de 50 heures par année, ce qui est tout-à-fait raisonnable pour un jouet d'été. Ou au contraire, l'avion a-t'il accumulé à peine plus du minimum de 25 heures requises pour enlever la restriction initiale et n'a plus volé dans les 10 années suivantes? S'agit-il là d'un constructeur/pilote qui a presque eu un accident fatal relié à la construction de l'avion et a finalement décidé de vendre son chef d'oeuvre? D'un autre côté, un RV-10 approuvé IFR ayant seulement 50 heures dans les derniers 10 ans peut être très intéressant, mais une bonne enquête demeure tout de même de mise. Et toutes ces considérations sont valides pour le moteur et les instruments. CF

## PLAQUE **COMMEMORATES** MONT. JOLI BASE

PAST, PRESENT AND FUTURE GENERATIONS HONOURED TEXT BY JEAN-PIERRE BONIN PHOTOS BY JEAN-PIERRE BONIN AND HÉLÈNE LAVIGNE

Few people know of the numerous bases used during the British Commonwealth Air Training Plan (BCATP). A painting on the exterior wall of Mont-Joli Post Office depicts activities at the Bombing and Gunnery School (B&GS) No. 9 in Mont-Joli.

Yet, without the volunteer planning and work of civilian pilot Martin Abud, its 75th anniversary might very have gone forgotten. Months of planning, reunions and soliciting finally paid off with the unveiling of a bronze plaque that reads: «In memory of those who served



Honneur à ceux et celles qui ont servi et qui continuent de la faire – Honoring those who served as well as those who continue to do so.

their country under the British Commonwealth Air Training Plan at the 9th Bombing and Gunnery School."

The monument is just in front of the Mont-Joli airport. Veterans were invited and many showed up despite an unpleasant drizzly weather. Local cadets were also on hand, as well as Captain Ryan Kean and the 2016 demo CF-18, sporting the BCATP colours. It was a moving tribute to the past, present and future in air training. CF

# PLAQUE COMMÉMORATIVE DE LA BASE DE MONT-JOLI

EN HONNEUR DES GÉNÉRATIONS PASSÉES, PRÉSENTES ET FUTURES.

TEXTE PAR JEAN-PIERRE BONIN PHOTOS PAR JEAN-PIERRE BONIN ET HÉLÈNE LAVIGNE

Peu de gens connaissent les nombreuses bases qui ont servi pendant la durée du Programme d'entraînement aérien du Commonwealth britannique (PEACB).

Une murale peinte sur un des murs extérieurs du bureau de poste de Mont-Joli représente ce que pouvaient être les activités d'entraînement à la 9e école de bombardement et de tir de Mont-Joli. Malgré cela, sans la planification et le travail bénévole du pilote civil Martin Abud, cet anniversaire serait peut-être passé inaperçu. Des mois de planification, de réunions et de sollicitation ont finalement rapporté avec le dévoilement d'une plaque « À la mémoire de ceux qui ont servi sous le Programme d'entraînement aérien du Commonwealth britannique à la 9e école de bombardement et de tir ». Le monument est situé tout près de l'entrée du terminal de l'aéroport. Des vétérans ont été invités et plusieurs se sont présentés malgré une température maussade. Les cadets de la région étaient présents de même que le Capitaine Ryan Kean avec le CF-18 démo aux couleurs du PEACB. Un rappel du passé, du présent et du futur en entraînement aérien. Un moment fort émouvant. Merci Martin pour ce que tu as accompli et à tous ceux et celles qui l'ont soutenu dans ce devoir de mémoire. CF

# - REGIONS -**ATLANTIC**

# MIRAMICHI MAGIC

ATLANTIC INTERNATIONAL SHOW HONOURS BCATP BY JEAN-PIERRE BONIN | PHOTOS BY JEAN-PIERRE BONIN AND HÉLÈNE LAVIGNE







I went to Miramichi (Chatham) to see YakAttack Airshows L-29 Delfin (C-FITA) as Dan Fortin would take the plane for its first public air show performance and there was no way I was going to miss that. (What just a few hours of waxing a plane can do to an aviation freak).

Weather wasn't perfect for the Skyhawks. A low ceiling on Saturday prevented them from jumping while heavy winds Sunday had them modifying their routine. Two groups of seven jumped to do a "stack", as they played follow the leader and trails of red and white parachutes filled the sky, something different I had never seen them do before.

YakAttack was planning three demos per day; first Dan Fortin in the Delfin showing the maneuverability of this aerobatic jet, then Mario Hamel doing a solo in his Yak-52 and later on, Dan in his Nanchang CJ-6 would do a dual performance

with Mario in the Yak-52. Unfortunately, on Sunday, after his solo flight, Mario Hamel had a tire blow-out while landing his Yak and the dual part was cancelled.

This being the 75th anniversary of Canada's participation in the British Commonwealth Air Training Plan (BCATP), yellow had the place of honour in the sky with two separate heritage flights. A yellow-painted RCAF Harvard 2 flew with Rick Volker's Harvard Mark IV and also with Captain Ryan "Roid" Kean in the CF-18 2016 demo. Martin Hivon (Aviation MH), Rick Volker and Gary Ward filled the sky with smoke and spectacular moves during their aerobatic solos. Snowbirds closed the show with their usual grace and precision.

Finally, let us not forget that we are also this year, celebrating the 75th anniversary of the air cadets. I wish them a great future! Let me thank the volunteers and the organization members for a memorable stay and airshow. CF

# SPECTACLE AÉRIEN INTERNATIONAL **DU CANADA ATLANTIQUE**

TEXTE PAR JEAN-PIERRE BONIN PHOTOS PAR JEAN-PIERRE BONIN ET HÉLÈNE LAVIGNE

Je me suis rendu à Miramichi (Chatam) pour voir la première démonstration acrobatique devant public du L-29 Delfin de YakAttack, piloté par Dan Fortin. Pour rien au monde je n'aurais voulu rater ce moment (C'est fou ce que quelques heures à astiquer une aile d'avion peut avoir comme effet sur un maniaque d'aviation).

#### PHOTOS CLOCKWISE FROM LEFT:

75e anniversaire des Cadets de l'air – 75th anniversary Air Cadets; Skyhawks « stack » - Skyhawks en file indienne; Yellow on the ground and in the air - Du jaune au sol et dans les airs.

La météo n'a pas voulu collaborer avec les Skyhawks qui n'ont pu sauter le samedi pour cause de plafond trop bas et qui ont dû modifier leur routine le dimanche en dépit du beau temps, mais en raison de forts vents. C'est ainsi que deux groupes de parachutistes ont sauté en se suivant à la queue-leu-leu colorant le ciel en rouge et blanc.

YakAttack avait trois vols de prévus à chaque jour. D'abord dan Fortin dans la Delfin, puis Mario Hamel en solo lui aussi dans son Yak-52 et finalement Dan dans son Nanchang CJ-6 en duo avec Mario dans le Yak. Malheureusement, le vol en duo n'a pas eu lieu le dimanche, Mario ayant crevé un pneu à l'atterrissage. Nous achevons cette année de célébration du 75e anniversaire de la participation du Canada au Programme d'entraînement aérien du Commonwealth britannique (PEACB) et le jaune était encore à l'honneur dans le ciel avec eux vols distincts commémoratifs. Un Harvard 2 des Forces aériennes du Canada a en effet tout à tour volé en compagnie du Harvard Mark 4 de Rick Volker et du CF-18 démo de 2016 piloté par le Capitaine Ryan « Roid » Kean. Un des pilotes du Harvard 2 disait à la blague qu'il se demandait s'il verrait un jour une photo de l'avion volant seul... Martin Hivon (Aviation MH), Rick Volker et Gary Ward lors de leurs solos ont rempli de ciel de fumée et de manoeuvres acrobatiques spectaculaires. Les Snowbirds fidèles à leurs hauts standards, ont complété chaque spectacle avec grâce et précision.

N'oublions pas de souligner que cette année marque aussi le 75e anniversaire des cadets de l'air. Nous leur souhaitons bon succès dans le futur! Je profite de l'occasion pour remercier tous les bénévoles et les responsables de l'organisation pour avoir rendu notre séjour agréable et mémorable. CF

# Stanley Marks 45 Years of Fellowship

NOVA SCOTIA EVENT MAY BE CANADA'S LONGEST RUNNING BY BRIAN CHAPPELL, COPA ATLANTIC DIRECTOR



A Maritimes tradition got off to a slow start drizzle, cloud and winds hampered fly-in arrivals at the Stanley Sport Aviation Labour Day Fly-In on the opening Friday.

But the remnants of Hurricane Hermine took a turn to the east ensuring better weather for the rest of the weekend. Three aircraft got in from New Brunswick in the evening, a couple of them camped under their wing, one used the Stanley Hilton bunk house. Many trailers and motorhomes arrived on Thursday and Friday thus many people there for the Friday evening corn boil sponsored by Areotec Engines. There was also a great band playing all evening at our bandstand which is a memorial to Maryann Hardman. The evening capped off by a midnight hay wagon ride.

Saturday weather was clear, a bit of wind but no issue and approximately 60 aircraft came in. A Robinson R44 and a Nova Scotia Natural Resources Helicopter spent a few hours there. Jerry Wilcox brought his Wright Cyclone engine back again and did a few static run ups for us. There is nothing like the sight and sound of a 2602 cubic inch, 1900 horsepower, 14 cylinder radial engine starting.

The Stanley Market in Hangar 2, run by the ladies of SSA, had many baking, crafts and used items and was a busy hangar for the day. A few antique cars and trucks also visited.

Forums included a COPA update by Brian Chappell, COPA Eastern Vice-Chair/Maritimes director, one on drones by a commercial operator of drones and one on Rotax engines by Mark Lynch. This one was well attended. There is a lot of interest in Rotax engines.

Saturday evening's annual auction was held, many great items either crafted or purchased for donation at the auction and many hungry bidders. The remainder of the evening was spent around the camp fire socializing, some with people that hadn't seen each other since last year's fly-in. The evening capped off with sausages from Leonard Lowe that were enjoyed by several.

Sunday was quieter day with a few new fly-in folks and awards meeting in the afternoon. Some of the aircraft were not registered which is too bad because there were some potential prize winners that were not judged. CF

### **SOME OF THE AWARDS WERE:**

- Best Amateur-Built (Hodgson Cup) Tom Sabian, 2003 Sea Ray, C-GBWL
- Best Certified

Peter Cameron, 1975 F-19 Taylorcraft, C-GLDJBest Antique Classic (pre 1960) Mike Gord, 1946 Cessna 140, C-GBCI

• Best Owner Maintained

Mike Gord, 1946 Cessna 140x, C-GBCI

Best Ultralight

Mike Whitehead, 2014 Rans S-17, C-ITAL















# FUELLING RESEARCH

# NATIONAL RESEARCH COUNCIL TESTS NEW AVGASES

BY RUSS NILES

The future of aviation fuel for most light aircraft is being evaluated in a cramped steel chamber on the outskirts of Ottawa.

The National Research Council (NRC) of Canada has created a test bed using a high performance aircraft engine to see how two unleaded alternatives to standard 100-octane low lead (100 LL) aviation fuel stack up in terms of performance, operability, detonation, and emissions.

The alternative fuels are made by Swift Fuels and Shell and were chosen as the finalists for a high-stakes evaluation process that could lead to a drop-in replacement for 100LL. The evaluation is part of the Piston Aviation Fuel Initiative (PAFI) being led by the U.S. FAA. Although the NRC is directly involved with the FAA effort in a flight test part of the PAFI program, NRC decided to go it alone with a specialized ground test program that makes use of equipment unique to NRC's sprawling research facilities just east of downtown Ottawa.

"We commissioned the rig and we've done some initial baseline testing on 100LL and one of the candidate fuels," said Pervez Canteenwalla, the NRC research officer in charge of the testing.

The self described "science geeks" at NRC have put a fully operational Continental TSIO 520 engine on a platform inside an inch-thick steel pressure vessel the size of a semi-trailer.

With massive compressors and other equipment howling in concert with the unmuffled roar of the big engine as background noise, the touch screen displays in the adjacent control room showed the health of the Continental, which was specifically chosen for the tests because it is a high-compression turbocharged engine without intercooling.

"That turbocharger gets really hot," said Canteenwalla as he showed the setup to COPA President and CEO Bernard Gervais and other invited observers from Transport Canada and Environment and Climate Change Canada to the demonstration. COPA is a financial partner in the research effort.

"This is kind of the worst-case scenario," he said in reference to the engine choice. The TSIO 520 epitomizes the physical and heat stresses suffered by engines in the kind of service it normally provides. The 325-horsepower mill was designed for the Cessna 402C, a twin that is used worldwide by regional cargo operators for parcel and document deliveries and to feed courier company hubs. They usually fly more hours and cycles in a day than most GA pilots fly in a month and considering the conditions under which they operate, they have a remarkable service record.

The care and feeding of these engines is central to that record and something they absolutely need to survive right now is a highly-toxic pollutant called tetraethyl lead. At one time it was also a necessary constituent of all gasolines because it prevents preignition and detonation that can cause lifethreatening damage to piston engines.

But the lead also gets into the environment through the engine exhaust and its well demonstrated toxicity to most living things prompted its ban in automotive fuels in the 1970s in all but a handful of countries. The automotive industry responded with technical improvements that prevent pre-ignition and detonation. Indeed, modern car engines would be severely damaged by lead in the fuel.

"Modern" aircraft engines trace their basic design to the 1930s and there are tens of thousands of them in service. Reequipping the fleet would be prohibitively expensive so the fuel they use has to be part of the solution for them to become less harmful to the environment.

It's true that about 80 percent of piston-powered aircraft will do just fine on high octane unleaded fuel and there are numerous supplementary type certificates (STCs) for Lycomings and Continentals to use pump gas.

But in the tortured world that engines like the one sitting in the altitude chamber at NRC, that's not possible. Big-displacement engines may be only 20 percent of the fleet, but they fly 80 percent of the hours so the environmental issues are real.

That's where Canteenwalla's team's wire and tube-festooned rig comes in. In the alti-

tude chamber, the NRC geeks can accurately replicate real world operating conditions for the shiny engine on the test bed.

"We can go from -40 degrees Celsius to plus-40 and up to the maximum operating altitude [of the engine] of 30,000 feet. On the day of the tour, the test crew was doing engine restarts at 25,000 feet and minus 25 degrees Celsius using 100LL. The engine was always happy to restart.

Whether it will be so obliging with Swift and Shell fuel is the whole purpose of the experiments.

Baseline testing with 100LL will be used as the benchmark against which the other fuels will be assessed.

But it's not just whether the new fuels will allow the engine to operate without blowing up that will be tested. Environment and Climate Change Canada is also running detailed analyses of the





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exhaust gases from the new fuels making sure they don't pose other environmental hazards.

The FAA is running similar engine tests on the fuels but their researchers don't have an altitude chamber so their simulations are limited. To mimic changes in altitude, all the FAA tests can do is vary the density of the air used by the engine for combustion.

By contrast, NRC's setup plunges the whole apparatus, from fuel tanks to exhaust pipes into the unforgiving environment of middle altitude (up to 25,000 feet) operations. All environmental parameters from air pressure, to temperature and humidity can be precisely controlled from the panel of instruments and controls in the room next door. One NRC technician runs the engine with a

NRC's setup plunges the whole apparatus into the unforgiving environment of middle atltitude operations.

throttle and engine instruments similar to those in a cockpit. A dynamometer puts precisely calibrated loads on the engine and measures performance. Another technician controls the atmosphere within the chamber.

The test bed is designed for "plug and play" operation to allow quick installation and removal of the engine and equipment to take advantage of the rare periods of time when the altitude chamber is not being used. The chamberis in demand by manufacturers and scientists all over the world for test programs.

Canteenwalla says preliminary data from the first round of tests will be available likely by the end of 2016 and the full test program should be complete by the summer or 2017.

Although the altitude chamber testing is not an official part of the FAA's selection program, results will be shared with them and with any other regulatory agencies who are interested. CF



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2006 162F, All updates including new waterjackets and elastomerics. R22 Govenor, Electric Clutch, Electric Waterpump, ceramic headers, strobes, mode c, bearpaws, talon gear, leather, flies weekly. Selling to upgrade. \$53US or BEST OFFER. Come for a test flight. Huntsville ON. Photos & Video available. 705-783-6066 slkwind@ gmail.com



1977 R172K HAWK XP11, 2584 TT, 436 SMOH, 210 HP, MX300 Nav/ Com, 400GS, xpdr mode C, GPS, 406 ELT, 2015 POH, July Annual, Smart Engine Analyser, Paint 8/10, Interior 8/10, Hangared, Lost Medical, 23 year owner, \$93,900, 250-344-8578, packer@persona.ca



1964 PIPER CHEROKEE 140; 160 hp. 3600 hrs, 400 SMOH, new prop 2013, recent SB1006 spar inspection, GTX327, Icom 200, gap seals, metco wingtips. Altimeter, DG, airspeed, compass 2012. Interior 7/10, Paint 4/10. Squamish BC \$34,500. bene@ shaw.ca



1974 CESSNA 182P SKYLANE, 1300 TT excellent condition. Recent Panel 3 Axis Cruise with 2/GPS. Well maintained always heated hangared. \$125,000. Double Hangar also for sale at Hanover ON CPN4. Day 519-525-(2352 12029)



1969 **PIPER TURBO** COMANCHE 200. One of a kind with Miller conversion including 200 HP I0-360 engines. Land and depart at slow speeds with Robertson STOL. Bendix Color Radar, Radar Altimeter, Extended Nacelles, Oxygen, Shadin Fuel Flow, New Insight G4 Twin Engine Analyzer, New Avidyne IFD 540 FMS/GPS/NAV/ COM, Speed Brakes, 8 Fuel Tanks (152 useable), Pulse HD Lighting plus many more options. Low Time Props, 5050 Total Time, Half Time SMOH, Hangared. Annual completed in June 2016. Asking \$189,000 Cdn. 1-800-338-8887, jbrewer@eastlink.ca (2564.12359)



T206H, 550 TTAE. Float Kit, TKS, Flint Tips, VG's, G1000/ GFC700AP/Traffic! \$464,900 USD. Apex Aircraft Sales 905-477-7900. www.apexaircraft.com (2245.12143)



1969 CESSNA 185, on EDO 2960 floats 3 blade prop 6400 TTAF 380 TTE 204 TT prop VHF ADF xpdr GPS. Complete new paint (maroon) and annual. Parts r/h flap aileron available. \$125,000. 250-758-1453. (2346.11663)



1974 PIPER PA28-151 WARRIOR, 150 HP, 5270 TT, 175 SMOH. Equipped with basic IFR avionics and S-Tec System 20 autopilot. Very good condition with all systems working properly. 604-328-6406 daryl@maxcraft.ca Pitt Meadows BC \$49,500 (2533,12335)



MURPHY MOOSE Professionally built to a high standard. TT 52 hours. All new components. 406 ELT. Standard gauges. Garmin 495. Always hangared. Located in Nova Scotia. \$150,000. heatherafisher@ hotmail.com (2600.12338)



1961 7GCB CHAMPION CHALLENGER, 1677.5 TTSN 100 SMOH O-320A2B 150 hp Totally restored 2010 Low time, very nice PK 1800, wheel gear Contact Chuck or Sylvie 613-832-3695 Ottawa Ont \$73,000. CDN negotiable. (2609.12351)



AÉRONCA CHIEF metal prop, 65 HP continental, 762 hrs TT, owner maint., Federal skis A1500, \$25,500. The plane was completely recovered with ceconite in the winter of 2014; engine was overhauled in 2001.email: celine. bernier@hotmail.ca (2580.12212)



1999 HUSKY A1B, 860 TT, One owner, always hangared, 3 blade MT, Hyd wheel skis, tail ski, RIEF preheat, engine cover, aux baggage, Becker comm, Garmin GPS, King xpdr. \$119,000 US. 705-323-7699 King (2624.12378)

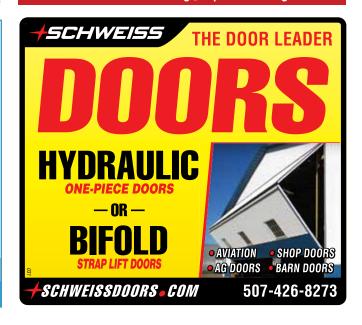
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QUICKSILVER SPORT 2S AMPHIBS, 15 HRS TTSN, 2 Seat, 65 HP Rotax 582 Injection, 12 Gallon Reservoir, Garmin Aera GPS. 3 blade carbon prop with clutch. \$24,900 CND. philippe\_cote\_@hotmail.com (2618.12372)



**2001 CYCLONE 185,** 248 TTSN, 866.5 SMOH IO520D, 91.9 SPOH, King stack with GNS 430 and Garmin aera 510 with weather, fuel totalizer, rosin visors and more. \$100,000. Ron 519-373-2696 or rdmartin24@ sympatico.ca (2617.12371)



'62 MOONEY M20C, CF-GUR, 3577 TT, 584 SMOH, 344 STOH, Mode C, Nav/Com, Garmin 295, All AD's, Hartzell Scimitar prop new '09, May 2016 annual done, \$50,000 OBO 250-446-2341; dgjanke@hotmail.com (2341.12209)



1975 C-172M 160HP, 860 SMOH, GPS, winter covers, eng heater, mode C, dual icoms, annual sept 30 2016. 705-374-4338. \$74,500. tbsavage@amtelecom.net



1996 PIPER SARATOGA II HP \$244,000 CAD, Only 725 hrs Total Time Since New! Top Overhaul, Bendix/ King Avionic Package, KFC-150 A/P, Stormscope, Beautiful Paint and Interior / Leather seats, Recent Annual (June 2016), NDH, Complete logs, Always Hangered! Aviation Unlimited 905-477-0107 ext. 225



CESSNA 1973 T310Q. 2944TT 1944SM, Full Delce, Garmin GTN650 WAAS GPS, Please Call! Owner would like to sell soon! Located CYKZ! \$59,000 USD. Apex Aircraft Sales 905-477-7900, www.apexaircraft.com



1960 **CESSNA** Continental engine, 845hr SMOH, 10hrs STOH, 2146 TTSN, CofA done May 26, 2016, Horton STOL, **EDO** 2000 floats. 204-679-5051 littlecessna172@gmail.com details. \$63,000 CDN (2545.12363)



**LANCAIR IVP FOR SALE, 426 TTSN** 260 KTAS at FL230 Glass panel, A/C, Dual Alternator Loaded \$279,000 US. Cell: 905-330-1268 Tony.ketelaars@ gmail.com (2601.12340)



2006 AIR CREATION GTA CLIPPER ULTRALIGHT, TTSN 371, ROTAX 503, ICOM A5 Included, Always Hangared \$18,500 Scott: 506-740-1888. Kijiji Add: 1169302495 (2543.12123)



1969 BELLANCA 7-ECA, C-GQVA, TT:1434, TTE:1434, STOH:58.6, SPOH:58.6, Icom A200 com, Garmin GTX327 TRNSP, mode C, always hangared, nice looking int & ext. \$27,500. Bill 403-588-0475 (2579.12207)

For a list of common abbreviations used in Classified advertising please view on our website at www.copanational.org/ PTAviationAbb.cfm



1968 PA18A - C-FGLT, 18988.0 TTSN, Engine 68.2 - 160 HP, overhauled December 2014. Two choices of prop: (1) Sensenich 74DM6, (2) McCauley Bora 1A175/GM82/84. Totally rebuilt & recovered 2009; new Cleveland wheels & brakes & 850 X6 tires, new KY97A Com radio, ICOM A200 Com radio & intercom. Vortex generator kit, heavy duty struts & rod ends, 2000 lb. gross weight, CGR30P - 4 cylinder engine monitor. \$100,000 CDN - No Tax. Jim, 403-286-1129.



C-GYPB - 1978 CESSNA 172 N -SERIAL #172-70768, 1352.0 TTSN Totally rebuilt, Engine Lycoming 0320D3G since overhaul 000.0; Prop McCauley 1C160/DTM since overhaul 000.0. New interior & seats, New Cleveland brakes, new tires & tubes; PM501 4 PLC I/C, GTR225 Com radio, GTX327 Transponder, AK350 Encoder, Kanad 406 ELT. Wing tip strobes & tail beacon, factory float kit, wing landing light mod per Sta 95-52, aircraft stripped & painted, all ADs to date. \$97,500 CDN - No Tax. Jim, 403-286-1129. (2607.12350)



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### 025 - BEECH

1977 BEECH 58P PRESSURIZED BARON, 3925 TTSN Engines 200/1304 props 10 /10 (2013) Good boots. New W/S w/heat Gear O/H'd Colour Radar Collins Nav/Coms IFR current. Leather Corporate. \$180,000 US. 519-941-5606. (2322.11631)

### 040 - CESSNA

1963 C-172D, 3419 TT 1053 SMOH. Manual flaps OMNI Vision float kit. Good candidate for Lyc Conversion + floats. Last flight Aug 1996. \$15,000 or less engine \$10,000. Dave 604-584-4649 (2356.11693)

1966 CESSNA 150F, 3310 TTSN 76 SMOH KY195B Comm KT76A C Encoder NAT Intercom 406 ELT. \$20,000. 250-494-1418.

1971 CESSNA 172L \$49,500, 4113 TTAF, 318 SMOH, 225 TT Prop. 160Hp Conversion (July 2013) Ext/ Int. 7/10. IFR, Garmin 300 panel mount GPS, ADF, Mode C. Contact: Tim/Nikki 519-228-6111 info@ andersonaviation.ca (2599,12333)

1950 CESSNA 170A, 2700 TT, 27 SMOH on 0-300, out of annual, interior 1/10, paint 3/10. Asking \$35,000 OBO. tailwind39@hotmail. com or 519 357-5853 (2625,12380)

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ZENAIR 701 with 65 Continental \$25K, with 85 \$30K tonyngriley@gmail.com 226 373 1608 (259712329)

### **120 – MOONEY**

1965 MOONEY M20C 160 HP 4892 TTSN 898 SMOH new prop blades and OH Oct 2013 mode C New TKM 170c NAVCOM \$35,000 Call Bob 613 692 4221, mbdowney@bell.net

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### 220 - ANTIQUE A/C & PARTS

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1949 A.I.A STAMPE SV4C #1098 FRENCH NAVY BASIC TRAINER. Biplane Open Cockpit. Renault 4PO3 engine. Evra Prop. Total Restoration. Canadian Flight Permit. Details Pics: mauricejagucki@videotron.ca

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l	2007 Cessna 400, 469TT, G1000/GFC700AP! Traffic!	\$329,900 US
l	2007 Cirrus SR22 Turbo G3, 1240 TT, TKS Delce, Recent Import!	\$260,000 US
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l	2002 Piper Super Cub Replica, 187 TTAE, Amphibs/Wh Gear!	\$119,900 US
l	2001 DA40, 1/7th Share, Based St. Hubert, 530W/430W, 1300SM	\$25,000 CAD
l	1998 C182S, 2598TT, 463SM, NewProp! Garmin GTN750!	\$ 195,000 USD
l	1992 Bonanza F33A, 1169 TTAE, King Silver Crown w/KLN90B GPS, KFC 150	IFCS!\$219,500 US
l	1991 Mooney TLS, 1510 TT, 10 SMOH, 10 SNEW Prop! Speed Brakes!	\$175,000 CAD
l	1986 Archer II, 3567 TT, '0' SM, Dual KX155, NDH! All Logs!	\$66,500 US
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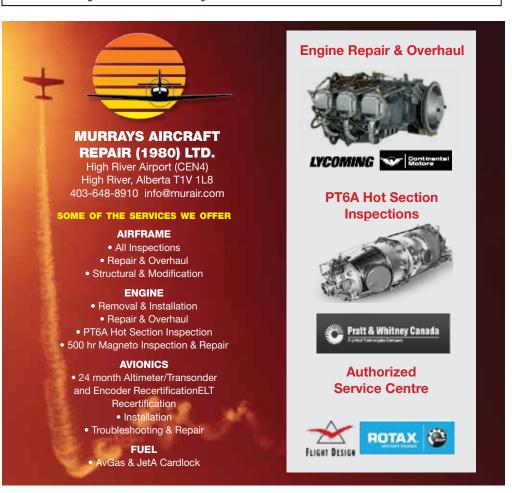
Asking price is Cdn \$975,000

Property # 2 is 69 acres in extent, with no buildings on it. It includes a further 1,000 ft of the E-W runway. This property also has 2,400 ft of the N - W runway - again grass in perfect manicured condition. There are two spring fed ponds and lovely building sites. N44.00.7 W80.12.7

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