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ON THE COVER: Photographer Aaron Burton captures John-Andrew Pankiw-Petty at his home airport in Victoria, British Columbia. **ABOVE:** Pankiw-Petty arrives at Windsor International to fly the Harvard with former fighter pilot Ron Holden.

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COPA Flight

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FINISHING THE YEAR STRONG



It's hard to believe another summer flying season is done and watching the weather on the evening news tonight there is talk of snow flurries in the forecast. The days are getting shorter and temperatures are dropping, so inevitably it is time to start thinking about another winter season. For some, it means putting the airplane to bed for the winter and getting on with other activities; for others, it means getting ready for cold weather flying and the hope for crisp sunny days; and for others still, it may be getting ready to take off for warmer destinations.

In whichever case you find yourself remember it is time to refresh and refamiliarize yourself with the items needed to make sure you

and your aircraft are preparing for the next flight, whether it is a few months or few days away. Pull out those checklists and make sure nothing is missed.

As the year roles on, our association's work is ongoing. Online safety seminars have resumed so remember throughout the winter season there are monthly events where you can take a few hours to catch up on safety topics. The September seminar on Flight Planning and Weather Tools was well attended and we had very good feedback on the event.

On the advocacy front, NOTAM restrictions to airspace, for VFR aircraft and training flights, remain as the hottest topic and COPA continues to engage with NAV CANADA and Transport Canada to find solutions to prevent another year like 2022. Member benefits continue to also be a focus of our group and the COPA VIP Insurance program has been renewed for another three years. Our insurance partner Magnes has committed to continue to focus on improving our members' customer experience.

Finally, as the seasons change the association is also getting ready for another season. The office team and the Board of Directors are well into planning and budgeting for next

year and COPA is getting ready to deliver services and meet any upcoming challenges. I can say it has been an exciting time as we plan the programs and projects to continue COPA's mission. A strong focus on promoting aviation safety, improving services and benefits to the membership, and continuing advocacy on the issues facing the industry are all high on the priorities.

On the advocacy front, NOTAM restrictions to airspace, for VFR aircraft and training flights, remain as the hottest topic.

September and October are the months to go through our planning checklists to make sure we are ready to take off for the New Year. By the time this article is published, we will have had our fall Board meeting and the flight plan will be set for next year. There are some exciting changes on the horizon that I hope to be able to share with everyone in the next months. ✈️



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FINIR L'ANNÉE EN FORCE

Il est difficile de croire qu'une autre saison de vol estivale est terminée et en regardant la météo aux nouvelles ce soir, il est question de rafales de neige dans les prévisions. Les jours raccourcissent et les températures baissent, il est donc inévitablement temps de commencer à penser à une autre saison hivernale. Pour certains, cela signifie mettre l'avion au lit pour l'hiver et se consacrer à d'autres activités, pour d'autres, cela signifie se préparer pour le vol par temps froid et l'espoir de journées ensoleillées et fraîches et pour d'autres encore, se préparer à décoller vers des destinations plus chaudes.

Quel que soit le cas où vous vous trouvez, rappelez-vous qu'il est temps de vous rafraîchir et de vous rappeler les éléments nécessaires pour vous assurer que vous et votre avion êtes prêts pour le prochain vol, que ce soit dans quelques mois ou quelques jours. Sortez ces listes de contrôle et assurez-vous de ne rien oublier.

Le travail de l'Association se poursuit tout au long de l'année. Les séminaires de sécurité en ligne ont repris, alors n'oubliez pas que tout au long de la saison hivernale, il y a des événements mensuels où vous pouvez prendre quelques heures pour rattraper votre retard sur les sujets de

sécurité. Le séminaire de septembre sur la planification des vols et les outils météorologiques a attiré un grand nombre de participants et nous avons eu de très bons commentaires sur l'événement.

Sur le plan de la défense des intérêts, les restrictions NOTAM de l'espace aérien, pour les aéronefs VFR et les vols d'entraînement, demeurent le sujet le plus brûlant et la COPA continue de s'engager auprès de NAV CANADA et Transports Canada pour tenter de trouver des solutions afin d'éviter une autre année comme 2022. Les avantages pour les membres continuent également d'être une priorité et le programme d'assurance VIP de la COPA a été renouvelé pour trois (3) autres années. Notre partenaire d'assurance Magnes s'est engagé à continuer de mettre l'accent sur l'amélioration de l'expérience client de nos membres.

Enfin, au fur et à mesure que les saisons changent, l'Association se prépare également pour une autre saison. Le bureau et le conseil d'administration sont bien engagés dans la planification et la budgétisation de l'année prochaine et la COPA se prépare à fournir des services et à relever tous les défis à venir. Je peux dire que ce fut une période passionnante alors que nous planifions les pro-

Sur le plan de la défense des intérêts, les restrictions NOTAM de l'espace aérien, pour les aéronefs VFR et les vols d'entraînement, demeurent le sujet le plus brûlant.

grammes et les projets pour poursuivre la mission de la COPA. L'accent mis sur la promotion de la sécurité aérienne, l'amélioration des services et des avantages offerts aux membres et la poursuite de la défense des intérêts de l'industrie figurent parmi nos priorités. Septembre et octobre sont les mois où il faut passer en revue nos listes de contrôle de planification pour s'assurer que nous sommes prêts à décoller pour la nouvelle année. Au moment de la publication de cet article, nous aurons tenu notre réunion d'automne du conseil d'administration et le plan de vol sera établi pour l'année prochaine. Il y a des changements passionnants à l'horizon que j'espère pouvoir partager avec tout le monde au cours des prochains mois. 🛩️

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COPA VOLUNTEER AWARD RECIPIENTS

BY SHARON CHEUNG, DIRECTOR, NATIONAL PROGRAMS, COPA

Each year, COPA's Volunteer Awards Program recognizes individuals and organizations who demonstrate an outstanding record of aiding the promotion, growth and prosperity of aviation in Canada. This year's recipients were recognized at the 2022 COPA National Fly-In and Aviation Exhibition in Saint-Jean-sur-Richelieu, Quebec, as well as at several aviation events across Canada over the summer period. Please join COPA in celebrating this year's finalists listed below.

JOHN BOGIE MEMORIAL AWARD: Given to the Alberta Air Tour (COPA Flight 220) for raising the image of aviation in Alberta through their series of flight events, organized by local pilots, across the province.

PRESIDENT'S AWARD: Presented to Raquel Lincoln, Executive Director, Manitoba Aviation Council, for her notable contributions in promoting aviation through her involvement in EAA Canada, the Air Cadet League of Canada, the Manitoba Aviation Council and COPA.

CHAIRPERSON'S AWARD: Awarded to Roger Hildesheim for showing an outstanding commitment to our objectives to maintain our Freedom to Fly through his involvement in several COPA safety seminars in 2021.

EDITOR'S AWARD: This award was presented to Gustavo Corujo for his substantial contributions to the *COPA Flight* magazine and COPA's online news.

DIRECTOR'S AWARD: COPA's Board of Directors provides regional recognition for the many efforts being made to advance, promote and preserve our Canadian Freedom to Fly.

Recipients of Director's Awards include: Marc Beauvais, Steve Hayward, Ray Toews, Don Wieben, Brian



▲ Members of COPA Flight 45 based in Goderich, Ontario, gather to celebrate earning the inaugural COPA Flight Excellence Award, an honour it shared with COPA Flight 160 of Saint-Jean-sur-Richelieu.

Pound, Shaun Bradley Heaps, Eric Dumigan and MLA Shane Getson.

APPRECIATION AWARD: Awarded to any group or aviator who made a significant contribution to support or promote flying, piloted and remotely piloted, in Canada. Nominations are made by COPA Members. Recipients include Burt and Maria Hodgins, Fairview Aircraft Restoration Society, Chris Hansen, Jeff Deuchar, Greg Simpson and Sophia Wells.

COPA FLIGHT EXCELLENCE AWARD: This new award recognizes excellence in an active COPA chapter and its members for their commitment, service and involvement in their COPA Flight, aviation and/or community-at-large. Recipients of the inaugural award include COPA Flight 45 in Goderich, Ontario, and COPA Flight 160/APPH in Saint-Jean-sur-Richelieu, Quebec. ✈️

PHOTO: KATHLEEN SMITH, SIGNA STAR GODERICH

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LAURÉATS DU PRIX DU BÉNÉVOLAT COPA

PAR SHARON CHEUNG, DIRECTRICE,
PROGRAMMES ET ACTIVITÉS RÉGIONAUX, COPA

Chaque année, le programme de prix des bénévoles de la COPA reconnaît les personnes et les organisations qui font preuve d'un soutien exceptionnel à l'aviation au Canada et contribuent à la promotion, à la croissance et à la prospérité de l'aviation au Canada. Les lauréats de cette année ont été reconnus au rendez-vous aérien national et salon d'exposants COPA 2022 à l'aéroport de Saint-Jean-sur-Richelieu (CYJN), au Québec, ainsi qu'à plusieurs événements d'aviation partout au Canada pendant la période estivale. Veuillez vous joindre à la COPA pour célébrer les finalistes de cette année énumérés ci-dessous.

PRIX COMMÉMORATIF JOHN BOGIE : Décerné à l'Alberta Air Tour (Club COPA 220), pour rehausser l'image de l'aviation en Alberta par leurs séries d'événements de vols, organisés par des pilotes locaux, partout dans la province.

PRIX DE LA PRÉSIDENTE : Présenté à Raquel Lincoln, directrice exécutive, Manitoba Aviation Council pour ses contributions notables de promotion de l'aviation par sa participation au Réseau d'aéronefs amateurs (RAA) Canada, la Ligue des cadets de l'Air du Canada, le Manitoba Aviation Council et la COPA.

PRIX DU CHEF DU CONSEIL D'ADMINISTRATION : Décerné à Roger Hildesheim pour avoir fait preuve d'un remarquable engagement à l'égard de nos objectifs visant à maintenir notre liberté de voler par sa participation à plusieurs séminaires de sécurité de la COPA en 2021.

PRIX DE L'ÉDITEUR : Ce prix a été présenté à Gustavo Corujo pour ses contributions importantes au magazine COPA Flight.

PRIX DES DIRECTEURS : Le conseil d'administration de la COPA offre une reconnaissance régionale aux nombreux



▲ Sophia Wells reçoit son prix d'appréciation 2022 du directeur COPA Ken Zachkewich.

efforts déployés pour faire progresser, promouvoir et préserver notre liberté de voler au Canada. Destinataires : Marc Beauvais, Steve Hayward, Ray Toews, Don Wieben, Brian Pound, Shaun Bradley Heaps, Eric Dumigan, MLA Shane Getson.

PRIX D'APPRÉCIATION : Décerné à tout groupe ou aviateur ayant apporté une contribution importante au soutien ou à la promotion de l'aviation, pilotée et télépilotee, au Canada. Les nominations sont faites par les membres de la COPA. Destinataires : Burt et Maria Hodgins, Fairview Aircraft Restoration Society, Chris Hansen, Jeff Deuchar, Greg Simpson and Sophia Wells.

PRIX D'EXCELLENCE DU CLUB COPA : Ce nouveau prix est conçu pour reconnaître l'excellence des chapitres actifs de la COPA et de ses membres pour leur engagement, leur service et leur participation dans le Club COPA, l'aviation et/ou la communauté en général. Les nominations sont faites par les membres de la COPA et/ou la communauté en général. Destinataires : Club COPA 45 à Goderich, en Ontario et Club COPA 160 - Association des Pilotes et Propriétaires de Hangar de Saint-Jean-sur-Richelieu APPH, au Québec. ✈️



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VALLEYFIELD, UN SUPERBE RENDEZ-VOUS AÉRIEN D'AUTOMNE

PAR JONATHAN BEAUCHESNE, DIRECTEUR COPA POUR LE QUÉBEC

Le 24 septembre dernier, l'Aéro-Club de Valleyfield a organisé un rendez-vous aérien ouvert au public. Pour l'occasion, les pompiers de la région, la GRC, des représentants de la MRC Beauharnois-Salaberry ainsi qu'un groupe local de passionnés de Corvettes étaient sur place pour rencontrer et divertir les aviateurs ainsi que les curieux.

Grâce à la publicité faite par l'Aéro-Club et la splendide météo, près de 40 appareils se sont présentés et environ 300 personnes ont pu admirer de près les avions, ultralégers et hélicoptères présents. Plus de 50 personnes en ont profité pour faire un tour d'avion, les sommes recueillies étant remises à l'Aéro-Club pour financer leurs activités et projets. Les nombreux enfants présents ont pu toucher aux appareils, s'asseoir aux commandes et discuter avec les pilotes. Leurs questions démontraient tout leur intérêt pour l'univers passionnant de l'aviation.

Les délicieuses grillades offertes sur place furent très populaires auprès du public. Soulignons l'excellente organisation faite par Jocelyne Laberge (présidente de l'Aéro-Club) ainsi que tous les bénévoles, qui ont fait de cet événement un immense succès.

À noter que l'Aéro-Club de Valleyfield en a profité pour compléter la procédure afin de devenir un nouveau Club COPA. C'est ainsi qu'il nous fait plaisir d'accueillir le Club COPA 221!

Salutations spéciales à notre association sœur provin-



▲ L'Aéroclub de Valleyfield a récemment terminé le processus pour devenir le Club COPA 221.

ciale, Aviateurs Québec, qui était également présente lors de l'événement. COPA et Aviateurs Québec ont souligné leur travail collaboratif et complémentaire auprès des pilotes du Québec présents, qui sont souvent membres des deux associations.

L'aéroport de Valleyfield se développe progressivement et plusieurs projets sont sur la planche à dessin, le tout dans un cadre harmonieux avec son environnement. Il sera intéressant de voir l'évolution de cette installation du Québec, qui mérite d'être connue par la communauté de l'aviation générale. ✈️

VALLEYFIELD, A GREAT FALL FLY-IN

BY JONATHAN BEAUCHESNE, COPA QUÉBEC DIRECTOR

The Valleyfield Aero-Club on September 24 organized a fly-in open to the public. For the occasion, local firefighters, RCMP, representatives of the Beauharnois-Salaberry RCM and a local group of Corvette enthusiasts were on site to meet and entertain the aviators and visitors.

Thanks to the publicity made by the Aero-Club, and the splendid weather, close to 40 aircraft showed up and about 300 people were able to attend and admire a range of planes, ultralights and helicopters up close. More than 50 people took the opportunity to take a ride in an airplane, with the money raised going to the Aero-Club to finance its activities and projects. The many children at the event were able to touch aircraft, sit at the controls and chat with the pilots. Their questions showed great interest in the exciting world of aviation.

The delicious barbecue offered on site was very popular

with the public. We must recognize the excellent organization made by Jocelyne Laberge, President of the Aero-Club, and all of the volunteers who made this event a huge success.

The Aero-Club also completed the procedure to become a new COPA Flight and we were pleased to welcome COPA Flight 221. Our provincial sister association, Aviators Québec, was also present at the event. COPA and Aviators Québec highlighted their collaborative and complementary work with the Québec pilots present, who are often members of both associations.

The Valleyfield Airport is progressively developing, and several projects are on the drawing board, all in harmony with its environment. It will be interesting to see the evolution of this Québec facility, which deserves to be known by the general aviation community. ✈️

COPA FLIGHT 218, A ROCKY MOUNTAIN AEROBATIC HUB

BY KEN ZACHKEWICH, COPA ALBERTA DIRECTOR



▲ COPA Flight 218 member Neil Harris, with his Giles-200, captured second place in the 2022 Western Canadian Aerobatic Championships and will represent Canada in 2023.

Rocky Mountain House Airport in Alberta is a beehive of activity. It has long served as a provincial firefighting base, as well as home to several dedicated pilots and COPA members who enjoy flying the prairies and Rockies.

The central Alberta airport is also home to a group of aerobatic pilots, with a dedicated aerobatic box situated just east of the airport. Well known as *The Hub of Aerobatics* in Canada, pilot and airshow favourite Kyle Fowler can be often be found refining his Long EZ routine in the CYRM aerobatic box when he is not working airshows throughout North America. Canada's Snowbirds have visited the field on several occasions, most recently in 2020.

This past Labour Day weekend saw the airport buzzing with the Western Canadian Aerobatic Championships, with contestants vying for four of eight seats on the Canadian Advanced Aerobatic Team that will compete in the 2023 World Championships in Las Vegas.

The Rocky Mountain House competition draws competitors and spectators from across Western Canada. The full eight-person National Team roster was

announced on October 21 and includes: Luke Penner (MB), Neil Harris (AB and Flight 218), Jerzy Strzyz (AB and 218), Ryan Chapman (ON), Christian Baxter (BC), Miles Crane (AB and 218), Mark Cunningham (BC) and Dave Barbet (AB and 218). Yes - an amazing four representatives from COPA Flight 218 will compete for Canada in Vegas.

The newly formed Rocky Flying Club, COPA Flight 218, was pivotal in the operation of the Championship, with competitors and others providing crowd safety. Flight 218 and the Alberta Aerobatics Club-IAC 137 partnered with the Rocky Mountain House Compassionate Care Hospice Society to put on a September 3 BBQ. Pilots, spectators, and local forest firefighting crews were able to support through purchasing lunch with all proceeds donated to the Compassionate Care Hospice Society.

The newly formed COPA chapter was presented its Flight Certificate during the weekend championship. Rocky Mountain House mayor Debra Baich, along with County Councilors, were present to see Flight 218 Captain Neill Cook receive the certificate. ✈️



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ENVIABLE FLIGHT CHALLENGES

THE BEAUTY AND GRACE OF FLYING FLOATS ON THE WEST COAST

Well, that was an interesting summer... Flying seaplanes professionally on the West Coast of

Canada is one of the most challenging occupations in aviation - right up there with flying helicopters professionally on the West Coast of Canada. Fog banks that last for weeks, swells that damage container vessels and winds that make a *Strong Winds* warning a pleasant relief from the usual *Gale Warning in Effect*. Float pilots add to this list with tidal currents, recreational boaters, drifting timber and the occasional whale (yes, they have been known to surface at the wrong moment on landing), and you have a float pilot's possible perspective on "How was your day?". When the day is on your side, however, there are few places in the world that can match the beauty and grace of the *Wet Coast*.

I gained my seaplane endorsement in the February of 1996. The gentleman who took on the task of converting this dry lander to a water boy had more than 10,000 hours on floats. He trained me on the open water of the Strait of Georgia, the calm of Pitt Lake, and the current of



▲ Mike Sattler, while flying a Cessna 208 this summer, captures a part of British Columbia's Coastal Mountain Range, illustrating just some of the possibilities and challenges the region presents for flying floatplanes.

the Fraser River. Log booms became our docks. He would find out the locations of log booms under tow in the Strait, and use it as docking practice. "A boom being towed at six knots is the same as a static dock in a six-knot current" he informed me. And so, we practiced. He taught me the decision processes for low-level (un-

der 50 feet) operations, with reduced visibility as a compounding factor. The number of times I have used these skills in the decades since is beyond count.

On those glorious, clear, luminous winter days, we did mountain work. How winds can both help and hurt. But on those days, I was also able to see the magic. Cool, dust-free, clear winter air almost magnifies the scenery. Every detail glows. Nearly three decades later, the magic is still there.

This year was full of its usual challenges. Late winter to mid spring brought the normal low visibility, low ceilings and weird winds that make the Wet Coast so green. But this year, it extended into June. Mother Nature decided to ignore the calendar and give us an extended season of *low and slow*. We are all authorized and proficient at operations down to 300 feet and two nautical vis, but - man - it



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PHOTO: MIKE SATTLER

ain't fun. The common saying among the local seaplane drivers is "It's either clear or calm, never both". If it's clear, then you have to fight the winds, but if it's calm, you cannot see the nose of the aircraft. This year it was strong winds with weak visibility – not fun.

But then something happened: Mother Nature found her calendar. The problem was, by then, the weather north of Campbell River, and on the west coast of Vancouver Island, went into its Autumn mode. August in that area, is referred to as "Fogust". But this year, the fog started in July. So, departure from Vancouver was usually in clear conditions, but just north of Campbell River, it was low-level. By mid-afternoon, however, the fog would dissipate for a return trip in clear skies. All the crews and passengers would then be presented picture-postcard views – a true scenery contrast in a matter of hours. But for me the highlight was a contrast not of weather or

spectacular views, but one provided by a 30-second moment.

On August 30, I needed to do a short air test of the MkIII Beaver I am allowed to fly. Maintenance did some work to the elevator trim, which required an air test to clear the unserviceability. By pure chance, at the same time, Harbour Air was doing an air test of one of its Beavers (C-FJOS). All I needed to do was takeoff westbound, do an about turn, fly downwind, left turn and land. JOS only needed to takeoff westbound, fly south for a couple of minutes, do the about turn and pickup the downwind left for the westbound landing. As JOS and I were doing our little proving flights, one of Harbour Air's MkI Beavers was returning from its scheduled morning flight to the Gulf Islands. So we were: Three Beavers in the circuit to land on the water at YVR. The MkI turning final, JOS mid downwind, and me in the MkIII joining downwind. And that is when a realization hit me. I

keyed my mic and noted: "Tower from PMA. Sir, I think this is the first time in the world, a piston Beaver is being followed to land by an Electric Beaver, with a Turbine Beaver number three". I had to say it twice, as Tower was caught off guard. For me, it will always be a special memory to have been there at the start of the future. The pilot of JOS sent me a text later thanking me for the comment; and lamenting that we should have planned it better, and had a film crew to record it. I replied, "Let's do that one day".

And so, to Autumn. The colours on the Wet Coast are not a vivid as on the East Coast, but when the golds and yellows and oranges are climbing the slopes toward snow-capped peaks that have received a first dusting of *icing sugar*, the air is cool and dust-free and the engine producing easy power without temperature concerns, life here certainly has much to smile about. Let's get out there and enjoy some flying. 🛩️

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Canadian TAILDRAGGER ADVENTURE

FLYING FROM BRITISH COLUMBIA TO SOUTHERN ONTARIO
IN A 73-YEAR-OLD TAILDRAGGER

BY JOHN-ANDREW PANKIW-PETTY

Every great adventure needs a mission (excuse). Ours was to fly from Victoria, BC, to Windsor, ON, in a two-seat, 73-year-old taildragger. My wife, Kelsey, and I planned to visit 91-year-old fighter pilot Ron Holden for some Essex County sweet corn and, maybe, I'd get a chance to fly the Harvard. Then, I would fly back to Victoria solo, while avoiding thunderstorms, tornadoes, mosquitos and the Rocky Mountains. Spoiler alert (for you glider pilots) we made it. Here's how.

Owning a 1949 Cessna 140A is like stepping back in time. It smells like an antique store and is slow and delicate but loads of fun. The 140 holds 25 gallons of gas, cruises at 100 mph, and burns five gph (ish). The plane was lovingly restored in 2013 by Doug Wilson in Boundary Bay and is pristine in every way, except for the dings and blemishes I caused. Our 140 is one of about 500 or so 'A' models to have been built and comes with flaps that look nice but do not do much, metal wings (fancy), and a 90 hp continental engine, which regularly slows down all traffic at Victoria International.

Useful load in the 140 is pretty much a spare t-shirt and a toothbrush and weight and balance should be top of mind, especially in high-density altitude conditions. I still bought every Allen key, wrench, zip tie, doodad and knickknack I could for my tool kit. The whole thing



weighed in at over 25 pounds. It was either I lost the weight, so we could have a change of clothes, or I'd be flying alone.

Darrel Fournier, from the Victoria Flying Club and a former Snowbirds deputy crew chief looked at my kit, thought I was nuts, and quickly eliminated over 20 pounds with some great suggestions. I ditched the wrenches and bought Knipex pliers that adjust, lock and do the work of most wrenches. I packed cutting pliers, a couple of zip ties, extra spark plugs and a socket, sandpaper, duct tape and a small hammer - because all things can be fixed with duct tape and a hammer. I also had

▲ JA Pankiw-Petty and his wife, Kelsey, in their 1949 Cessna 140A near Fort Frances, Ontario.

survival gear and life vests. I picked up a Sentry from ForeFlight, which gave me ADS-B In, as well as ground speed, VSI and AHRS in case we got into some trouble. I also packed spare inner tubes. Doug pointed out, that although my pre-flight tire inspection noted two treads in great shape, there should be four.

We put on new tires and kept the old tubes as backups. Doug's team taught me how to change the tires in the field.

PHOTO: JA PANKIW-PETTY

Fun fact: Tubes need aviation talcum powder, regular store-bought stuff contains cornstarch which hardens when wet. I brought a SPOT tracker as well, which let us share our journey in real-time with friends and family. Top tip: Do not turn the tracker off before landing. I received a kind but worried email when my last position was reported in a small Ontario lake.

THE JOURNEY EAST

Wheels up at 0600 for a beautiful flight across the Strait of Georgia to Chilliwack. After 10 years of waiting for the right adventure, we stuck the obligatory hula-doll to the dash (there's an STC for that) and we were off through Hope into the mountains at 7,500 feet. We decided that it was a no-go if winds at the mountain tops were more than 20 kts, which can cause significant down drafts and even higher winds as the Venturi effect of mountain passes accelerates the air. We stayed on the sunny side of valleys to maximize visibility and updrafts and made it to Nelson before noon. Sparky Imeson's *Mountain Flying Bible* was a great resource for navigating the mountains. A mountain check out is also a helpful and practical way to get some experience and instructor Bob Salway in Abbotsford put me through my paces. Nelson was 38 degrees Celsius, which promptly melted the hula-doll in two.

The best resource for the trip had to be NAV Canada. Our flight information centres are staffed with top-notch professionals. Kamloops, Edmonton and London FIC were wonderful to speak with and an incredible resource for flight planning. I filed flight plans for every leg of the trip, and no one told me I was a pain in the neck for calling all of the time.

Getting to the Crowsnest Pass was a breeze. A stop in Cranbrook for fuel and, with good weather and some confidence, we cut a few corners over ridges, always (sometimes) at 45 degrees and we were through to Lethbridge. Then on to Medicine Hat and down in Regina for the night where the Regina Flying Club graciously gave us a spot in their hangar.

Next day, Manitoba. The prairies were filled with beautiful big skies and the comfort that you can pretty much land anywhere if you have an engine failure. We made a quick call to Moose Jaw Air Force Base - I don't know if this is what you're supposed to do but with a bunch of restricted area blanketing the south of our route, I figured I might as well. They were lovely (I wasn't intercepted). Throughout the trip, I did my best to report my position on 126.7. It's a funny thing, when you hear someone report on 126.7, you get this uncontrollable urge to do the same. And we all say "conflicting traffic please advise". To date, I've never had conflicting traffic advise me of anything. Still said it though. I guess I thought the rabbit-foot radio call would help.

We made it to St. Andrews just outside Winnipeg. We parked at Harv's Air (famous for aerobatic training and its online ground school). It was great to see Air Cadets working on their private pilot licenses both at St. Andrews and at Regina. The Air Cadet power and glider scholarships offer young Canadians the chance to get licensed. I'm grateful that they gave me that opportunity more than 20 years ago.



▲ JA Pankiw-Petty reaches his ultimate Ontario destination, Windsor International, to fly the Harvard with Ron Holden.

INTO ONTARIO

The next day, my walk-around revealed that I had killed all of the mosquitos in Manitoba. Then to Lake Superior and Thunder Bay. Northern Ontario is big - really big - and there are not many places to land if you get into trouble. We stuck closer to the border and refueled at Fort Frances. Unfortunately, we were weathered in at Thunder Bay for an extra night, but we made the best of it with a stop at the Sleeping Giant Brewing Company and a stay at an old courthouse that was converted into a hotel.

Next stop, Tobermory. Just south of Manitoulin Island (the


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Then on to Windsor with low ceilings and haze all the way. Detroit Center followed us and then, after 12 years, I was back in Windsor at the Canadian Aviation Museum. Greeted by Ron, we pushed our plane into the WW2 British Commonwealth Air Training Plan hangar accompanied by a Stearman, Chipmunks, a Fairchild 24, Lancaster bomber, Mosquito bomber, Flight Chops' RV14 and the Harvard. The Canadian Aviation Museum honours our veterans by telling their stories, keeping their aircraft flying, and offering rides to visitors

Ron and his wife, Joyce, took us for dinner and the next day Ron flew my 140. He had not changed since I had flown with him as a CH2A pilot years ago. Ron has the precision and agility of a test pilot. He was selected to fly the Avro Arrow had the program made it past testing. That night I was treated to some Essex County sweet corn. (Ron once famously brought some back to his squadron in Moose Jaw by smuggling it in the nose of his T33).

The next day, I had the fortune to fly the Harvard with Ron. It's a giant of a plane on the ground but in the air, it was light on the controls and thrilling to roll and loop. There's so much history and gravity in flying the plane that trained thousands of Canadian pilots, preparing some for the Spitfire. With one too many loops, the feeling of that gravity started to turn to nausea, so we flew straight and level for a while and then brought the plane back home to Windsor.

It was sad to say goodbye to Ron and Joyce, and Kelsey, who, as planned, headed back home to Victoria on a commercial flight. I left for Brampton where I had sent ahead some camping gear and a change of clothes. Then the weather took a turn. Low-level clouds and thunderstorms blanketed the route to my next stop, Muskoka. London FIC was a huge help in figuring out the best win-



▲ JA Pankiw-Petty's 1949 Cessna 140A holds 25 gallons of gas, cruises at 100 mph, and burns about five gph.

dow to go and, with a little luck, I made it before things became too hairy.

That night, I received an emergency broadcast text: "Tornadoes in the area, take cover". Great, I thought - my little Cessna is outside and there's nothing I can do. I got to the airport after the storm to find that, fortunately, the plane was okay. But my VSI and airspeed indicator were all fogged up. This problem persisted all the way back to BC.

Things were pretty slow heading west. Kelsey and I had enjoyed a prevailing tailwind eastbound giving us a lightning ground speed of over 115 mph. Now I was trudging along at 1,000 feet just to get 85 mph. After a stop in Chapleau, Ontario, I finished the day by tying down and camping under the wing in Marathon on the coast of Lake Superior. The wind was howling off the lake and my rudder was in danger, so I fashioned a control lock for the pedals out of some chocks and a cushion. It worked great and I settled in for the night.

The next morning, I was in for a real hair raiser. I woke up, cleaned the windscreen, did my walk-around, and run up and was ready to depart by 0530. On a perfectly clear sunny morning with tall trees at the end of the runway, my windscreen completely fogged up at 50 feet off the ground. It felt like full IMC for a good few minutes in the takeoff climb. I was glad to have the backup AHRS for that little episode.

Next stop, Thunder Bay for fuel and breakfast. Then Atikokan and a stopover in Kenora, Ontario, for lunch. Back at the airport, the Ontario Provincial Police flew

PHOTO: AARON BURTON

in and gave me a tour (voluntary) of their inmate transfer aircraft, a really nice Pylatus. The last stop of the day was St. Andrews for a good night sleep.

Then came the thunderstorms. The satellite imagery was solid red over the prairies. I made it to Virden, Manitoba, but things worsened the further I went. Landing in Yorkton, Saskatchewan, for fuel I had a chat with the owner of the flying school. I asked: "I'm worried about the thunderstorms west of here. What should I do?" He said "Son, it's the prairies, if you don't like the look of something, just turn". With this sage wisdom in hand, I pressed on. It's scary to see big dark clouds with 20,000 foot tops ahead of you. But I turned and made it past the storms. Landing in Swift Current, I met a WestJet Captain on a stopover. In a great example of how aviation can come full circle, he told me that he was ferrying home his newly purchased plane; the same aircraft he got his license in many years earlier.

With low energy, I eventually made it to Medicine Hat where Victoria Flying Club instructor and lifelong educator, Paul Houlston, met up with me for some much-needed A&W. Paul was a huge help getting us ready for this trip and that bonus extra large root beer got me safely to Lethbridge where I tied down for the night.

The next morning, I climbed to 8,500 feet and headed for the mountains, my bag of chips almost bursting as I climbed. The forest fires had really picked up and Cranbrook airport was filled with helicopters fighting the blazes. I could see and smell the smoke as I transited through. After stopping in Castlegar and Hope, it was finally time for the home stretch. The corridor from Hope to Abbotsford airport was jammed with VFR aircraft. Instead of braving the valley, I climbed up to 6,500 feet and Vancouver Centre shepherded me all the way to Victoria's airspace.

The last landing of the trip was melancholic. I pushed my 140 into the Victoria Flying Club hangar, wiped the plane down one last time, and headed home

for a drink and pizza with Kelsey.

For some of us, taking on a big aviation adventure can seem daunting, impractical, or impossible. But here's what I learned from our trip. First, you can do it if you are willing to reach out for help. Second, help is all around. The Canadian aviation community is filled with men-

tors and generous people who are willing to lend a hand and some advice. Folks across this country are genuine, welcoming and gracious, especially if you're in a bind. Finally, if you're going to go on a flying adventure, it sure helps to have a supportive co-pilot who is willing to put up with a goofball in the left seat. 🛩️

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COPA 2022 SCHOLARSHIP WINNERS

CONTINUING TO SUPPORT CANADIANS AND THEIR PASSION TO FLY

BY SHARON CHEUNG, DIRECTOR, NATIONAL PROGRAMS, COPA

COPA is committed to helping make aviation more accessible and affordable. One method for breaking down the barriers to entry for our growing flying community is through COPA's scholarship program. This year, we offered three scholarships (nearly \$25,000 in funds) to six well-deserving Canadians with big flying goals. Learn about their stories below.

NEIL J. ARMSTRONG AB-INITIO SCHOLARSHIP

Applicants for this scholarship, aged 16 to 21, are assessed on their demonstrated interest in aviation, community involvement, academic achievements, ability to set and achieve goals, and commitment to earning their Private Pilot License (PPL). The recipient is awarded \$14,000 to pursue their PPL.

Savannah Albrecht from Whistler, BC, had her first flight experience in a small aircraft (Cessna 172) at age 15 and has not stopped thinking about it since. To achieve her flying goals, Savannah is not afraid to think outside of the box. To bypass the steep costs of earning undergraduate degrees while still pursuing higher learning, Savannah completed an online MBA by age 20. And to save for training, Savannah works both full-time and seeks out opportunities to earn additional income. Most recently, she launched an online school to help other women 'invest and trade.' This online school has over 62,000 registered users. Savannah wishes to fly in rugged and mountainous terrain over BC. Her letters of reference describe her as someone who has a fire in her eyes as soon as she approaches a han-



▲ Savannah Albrecht, recipient of the Neil Armstrong Ab-Initio Scholarship.

gar. Curious and committed, Savannah is an asset to the aviation community.

COPA ADVANCED FLIGHT TRAINING SCHOLARSHIP

The COPA Advanced Flight Training Scholarship supports COPA members interested in pursuing advanced flight training. This year, COPA awarded three recipients with \$2,500 each.

Nicole Wardstrom from Langley, BC, is a single mom to two daughters and was a mature student when she completed her PPL out of a simple interest to prove she could do it. Soon after she became actively involved in a variety of aviation groups (Langley AeroClub/ COPA Flight 175, BC West Coast 99s, and BC General Aviation Association) and decided to pursue a career as a commercial pilot. Upon completion of her CPL, COVID-19 put a hold on Nicole's plans. After a reassessment of her interests in teaching and helping others, she decided to set a new head-



▲ Nicole Wardstrom, recipient of an Advanced Training Scholarship.

ing for her career as a flight instructor. This scholarship will contribute toward Nicole's efforts to earn her instructor rating at Principal Air.

The aviation bug took hold of Cameron Trowsdale when he stumbled upon vlogs of private pilots back in 2013. He then ordered a copy of ASA's *The Pilot Manual: Flight School* and made a deal with himself if he could get through all 600 pages without losing interest, he would enroll in ground school. Fast forward to driving two hours away to the closest flight school all while supporting his family on a single income, Cameron earned his PPL. This scholarship will aid Cameron in CPL training at Sea Eagle Aviation in Charlottetown, PE.

While the costs of flight training prevented her from getting started as a pilot while in school, Valeriya Mordvinova joined the University of Toronto Aviation Club to learn more about her new interest in aviation. Two years later, she became the club's president and upon

PHOTOS: PROVIDED BY COPA

completing her master's degree in economics, Valeriya found a job in Ottawa and began flight training at Rockcliffe Flying Club. Over a period of four years, she completed her PPL, night rating, CPL, multi-engine rating and group 1 instrument rating. Valeriya had originally planned to do an instructor rating after completing her CPL, but the pandemic caused her to postpone and to complete multi-engine and instrument ratings first.

Now that she has completed these ratings and the pandemic is easing, she has started her instructor rating. Valeriya is active with the Eastern Ontario Chapter of the Ninety-Nines, is the Young Persons Network representative for the Montréal Branch of the Royal Aeronautical Society (the only RAeS branch in Canada) and is a member of both COPA and Women in Aviation International.

COPA DRONE PILOT SCHOLARSHIP

Through the new COPA Drone Pilot Scholarship, COPA members can obtain their advanced RPAS certifications. This year COPA aided two of its members in pursuing advanced RPAS training.

As a pilot, Serge Zinchenko from Eto-bicoke, ON, started flying paragliders in the early 90s, earned his PPL in 2002, is a skydiver, and has accumulated 490 hours with night, floats and multi ratings. In addition to his many interests, Serge has his basic drone certification and experience flying the DJI Phantom in filming nature and remote islands.

Christopher Mortimer from Vancouver, BC, has been a COPA member since 2020. He holds an aeronautical engineering degree from the University of Stuttgart. He has his CPL with a category 1 instrument rating, an instructor rating, and recently joined the Central

Mountain Air flight crew flying a Beechcraft 1900d. Chris actively supports the General Aviation community. He helped load aircraft at the Westcoast Pilot Club for the relief flights helping flood victims last year and currently serves as a mentor for the BC Aviation Council's mentorship program. Chris wishes to pursue his advanced RPAS certification to broaden his general aviation flying experience. He hopes to bridge traditional and aviation communities together while leveraging new RPAS skills to join search and rescue efforts in the Vancouver area.

COPA's scholarship program will begin accepting applications starting January 3, 2023. Visit copanational.org/scholarships to learn more. Interested in contributing to the future of General Aviation and changing lives through COPA scholarships? Consider donating to COPA's Flight Safety Foundation. 🇺🇸

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LAURÉATS DES BOURSES COPA DE 2022

SOUTENIR LES CANADIENS QUI RÊVENT DE VOLER

PAR SHARON CHEUNG, DIRECTRICE, PROGRAMMES ET ACTIVITÉS RÉGIONAUX, COPA

La COPA s'est engagée à aider à rendre l'aviation plus accessible et abordable. Une méthode pour éliminer les barrières à l'entrée pour notre communauté de vol en pleine croissance est le programme de bourses d'études de la COPA. Cette année, nous avons offert trois bourses (près de 25 000 \$ en fonds) à six Canadiens bien méritants ayant de grands objectifs de vol. Découvrez leurs histoires ci-dessous.

BOURSE D'ÉTUDES AB-INITIO NEIL J. ARMSTRONG

Les candidats à cette bourse, âgés de 16 à 21 ans, sont évalués en fonction de leur intérêt démontré pour l'aviation, de leur implication dans la communauté, de leurs résultats scolaires, de leur capacité à se fixer et à atteindre des objectifs et de leur engagement à obtenir la licence de pilote privé (PPL). Le lauréat reçoit 14 000 \$ pour obtenir cette licence.

Savannah Albrecht originaire de Whistler, en Colombie-Britannique, a fait sa première expérience de vol dans un petit aéronef (Cessna 172) à l'âge de 15 ans, et elle n'a pas cessé d'y penser depuis! Pour atteindre ses objectifs de pilotage, Savannah ne craint pas de sortir des sentiers battus. Afin d'éviter les coûts élevés associés à l'obtention d'un diplôme de premier cycle alors qu'elle poursuivait des études supérieures, Savannah a terminé une maîtrise en administration des affaires en ligne à l'âge de 20 ans. De plus, en vue d'économiser pour la formation, Savannah travaille à temps plein et, à la fois, cherche des occasions pour accroître ses revenus. Récemment, elle a lancé une école en ligne pour aider d'autres femmes à « investir et faire

du commerce ». Cette école en ligne compte plus de 62 000 utilisatrices inscrites. Savannah souhaite survoler les régions montagneuses et sauvages de la Colombie-Britannique. Ses lettres de recommandation la décrivent comme une personne qui a une flamme dans les yeux lorsqu'elle s'approche d'un hangar d'avion. En raison de sa curiosité et de son engagement, nous considérons que Savannah serait un atout pour la communauté de l'aviation.

BOURSE DE FORMATION AVANCÉE EN VOL DE LA COPA

La bourse de formation avancée en vol de la COPA soutient les membres de la COPA souhaitant obtenir une formation avancée en vol. Cette année, la COPA a désigné trois lauréats qui recevront 2 500 \$ chacun.

Nicole Wardstrom, originaire de Langley, en Colombie-Britannique, est une chef de famille monoparentale qui a deux filles; elle était une étudiante adulte au moment d'obtenir sa licence de pilote privé, ce qu'elle a fait simplement parce qu'elle voulait prouver qu'elle pouvait y arriver. Peu après, elle s'est engagée activement dans divers groupes d'aviation (Langley Aero Club; COPA Flight 175; BC West Coast 99's; BC General Aviation) et a décidé d'entreprendre une deuxième carrière en tant que pilote professionnelle. Après avoir obtenu sa licence de pilote professionnel (CPL), l'arrivée de la COVID-19 a mis les plans de Nicole en attente. Après avoir reconsidéré son intérêt dans l'enseignement et l'entraide, elle a décidé de donner à sa carrière une nouvelle direction et de devenir instructrice de vol. Cette bourse contribuera aux ef-



▲ Cameron Trowsdale, lauréat d'une bourse de formation avancée.



▲ Valeriya Mordvinova, lauréat d'une bourse de formation avancée.

forts déployés par Nicole Wardstrom en vue d'obtenir sa qualification d'instructrice de vol auprès de Principal Air.

Cameron Trowsdale a eu la piqûre de l'aviation en 2013, lorsqu'il est tombé sur un blogue vidéo à propos des pilotes privés. Très peu de temps après avoir commandé un exemplaire du manuel de pilotage de l'ASA intitulé *The Pilot Manual: Flight School*, et de s'être promis de le lire au complet, soit 600 pages,

sans perdre l'intérêt qui l'animait, il s'est inscrit à une école de formation au sol. Ensuite, pour fréquenter l'école de pilotage la plus proche, il avait deux heures de route à faire en auto; à la fois, il devait soutenir sa famille avec un seul revenu; cela n'a pas empêché Cameron d'obtenir sa licence de pilote privé. Cameron s'est donné comme objectif futur d'ouvrir un restaurant en l'agencant avec une piste d'atterrissage. Cameron, grâce à cette bourse, pourra fréquenter l'école de pilotage Sea Eagle Aviation et suivre la formation lui permettant d'obtenir la licence de pilote professionnel.

Même si Valeriya Mordvinova n'a pas pu suivre la formation au pilotage en raison des coûts de formation, ce qui l'a empêchée de faire ses débuts en tant que pilote pendant qu'elle était aux études, elle s'est inscrite au club d'aviation de l'Université de Toronto (UTAC) pour en apprendre davantage sur ce nouveau domaine d'intérêt, l'aviation. Deux ans après, Valeriya est devenue présidente de l'UTAC et, une fois sa maîtrise en économie terminée, elle s'est trouvée un emploi à Ottawa, ce qui lui a permis de suivre sa formation au pilotage auprès de l'Aéroclub Rockcliffe. Sur une période de quatre ans, elle a obtenu sa licence de pilote professionnel, sa qualification de vol de nuit, sa qualification sur multimoteurs ainsi que sa qualification de vol aux instruments de groupe 1. Au début, Valeriya avait prévu de commencer par obtenir sa qualification d'instructrice de vol après avoir obtenu sa licence de pilote professionnel, mais en raison de la pandémie, il a fallu temporiser et obtenir d'abord sa qualification sur multimoteurs et sa qualification de vol aux instruments. Maintenant qu'elle a obtenu ces qualifications et que la pandémie s'atténue, elle a commencé sa qualification d'instructeur de vol. Valeriya collabore avec la section de l'Est de l'Ontario de l'organisme The Ninety-Nines, agit à titre de représentante de l'association Young Persons Network auprès de la section de Montréal de la Royal Aeronautical Society (RAeS) – la seule section de la RAeS au Canada; de plus, elle est membre de la



▲ Serge Zinchenko, lauréat d'une bourse de pilote de drone.



▲ Christopher Mortimer, lauréat d'une bourse de pilote de drone.

COPA et de l'organisme Women in Aviation International.

BOURSE COPA POUR LES PILOTES DE DRONES

Grâce à la nouvelle bourse COPA pour les pilotes de drones, les membres de la COPA peuvent obtenir les certifications SATP avancées. Cette année, la COPA a aidé deux de ses membres à suivre la formation avancée sur les SATP.

Serge Zinchenko originaire d'Etobicoke, en Ontario, possède une vaste expérience de vol en tant que pilote. Il a

commencé à voler comme parapentiste au début des années 1990, a obtenu sa licence de pilote privé en 2002, pratiqué le parachutisme et a accumulé 490 heures dans le cadre de ses qualifications de vol de nuit, de vol avec flotteurs et avec des avions multimoteurs. En plus de ses nombreux intérêts, il possède une certification de base dans le pilotage de drones ainsi que de l'expérience dans le pilotage de drones DJI Phantom pour filmer la nature et les îles éloignées.

Christopher Mortimer, originaire de Vancouver, en Colombie-Britannique, est membre de la COPA depuis 2020. Il est titulaire d'un diplôme en génie aéronautique de l'Université de Stuttgart. Il est détenteur d'une licence de pilote professionnel avec une qualification de vol aux instruments de groupe 1 et une qualification d'instructeur de vol; de plus, il s'est joint récemment au personnel navigant de Central Mountain Air (pilotant le Beechcraft 1900d). Christopher soutient activement le domaine de l'aviation générale – l'an dernier, il a aidé à charger les aéronefs auprès du West Coast Pilot Club dans le cadre des vols de secours qui sont venus en aide aux victimes des inondations dans la région du Lower Mainland de Vancouver; de plus, il joue le rôle de mentor dans le cadre du programme de mentorat de BC Aviation Council. Christopher souhaite obtenir la certification SATP avancée pour élargir son expérience générale de pilotage aérien. Il espère créer des ponts entre la communauté traditionnelle et la communauté d'aviation tout en mettant à profit ses nouvelles compétences en matière de SATP afin de soutenir les efforts de recherche et sauvetage dans.

Le programme de bourses d'études de la COPA commencera à accepter de nouveau les demandes de candidature à compter du 3 janvier 2022. Pour en savoir plus, consultez la page www.copanational.org/scholarships. Souhaitez-vous contribuer à l'avenir de l'aviation générale et à changer des vies grâce aux bourses de la COPA? Pensez à faire un don à la Fondation pour la sécurité aérienne de la COPA. 🙌

MEET JIM BELL

COPA'S SECRETARY AND DIRECTOR FOR MANITOBA AND NUNAVUT

BY LAURA MCLEAN, MARKETING & COMMUNICATIONS COORDINATOR, COPA

COPA Board of Director and Secretary, AME M2, Canadian Armed Forces Reserve Aviation Systems Technician, instructor and pilot - a sampling of the many roles that Jim Bell has held throughout his career. Currently serving as the COPA Director for Manitoba and Nunavut, Jim is also very active within the Manitoba aviation community, volunteering with organizations such as the Canadian Aviation Historical Society, the Manitoba Aviation Council, and the Air Cadet League of Canada. If you are ever flying by Lyncrest Airport (CJL5), be sure to stop by Jim's hangar and say hello.

WHAT GOT YOU INTO AVIATION?

Like most of us, I was fascinated by aviation as a kid. I got into Air Cadets and it became more of an obsession, which has not ever really eased off.

I earned my glider pilot and private pilot licences through the Air Cadet program, but I could not get a commercial licence due to my crummy eyesight. I started as an airframe/aviation systems technician in the Air Force, working on the CT-114 Tutor and the CT-142 Dash 8, then spent 22 years at Air Canada as an AME M2, working on Airbus A320, A220, Boeing 767, 737 Max, and Embraer 175 and 190 aircraft.

After working 12 years in the hangar in Winnipeg, four years on the line in Ottawa, four more years on the line in Winnipeg, and the final 20 months in Toronto, I retired from Air Canada in April. I am currently working as a Canadian Armed Forces Reserve Aviation Systems Technician at 402 Squadron in Winnipeg and doing some freelance technical instructing.

I have over 1,000 flying hours, split between Cessna 172s and 182s, Citabrias and a Super Decathlon, Piper Cherokees, a Maule M7T, a Musketeer, and my Challenger II ultralight, which is based at Lyncrest Airport, Manitoba. I have ski, night, sea-plane and aerobatic ratings.

WHAT IS YOUR MOST MEMORABLE FLYING EXPERIENCE?

Flying aerobatics in a Super Decathlon in the mountains around Squamish, BC, was a lot of fun. Flying as a passenger in a formation of four Harvards at the Canadian Harvard Aircraft Association, in Tillsonburg, Ontario, is a close second.

I have had a couple of forced landings, too - those were fairly memorable.

WHY DID YOU JOIN COPA'S BOARD?

It was suggested to me by Jerry Roehr, who is the previous COPA Manitoba and Nunavut Director. It was an eye-opening



▲ Jim Bell began his aviation career as an airframe/aviation systems technician in Royal Canada Air Force, working on the CT-114 Tutor.

experience to see all that goes on behind the scenes to keep us free to fly.

CAN YOU SHARE AN IMPORTANT TIP YOU THINK EVERY PILOT SHOULD KNOW?

Use it or lose it - not just knowledge and skill, but airports, airport restaurants, airspace, training facilities, and all the other things that make GA (General Aviation) possible and enjoyable.

WHAT HAS BEEN ONE OF THE MORE MEMORABLE PLACES YOU HAVE FLOWN TO?

I have flown to AirVenture twice - a lot of fun; and stressful. The trip I have not taken yet is an air tour around the U.S. Southwest desert, which will be the best place someday. But for now, my favourite place is Glacier Air at Squamish. Whenever I am in Vancouver and have a few hours to spare, I try to get a flight.

FAVOURITE \$100 HAMBURGER

A tossup between Morden Airport's Flyday Friday, the Beausejour Airliner, and the Lundar Golf Club restaurant, a five-minute walk from Lundar airfield.

FAVOURITE SOUNDTRACK

Doug & The Slugs is my favourite band, but about any '70s or '80s Canadian rock works.

FAVOURITE MOVIE

Top Gun: Maverick at the Fly-in Theatre at Oshkosh was pretty good. 🇺🇸

RENCONTREZ JIM BELL

DIRECTEUR DU CONSEIL D'ADMINISTRATION DE LA COPA POUR MANITOBA ET NUNAVUT ET SECRÉTAIRE

PAR LAURA MCLEAN, COORDONNATRICE, MARKETING ET DES COMMUNICATIONS, COPA

Conseil d'administration et secrétaire de la COPA, TEA M2, technicien en systèmes d'aviation de réserve, instructeur et pilote - voilà un échantillon des nombreux rôles que Jim Bell a occupés au cours de sa carrière. Directeur pour le Manitoba et le Nunavut, Jim est également très actif au sein de la communauté aéronautique manitobaine, faisant du bénévolat auprès d'organisations telles que la Société historique de l'aviation canadienne, le Conseil de l'aviation du Manitoba et la Ligue des cadets de l'air du Canada (Manitoba). Si vous passez un jour par l'aéroport de Lyncrest (CJL5), ne manquez pas de vous arrêter au hangar de Jim et de lui dire bonjour !

QU'EST-CE QUI VOUS A ATTIRÉ DANS L'AVIATION ?

Comme la plupart d'entre nous, j'étais fasciné par l'aviation quand j'étais enfant. Je suis entré dans les cadets de l'air et c'est devenu une véritable obsession, qui ne s'est jamais vraiment calmée.

J'ai obtenu mes licences de pilote de planeur et de pilote privé dans le cadre du programme des cadets de l'air, mais je n'ai pas pu obtenir de licence commerciale en raison de ma mauvaise vision. J'ai commencé comme technicien de cellule/systèmes d'aviation dans l'armée de l'air, travaillant sur le CT-114 Tutor et le CT-142 Dash 8, puis j'ai passé vingt-deux ans à Air Canada comme TEA M2, travaillant sur les Airbus A320, A220, Boeing 767, 737 Max, et Embraer 175 et 190.

Après avoir travaillé douze ans dans le hangar à Winnipeg, quatre ans sur la ligne à Ottawa, quatre autres années sur la ligne à Winnipeg, et les vingt derniers mois à Toronto, j'ai pris ma retraite d'Air Canada en avril. Je travaille actuellement comme technicien en systèmes d'aviation de la Réserve des Forces armées canadiennes au 402e Escadron à Winnipeg et je fais un peu d'instruction technique à la pige. J'ai plus de mille heures de vol, réparties entre des Cessna 172 et 182, des Citabrias et un Super Decathlon, des Piper Cherokees, un Maule M7T, un Musketeer et mon ULM Challenger II, qui est basé à l'aéroport de Lyncrest, au Manitoba. J'ai des qualifications de ski, de nuit, d'hydravion et de voltige.

QUELLE EST VOTRE EXPÉRIENCE DE VOL LA PLUS MÉMORABLE ?

Le vol acrobatique dans un Super Decathlon dans les mon-

tagnes autour de Squamish, en Colombie-Britannique, a été très amusant. Voler en tant que passager dans une formation de quatre Harvard à la Canadian Harvard Aircraft Association, à Tillsonburg, en Ontario, vient juste après. J'ai aussi eu quelques atterrissages forcés, qui ont été assez mémorables.

POURQUOI VOUS ÊTES-VOUS JOINT AU CONSEIL D'ADMINISTRATION DE COPA ?

C'est Jerry Roehr, l'ancien directeur de la COPA au Manitoba et au Nunavut, qui me l'a suggéré. Ce fut une expérience révélatrice de voir tout ce qui se passe dans les coulisses pour que nous puissions voler librement.

POUVEZ-VOUS PARTAGER UN CONSEIL IMPORTANT QUE TOUT PILOTE DEVRAIT CONNAÎTRE ?

Utilisez-le ou perdez-le - pas seulement les connaissances et les compétences, mais aussi les aéroports, les restaurants d'aéroport, l'espace aérien, les installations de formation et toutes les autres choses qui rendent l'aviation générale possible et agréable.

QUEL EST L'UN DES ENDROITS LES PLUS MÉMORABLES OÙ VOUS AVEZ PRIS L'AVION ?

J'ai volé deux fois à Airventure - c'était très amusant (et stressant). Le voyage que je n'ai pas encore fait est un tour aérien autour du désert du sud-ouest des États-Unis, ce sera le meilleur endroit un jour. Mais pour l'instant, mon endroit préféré est Glacier Air à Squamish. Chaque fois que je suis à Vancouver et que j'ai quelques heures de libre, j'essaie de prendre un vol.

HAMBURGER À 100 \$ PRÉFÉRÉ

Un choix entre le Flyday Friday de l'aéroport de Morden, le Beausejour Airliner, et le restaurant du Lundar Golf Club, à cinq minutes de marche de l'aérodrome de Lundar.

BANDE SONORE PRÉFÉRÉE

Doug & The Slugs est mon groupe préféré, mais n'importe quel groupe de rock canadien des années 70 et 80 convient.

FILM PRÉFÉRÉ

Top Gun : Maverick au théâtre Fly-in d'Oshkosh était assez bon. 🛩️



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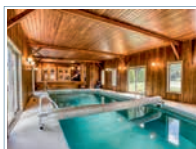
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THE EARLY DAYS OF ALBERTA MEDEVAC

COOKING LAKE AIRPORT CELEBRATES THE 90 YEAR ANNIVERSARY OF ONE OF THE EARLIEST RECORDED MEDEVAC FLIGHTS

BY JIM JOHANSSON

One of the earliest recorded mercy (medevac) flights in Alberta occurred on August 28, 1932. Walter and Gladys Hill of Fort McMurray were advised by their doctor to travel to Edmonton for additional medical assistance due to potential complications with Gladys' pregnancy. A float equipped Fokker Universal C-FAHJ owned by Explorers Air Transport Ltd., and pilot Lewis Leigh, was the only option.

In 1932, there were no weather stations or air traffic controllers to help pilots avoid dangerous weather. Telephones were also extremely rare, in most cases pilots were unable to call ahead to their destination to get the weather or let someone know they were coming. Every flight was a high-risk venture with an uncertain outcome – bad weather, mechanical problems, and even getting lost. This was the era of the Canadian bush pilot – tough, resourceful and fearless.

The mercy flight departed the Snye at Fort McMurray, in very good weather, and followed a route that kept it within gliding distance of the Athabasca river until it reached Athabasca Landing. At that point, they turned southward, over forested terrain that had very few lakes to land on in an emergency until they reached Cooking Lake. It was at that point the weather also turned to low clouds and rain showers which forced Leigh to descend and fly low, just above the tree tops.

Then, even more excitement began. Walter Hill called up to Leigh through the little peep door that separated the pilot in the open cockpit from the enclosed passenger compartment to advise that Gladys was experiencing some pain and he needed to speed up. Leigh gave it full power and the plane accelerated to its top speed of 100 miles per hour.

The plane came in low over the lake and taxied to the nearest airport dock where they were met by Leigh's wife, Lin, and other local families. Walter quickly carried Gladys up to the Leigh's summer cabin and a healthy baby boy, Ken, was born 10 minutes after landing. Fortunately, there were no complications and the young family was later transported to Edmonton by ambulance for medical care, just to be safe.

The baby, Ken Hill, celebrated his 90th birthday this summer. Ken and his wife Diane are currently living in Calgary.

The aircraft for this mercy flight was a Fokker Universal



▲ Walter and Gladys Hill (left) pictured with Sgt. McDonald and Vi May (right).

(registration C-FAHJ). It was a unique aircraft made of metal tubing, wood, fabric and some aluminum. It was equipped with floats, but it was a very early design that lacked water rudders so maneuvering on the water took tremendous skill and a bit of luck. The pilot sat in a tiny open cockpit just above and forward of the enclosed passenger cabin which could hold a maximum of four people. The only navigation equipment was a magnetic compass and hand-drawn map.

We don't know what happened to C-FAHJ, but the Alberta Aviation Museum in Edmonton has a display featuring parts of a sister ship that was damaged in Peace River in 1939. Unfortunately, the display does not show the entire aircraft, just the frame of the body, engine, and a portion of the wooden propeller.

Cooking Lake Airport (just east of Edmonton) was founded in 1926 and is the oldest operating airport in all of Canada. It was a major staging point for bush pilots during the early "bush pilot" days of aviation in Canada.

Today, Cooking Lake Airport is the fifth busiest community airport in Alberta and handles about 30,000 flights each year. The airport is operated and funded entirely by volunteers. 🛩️

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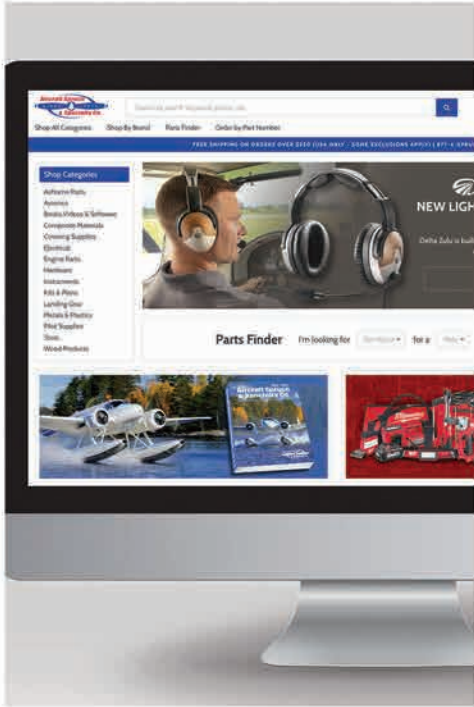
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