

The History of COPA

1952-2002

By Garth Wallace

COPA beginnings: 1952 to 1957

In April, 1952 Laurentian Air Services pilot John Bogie was having lunch in the Ottawa Flying Club lounge with Spartan Air Services pilot Bill Pepler and Paul Saunders when Ottawa pilot Margaret Carson came storming in and declared that something had to be done about the way small aircraft owners and operators were being mistreated by the government.

“At the time, flying clubs were represented by the Royal Canadian Flying Clubs Association and the Air Industries and Transport Association represented the manufacturers and air carriers,” Bogie recalled in a recent visit to COPA’s office in Ottawa. “No one was looking after the small operators and individual aircraft owners in Canada.”

One of the issues that sparked Carson’s initiative was the application of highway tax on aviation gasoline.

As a result of that informal discussion, interested local Ottawa pilots chipped in \$5.00 each to pay for printing and mailing of notices. An organization meeting was held on Friday, December 12th, 1952, at 1:30 p.m. in the Ottawa Flying Club lounge. Minutes were taken. The meeting was “...in connection with the organization in Canada of an association such as the Aircraft Owners and Pilots Association of the United States.”

John Bogie acted as chairman of the meeting and Margaret Carson acted as secretary.

Present:

John Bogie, Laurentian Air Services, Ottawa, Ont.

Angus Morrison, Air Industries and Transport Association, Ottawa, Ont.

Doug Wagner, Kingston Flying Club, Kingston, Ont.

Carl Millard, Carl Millard Ltd., Toronto, Ont.

Joe Reed, MacNamara Construction Co., Toronto, Ont.

Doug Fahlgren, Laurentian Air Services, Ottawa, Ont.

Robert Kenny, Hanson Mills Ltd., Ottawa, Ont.

Jim Kenny, Hanson Mills Ltd., Ottawa, Ont.

Evan Jones, Spartan Air Services, Ottawa, Ont.

R. Drinkwater, Spartan Air Services, Ottawa, Ont.

B. Towler, Spartan Air Services, Ottawa, Ont.

Alf Lord, Spartan Air Services, Ottawa, Ont.

Margaret Carson, Ottawa, Ontario.

Absent: Interested but unable to attend due to bad flying weather or previous engagements.

William Oliver, Curtiss-Reid, Montreal, PQ.

Jack Scholefield, Laurentide Aviation Ltd., Montreal, PQ.

William Attrill, Montreal Flying Club, Montreal, PQ.

George Hurren, R.C.F.C. Association, Ottawa, Ont.

Doug Pickering, Laurentian Air Services, Ottawa, Ont.

Russell Bannock, de Havilland Aircraft Co., Toronto, Ont.

Dorothy Rungeling, Welland, Ont.

Dr. H.R.T. Mount, Ottawa, Ont.

Ernie Warren, Ottawa, Ont.

Russell Bradley, Bradley Air Service, Carp, Ontario.

Edward Clark, Gananoque, Ont.

Minutes: The minutes of the meeting record:

Discussion took place regarding the organization of an association, the possible exchange of services with AOPA of the United States, and matters which might be dealt with by a Canadian Association.

The following temporary committee, to assist in the organization during its formation, was appointed:

Advisory: George Hurren, Angus Morrison

Toronto: Carl Millard, Joe Reed

Ottawa: Doug Pickering, John Bogie, Evan Jones, Margaret Carson

Carp: Russel Bradley

Kingston: Doug Wagner

Montreal: William Oliver, Jack Scholefield, William Attrill

Gananoque: Edward Clark

It was moved by Margaret Carson, seconded by Angus Morrison, that the committee contact J. B. Hartranft, Jr., of Washington, president of AOPA to ask if he could arrange to come to Ottawa during January to meet with the committee to discuss organization of an association such as AOPA in Canada and exchange of AOPA services. Carried.

A very kind offer was received from Morrison of AITA of the temporary use of office space, a desk, telephone, addressograph and mimeograph machines by the proposed association.

Millard advised that he had contacted R. Keith of Canadian Aviation Magazine and Bob Halford of Aircraft Magazine and they both offered to cooperate with publicity in connection with the formation of this Association with no charge.

Morrison suggested that the AITA could advise its members of the plans for the formation of this proposed association in a bulletin and it was suggested that the committee ask George Hurren if the Royal Canadian Flying Clubs Association would do the same.

Canadian Advisory Council

AOPA's "Doc" Hartranft accepted the group's invitation to come to Ottawa. A meeting was scheduled for January 30, 1953. Word spread of the proposed new organization for light plane pilots and operators. Forty-eight people filled a meeting room at the Chateau Laurier Hotel in Ottawa.

John Bogie was appointed acting chairman; Dorothy Drew of the RCFCA was the recording secretary.

Hartranft addressed the group outlining how AOPA was run. He pledged financial support.

A Canadian Advisory Council was proposed to initiate the groups activities until a formal organization to be called "AOPA of Canada" could be chartered.

The group adopted the following objectives:

- 1/ A strong need exists for an organization in Canada such as the Aircraft Owners and Pilots Association in the United States for suitable representation for these aircraft owners and pilots.
- 2/ The aim of this organization should be to make flying more useful, less expensive, safer and more pleasurable.
- 3/ In no way should this organization be considered as a union to deal with wages and working conditions of aviation personnel.
- 4/ Although the need for such an organization exists, there is some doubt that sufficient numbers could be obtained within the next three years or during the initial stages of the Canadian organization to maintain a permanent office staff, office facilities, and to provide services to the members.
- 5/ Therefore, it is proposed that subject to official agreement with AOPA USA, that an organization similar be set up in Canada to be known as the Aircraft Owners and Pilots Association of Canada.
- 6/ That this be effected by Canadian aircraft owners and pilots joining AOPA of the United States and that from these Canadian members there be elected a Canadian Advisory Council to deal with problems specifically affecting Canadian aviation.
- 7/ That such Canadian Advisory Council be composed of sixteen members, eight of whom will be aircraft owners and the other eight will be active pilots together with a representative from the west coast, the middle west, central Canada and the Maritimes in addition to representatives from the RCFCA and the AITA.

When COPA was formed in 1952:

There were less than 7,000 pilots in Canada:

Private – 4,560

Commercial – 1,240

Transport – 775

There were 966 privately-registered aircraft in Canada and 1,294 commercially registered.

The Canadian Advisory Council, the forerunner of COPA, included:

Executive:

Chairman: John Bogie

Vice-chairman: Ernest G. Warren

Secretary-Treasurer: Margaret Carson

Board Members:

Carl Millard, Toronto, Ontario.

Paul E. Cote, Montreal, Que.

Russell Bradley, Carp, Ontario.

Doug Wagner, Kingston, Ontario.

Edmund Hall, Ottawa, Ontario.

Dr. H.R.T. Mount, Ottawa, Ontario.

Doug Pickering, Ottawa, Ontario.

James H.F. Kenny, Ottawa, Ontario.

Jack Scholefield, Montreal, Que.

Four geographic representatives were to be appointed, one each from the west coast, middle west, central Canada and the Maritimes. Angus Morrison and George Hurren were asked to sit on the board representing AITA and RCFCA.

COPA

The first meeting of the CAC was held in Kingston, Ont. on February 13, 1953.

It was decided to write to the Department of Transport objecting to it making nautical miles mandatory in Canadian aviation. (The manufacturers in the United States were using statute miles.) The Departments of Highways in each province was to be sent a letter objecting to road taxes on aviation gasoline. The DoT was to be asked to make ground controlled approaches available to civilian aircraft and to install radios in military radar stations for communicating with civilian aircraft.

A group from the CAC was to travel to Washington, D.C. to visit AOPA headquarters. A meeting in Ottawa on March 4, 1953 the group set the membership fees for AOPA of Canada at \$5.00 per year. A Canadian newsletter was sent to be included in an AOPA (U.S.) mailing. (This newsletter was being produced in Margaret Carson's basement.) By May, 1953, members of the proposed AOPA Canada were being offered:

Assistance with personal flying problems;

Legal aid in Canada;

Employment assistance;
Flight routing service;
Map distribution;
AOPA Canada newsletter;
Group aircraft insurance;
A subscription to *Canadian Aviation* magazine for an extra \$2.

At a June 1953 meeting it was decided to rename the proposed organization the “Canadian Owners and Pilots Association” to avoid confusion with AOPA in the United States.

In 1956 Robert (Bob) Thomas, a retired RCAF Wing Commander, agreed to assume the duties of manager of COPA. That same year, clerical staff was hired including Joyce Else and Norma Girard. One of their first tasks was to move COPA’s operations from Margaret Carson’s garage to an office on Wellington St.

Changing of the guard

At a meeting in Ottawa on November 3, 1956, a new COPA Executive Committee was elected from the board of directors.

President: S.F.D. “Sid” Sampson

Vice-president: Carl Millard

Secretary/treasurer: Margaret Carson

First Chairman

John Bogie was one of the founding members of COPA and its first chairman of the board. At the time of the association was formed, Bogie worked for Laurentian Air Services in Ottawa, a company started by his uncle, Barnet McLaren. Bogie was flying Cessna Cranes, de Havilland Beavers and Wacos in support of logging, mining and survey work in eastern Canada. “I grew up in New York City but worked for Laurentian in the summers after the war while in college.” Bogie must have liked Canada as he is still here fifty years later and still works for Laurantian. Bogie has been made an honorary COPA director. He regularly attends COPA Board of Director’s meetings, adding his experience and historical perspective.

Canadian Flight magazine

In 1955, COPA launched *Canadian Flight*, “The pilot’s magazine.” The first edition carried a “June 1955” label on it.

The 52-page magazine was compiled by Margaret Carson, who by now had moved the COPA “office” from her basement to her garage, and Art Macdonald, manager of the Air Cadet League of Canada.

The initial issue sported a colour cover and black and white insides covering early ELTs (called “SARAHs”), civil defence, converting to a helicopter licence, tips on buying a

used aircraft, an business aircraft buyer" guide, building a single-strip airport, weather, gliding, "The law and you," "It could happen to you," OMNI, RCFCA news, accidents, model aircraft, and "Places to Fly." Advertisements appeared for Avro, CAE, de Havilland, Piper, Shell, Dare OMNI, Cessna, Sperry, RCAF, Gilles Flying Service, Lear OMNI, Carl Millard Ltd., several insurance companies and Orenda. An ad for "From the Ground Up" offered the textbook for \$3.00 postage paid.

AOPA Silver Tray Award

Keith "Hoppy" Hopkinson. In 1955, Doc Hartranft, president and general manager of AOPA, offered to donate a trophy to COPA to be presented to "the person who contributed the most to the advancement of private flying in Canada." Keith Hopkinson of Goderich, Ont. was named the first recipient of the award. Hopkinson was considered by many as the father of aircraft homebuilding in Canada. The award was retired in 1998 when it was replaced by the COPA President's Award. The tray now hangs on the wall in COPA's headquarters.

Joyce Else

COPA's first paid and longest serving staff member was Joyce Else who worked for the association from 1956 to 1997. In 1998, the COPA board of directors awarded her the top honour at COPA of the time, the AOPA Silver Tray Award.

COPA grows: 1957 to 1962

The year 1957 saw COPA growing and shifting from a mostly volunteer organization to one with paid staff and a proper office in Ottawa. Secretaries Joyce Else and Norma Girard had been hired the year before. In January 1957, temporary Manager Robert Thomas tendered his resignation. The board sought a permanent manager for the association. William "Bill" Peppler started work at on July 2, 1957 beginning a 39-year run as manager of the association.

In 1957, COPA organized a civil air search group in Ottawa called "Emergency Air Corps." This was patterned after the Civil Air Patrol in the United States and similar groups in Canada. Meetings were held with Royal Canadian Air Force personnel to coordinate plans and efforts for civil aircraft and pilots to join in searches for missing aircraft.

COPA launched group aviation insurance for its members engaging Donald C. Miller Ltd. of Montreal to administer liability and hull coverages.

In 1957, the COPA membership fee was \$10 per year. Corporate Memberships were launched at \$25 per year.

In 1958, COPA agreed to act as an umbrella organization for the newly formed Canadian Business Aircraft Operators, the forerunner of the current Canadian Business Aircraft

Association. COPA provided administrative services for the new organization from its new office on 77 Metcalfe St. in Ottawa.

The COPA Annual Meeting in St. Jovite in 1959 include a celebration of the 50th year of powered flight in Canada.

In 1960, Margaret Carson ended her time as COPA's secretary/treasurer and as publisher of the *Canadian Flight* magazine but continued volunteering and promoting the association for several more years. John Bogie took her place on COPA's executive committee. COPA manager Bill Pepler became the magazine editor assisted by Art MacDonald.

In 1961, COPA's Annual Meeting moved to Muskoka Sands Inn in Gravenhurst, Ont. north of Toronto as the St. Jovite site was becoming too small for the up to 400 members flying to the event.

Bill Pepler

In 1957 COPA Past-president John Bogie recalls telling Keith Hopkinson that Bill Pepler, an Ottawa-based pilot working for Spartan Air Service, might be interested in a job that involved less travel. "At the time, Spartan had Bill flying away from home and family ten months of the year," Bogie said in a recent interview. Pepler flew his Bellanca Crusair to Toronto to meet with COPA President Sid Sampson and was hired.

Gray Rocks Inn and St. Jovite Airport

COPA's Annual Meeting in 1957 was held in October at Gray Rocks Inn in St. Jovite, Quebec. St. Jovite is in the mountains equidistant (north) of Ottawa and Montreal. The October venue provided a spectacular showing of fall colours for COPA members flying in. Nearby Lac Ouimet offered a floatplane base.

This began a long association between the organization and the inn. Fall annual meetings and then COPA Fall Rendezvous were held there until the early 1990s when the landing strip near the inn became unavailable.

COPA Executive and Directors 1957

President: S.F.D. "Sid" Sampson

(Sampson served in that position until the end of 1960. When he declined to continue, Douglas Wagner, serving as vice-president by then, was appointed as president starting in 1961.)

Vice-president: Carl Millard

Secretary/treasurer: Margaret Carson

Past-president: John Bogie

Directors:

Russell Bannock

J.C. Charleson
Maurice Fallow
Keith Hopkinson
Douglas Pickering
R.P. Purves
Douglas Wagner
Edward Zalesky
R.D. Velts
Jack Scholefield
John Caron
Charles McEwen

IAOPA

The Aircraft Owners and Pilots Association in the United States proposed the formation of an international council of AOPAs in 1958. IAOPA was chartered in 1962 with COPA as a founding member organization.

The AOPA Silver Tray Award winners 1957 to 1962

The Tray was presented annually to, “the person who contributed the most to the advancement of private flying in Canada.”

1957 – Margaret Carson
1958 – D. D. “Des” Murphy
1959 – Carl Millard
1960 – Major Robert Dodds
1961 – Gordon Swartz
1962 – J. N. Leggatt

The Aug-Sept 1958 copy of *Canadian Flight* featured one of the new era of business aircraft on its cover, the early twin-engined version of the Lockheed Jet Star. Until then, corporate aviation had been flying converted warplanes from the Second World War.

Inside the issue, Bill Pepler targeted the provinces in Canada for doing “little if anything to launch a nationwide community airstrip program” in his *Editorial Comment*. There was an article on the Volunteer Air Patrol, a civil search group formed the year before in Winnipeg, Man. Trudy Armstrong, wife of future COPA director Neil Armstrong, wrote about flying to Tofino, B.C. for the Aero Club of B.C. Fly-in and Crab Hunt. Syl Panagapko described Anchorage, Alaska as “World’s most air-minded city” in an article that declared there was one aircraft for every 110 people. “Bush flying is fun” was an article by COPA member Berna Studer who took her holidays from a bank in the winter so she could fly around Saskatchewan in her Taylorcraft on skis with her sister.

The *Flight report* section of “spot news” included a picture of COPA founding director Carl Millard demonstrating a bracket he had developed for his Grumman Widgeon that

allowed the mounting of a 5-hp outboard motor for manoeuvring the aircraft after shutdown and for trolling.

The *Up and Coming* section featured a picture of the new Agricultural Chipmunk from the de Havilland Aircraft in Toronto. The 145-hp version of the military trainer could carry up to 560 lb in a hopper built into the aircraft ahead of the rear pilot seat. The hopper could be replaced in “less than half an hour” with a cargo box or front passenger seat. Cessna introduced its Cessna 150, “a two-place airplane available in standard, trainer and inter-city commuter models ranging in price from \$6,995 to \$8,545.” A government advertisement sought “Civil Aviation Inspectors.” A starting salary of \$6,060 was offered.

COPA Grows: 1962 to 1967

In 1962, COPA’s Annual General Meeting was held at the Muskoka Sands Inn, Gravenhurst, Ont., September 14-16. The 300 attendees heard banquet guest speaker Ed King, president of King Radio, talk about the up-coming requirement for communication radios to operate on a 100-KHz split. Doug Wagner announced that he would not seek re-election as COPA’s president of the Board of Directors. Del Bokin was elected to take his place, William Sanderson was elected vice-president and John Bogie was re-elected as secretary/treasurer. By 1962, there were also 20 members of the COPA Board of Directors representing the members from across Canada.

At the beginning of 1962, there were 5,885 civil aircraft registered in Canada of which 3,708 were privately registered. There were 14,597 pilot licences in force. A government list of airports showed there were 265 licenced and 444 unlicenced land airports in Canada; 276 licenced and 287 unlicenced water airports; and 82 military airports. The newest airport added to the list was at King City, 15 miles northeast of the Malton Airport near Toronto, Ont.

Part of a survey of COPA members indicated that pilot medicals conducted by designated examiners were costing anywhere from \$5.00 to \$10.00. The government doubled the cost of Canadian Aeronautical charts from 25 cents to 50 cents. COPA opposed the move and advised its members that there were American charts that covered southern Canada that cost 25 cents. The Canadian dollar in 1962 was worth \$1.09 U.S.

In 1962 COPA was working with the Department of Transport to have the maximum weight of a homebuilt aircraft increased from 1,200 lb to 1,750. The association also appealed to the government not to be too hasty in its conversion of radio ranges to non-directional beacons as very few of Canada’s aircraft were equipped with automatic direction finders.

On September 2, 1962, all Canadian civil aircraft in North America were grounded from 15:00Z to 00:30Z for defence exercise Skyshield III.

In 1963, COPA's Annual Meeting was held in Kingston, Ont. in August. Eastern and western vice-president positions were initiated. Charles "Chuck" Leavens was elected COPA's first eastern vice-president and Neil Armstrong was elected as the first western V-P.

In 1964, COPA's Annual Meeting moved back to Gray Rocks Inn in St. Jovite, Que. (where it was also held in 1965 and 1966). Neil Armstrong served as COPA president for the next three years. The cost of a COPA membership was raised to \$12 a year. By the end of the year, COPA's membership topped 6,000.

In 1967, as COPA celebrated 15 years of service to aviation, the country celebrated its 100th birthday. COPA staff member Joyce Else summed up the celebrations in her column in *Canadian Flight* called, "At your service." "Well, I have seen the queen, been to Expo, danced in a gymnasium full of mosquitoes and eaten enough barbecued buffalo to feel sorry for the animal. In short, I am a fully-accredited centennial celebrant."

An energetic businessman from Smiths Falls, Ont., was elected to the COPA Board of Directors in 1965. Russ Beach was to figure prominently in COPA affairs over the next 30 years.

COPA Directors 1966

COPA's Board of Directors in 1966 included an executive, national directors and provincial directors:

COPA Executive Committee

Neil Armstrong – president
Ernie Antle – 1st vice-president
Frank Kennerly – 2nd vice-president
John Bogie – secretary/treasurer
Del Bodkin – past president

National Directors

Len Ariss
Margaret Carson
Barry Graham
Al Ludford
Carl Millard
Erik Nielsen
Varno Westersund
Oscar Wild

Provincial Directors

Ernie Antle
Russ Beach
J.T. Coombs
Roy Moore
Jean Moreau
J. A. Rioux
Lloyd Ryder
Wayne Squires
R. D. S. Ward

COPA Manager

Bill Pepler

Calgary pilot Neil Armstrong served as COPA president from 1964 to 1967. The Neil Armstrong Scholarship was established by COPA following his death in 1994.

COPA Publications

COPA NEWSLETTER

From its inception, COPA has provided its members with information through publications. A monthly *AOPA Canadian Newsletter* was mailed to members starting in April 1953. By July of that year, it was renamed the *COPA Canadian Newsletter*. Initially the newsletter was printed on white paper. From 1955, blue paper was used.

When the *Canadian General Aviation News* newspaper was launched in 1964, the *COPA Canadian Newsletter* was inserted separately. In 1980, the “blue sheet” was renamed *COPA Newsletter*. In 1995, the newsletter was incorporated into the newspaper where it remains today. The *COPA Newsletter* commemorates the old blue sheet and COPA’s continued commitment to keeping its members up-to-date on the latest events affecting their flying.

Canadian Flight

COPA continued to publish *Canadian Flight*, a first-class bi-monthly aviation magazine. The December 1962 edition featured a picture of the RCAF Golden Hawks flying over Niagara Falls on the front cover. Inside, in the “Up and Coming” section: Trans Canada Airlines retired the last of its Lockheed Super Constellations in favour of Douglas DC-8s. American President John F. Kennedy officially opened Washington’s new Dulles International Airport. The Air Transport Association of Canada held its first Annual Meeting in Montebello, Que. Weldy Phipps was presented with the McKee Trophy for his pioneering work in Arctic flying. In the “Classified Advertising” section, the Kingston Flying Club was selling its Fleet 80 Canucks for \$2,995 each. A Harvard Mark II in Trois Rivieres was listed for sale for \$3,500.

Aviation grows: 1967 to 1972

In 1967, Herb Cunningham joined the COPA Board of Directors beginning his first 34 years of service to the association. Mid-year in 1967, Frank Kennerly of Toronto succeeded Neil Armstrong as president of the COPA Board, a position he held until 1971. Ernie Antle of Vancouver became the 1st Vice-President and Barry Graham of Montreal was appointed 2nd Vice-President. John Bogie remained as secretary/treasurer.

The minute books of COPA director meetings grew thicker in the late 1960s as manager Bill Pepler represented the association to various government departments on behalf of general aviation. COPA approached the Department of Transport and asked for a method of operating newly-imported aircraft under a temporary Certificate of Registration rather than waiting until it was processed and mailed.

It was a COPA initiative that led to flying training becoming an acceptable educational tax deductible expense for income tax purposes. COPA worked with the Flying Farmers to launch the idea of using reflectors for night flying on private airstrips.

COPA FLIGHTS

The COPA Flights program, started in 1964, began to grow. By 1967, the Sudbury, Ont. COPA Flight became number 13, joining others in Guelph, Ont., Regina, Sask., Ottawa, Ont., Sarnia, Ont., Saskatoon, Sask. and Victoria, B.C.

AVIATION GROWTH

In 1967 there were 28,887 Canadian pilot licences in force, up from 25,742 the year before. There were 18,484 private pilots and 926 glider pilots. Also in 1967, there were 8,454 aircraft registered in Canada, an increase of 780 over the year. Of these, 8,057 aircraft were under 12,500-lb gross weight.

In 1970, COPA's Convention and Annual General Meeting was held for the first time in western Canada. The Banff Springs Hotel was the site and the Banff, Alberta Airport was the destination. That year the board of directors voted to increase COPA membership fees to \$15.

The COPA Convention in 1971 was held at Le Chateau Montebello, in Montebello, Que. At that meeting, Russ Beach was elected president of the Board of Directors, a position he held for more than 20 years.

COPA PUBLICATIONS

The Oct/Nov 1967 issue of *Canadian Flight* contained an article about the new Cessna 177 Cardinal, "a new series of low-cost, four-place aircraft" that had been added to the Cessna family. The suggested list price of the 150-hp Cessna 177 was \$12,995 FOB Wichita, Kans. The Cardinal was the deluxe model of the same airplane and sold for

\$14,500. Al MacNutt, whose book *Altimeter Rising* was reviewed in the August 2001 issue of *Canadian Flight*, wrote an article on flight planning for corporate jet flights. The magazine carried a picture of Tom Williams being presented with COPA's highest award, the AOPA Silver Tray. At 82, Williams was on his way to becoming Canada's oldest active pilot. Toronto pilot Heather Sifton wrote a column called "Notes from the Nintey-Nines."

An advertisement for Piper distributor Trans Aircraft introduced the Piper Cherokee Arrow, a new retractable-gear, single-engine aircraft that promised to deliver a 162-mph cruise with a 180-hp engine.

In the news, the Canadian Armed Forces ordered 10 Iroquois helicopters from Bell Helicopters. Air Canada purchased four DC-9 32s from Douglas Aircraft. Archie Van Hee was presented with an award by the B.C. Aviation Council for his excellence in IFR training. It was reported that Rockwell-Standard sold its executive jet aircraft business to Israel Aircraft Industries. Ted Smith Aircraft broke ground for a production facility to manufacture the Aerostar.

In the magazine's classified advertisements, COPA member and current advertiser Ed Peck was selling a Heath Parsol homebuilt "less engine and wheels" for \$250.00. The engine was available for another \$175.

A new column named "Tail Heavy" appeared in the back of *Canadian Flight* for the first time in this issue. The folksy aeronautical ramblings, advice and stories of the COPA family were written by COPA Past-president Neil Armstrong. The column became much loved by COPA members and continued as a regular feature until Armstrong's death in 1994.

AOPA Silver Tray Award Winners 1963 to 1972

1963 – Varno Westersund
1964 – R.W. Goodwin
1965 – R.N. McCollum
1966 – G.R. Bourne, MD
1967 – Tom Williams
1968 – Robert Purves
1969 – Canadian Chapters International Flying Farmers
1970 – Abbotsford Flying Club
1971 – Herb Cunningham
1972 – Jerry Pringle

COPA Board of Directors for 1971

Executive Directors

Russ Beach – president

Ernie Antle – vice-president
Barry Graham – vice-president
Varno Westersund – vice-president
John Bogie – secretary/treas.

Directors

Neil Armstrong
Len Ariss
Willard Bishop
Margaret Carson
Herb Cunningham
Edith Denny
Alan Frosst
Frank Kennerly
Ed Knox
Jean Moreau
Oscar Wild

Manager

Bill Pepler

The May/June 1969 cover of COPA's *Canadian Flight* magazine celebrated COPA's involvement with the International Council of Aircraft Owners and Pilots Associations. The cover photo was of two staff members from the Swedish AOPA.

The Russ Beach Era Begins: 1972 to 1978

The 1972 COPA Annual General Meeting and Convention was held at Gray Rocks Inn in St. Jovite, Que. in late September. COPA president Russ Beach presided over a meeting of directors where a wish list was drafted for presentation to the federal Department of Transport, then called the Ministry of Transport. The list included:

- 1/ Airport windsocks should be standardized in colour and location.
- 2/ Pilots flying aircraft equipped with two-way radios should be encouraged to transmit their location in the circuit at uncontrolled airports on the appropriate unicom frequency.
- 3/ The MoT should produce standard phraseology and radio telephone procedures for those broadcasting their flight intentions on unicom frequencies.
- 4/ All airport circuits should be flown at 1,000 ft above ground.
- 5/ Diagrams of airport runways should be shown on sectional aeronautical charts whenever possible.
- 6/ The MoT should attempt to have common airport traffic procedures in Canada with those in the U.S.
- 7/ Pilots flying aircraft with landing lights should turn them on when on final approach to make them more conspicuous.

At the end of 1972, Russ Beach was nominated as a regional vice-president of the International Council of Aircraft Owners and Pilots Associations.

The 1973 COPA Annual General Meeting and Convention was held in Niagara Falls, Ont. in the Sheraton Brock Hotel. At that meeting, Russ Beach was re-elected president, Jean Moreau was elected eastern vice-president and Varno Westersund was elected western vice-president. John Bogie accepted re-election as COPA secretary/treasurer but declared that it would be his last year (after 20 years on COPA's executive committee).

Other COPA directors in attendance included Neil Armstrong, Bill Atrill, Alan Frosst, Max Golsack, Howard Hall, Merv Hayward and Bob Moore.

Also in 1973, COPA's directors approved the formation of the COPA Flight Safety Organization "to promote flight safety in the field of general aviation." Funds were solicited from members and the first order of business for the organization was to create a monthly COPA Flight Safety Bulletin, which continues to this day.

Throughout 1973 and 1974, COPA fought for the delay of the implementation of mandatory emergency locator transmitters for all Canadian aircraft on the basis that the ELT manufacturers did not have enough time to develop, test and produce the units for the Canadian specifications.

In 1978, the COPA Board of Directors launched an appeal to members to contribute to a trust fund that would be used to pay legal fees when COPA needed to take government agencies to court. Initially dubbed "Beach's War Chest," the fund was incorporated as the COPA Special Action Trust Fund. The fund's mandate was expanded "for the purpose of establishing a program for the education of the general public, legislators and government departments and officials in Canada or its provinces or elsewhere with respect to matters relating to general aviation and to promote, protect and advance the interest of general aviation."

The 1978 COPA Annual Meeting was held in the Airport Hyatt House in Vancouver, B.C. Russ Beach was re-elected president. John Bogie, who had stepped down as secretary/treasurer in 1974, stepped in as eastern vice-president when no one else would take the job. Neil Armstrong was re-elected western vice-president and Jack Langmuir was re-elected secretary/treasurer. At that same meeting, Ken Gamble was appointed to COPA's board of directors as a representative of the Experimental Aircraft Association Canadian Council.

The February 1975 issue of COPA's monthly newspaper, *Canadian General Aviation News*, carried the issues of the day. The headline contained the government's explanation for the need for bilingual air traffic control in Quebec. In other news, Canada's Aviation Hall of Fame moved to new quarters in Edmonton, Alberta. C. H. "Punch" Dickens was the president. It was announced that the BAC Concorde would appear at the Canadian International Air Show in Toronto along with de Havilland's new Dash 7. The General

Aviation Manufacturers Association announced that shipments of new general aircraft in 1974 totaled 14,167. Of that 11,563 were single-engine aircraft.

In the same issue, Leavens Bros. advertised a line of Genave radios, Leggat Aircraft was selling Mooneys and Arctic Covers advertised cowl covers for a long list of aircraft models.

In the Classified Ads, a Globe Swift GC-1B was offered for sale with a zero time O-300 engine for \$5,500.

In 1973, Chris Heintz moved his family and his Zenith homebuilt to Canada. He initially worked for de Havilland Aircraft in Toronto as a stress engineer on the Dash 7 commuter aircraft. In 1974 Heintz formed his own aircraft company under the name of Zenair Ltd. and started to manufacture kits for his two-place Zenith in his garage.

Before coming to Canada, had worked as an aircraft engineer in France. After serving in the Air Force, Heintz worked for Aerospatiale on the supersonic Concorde jetliner, and later became chief engineer at Avions Robin where he designed several fully-certified two and four-seat all-metal production aircraft.

Since 1974, Heintz has designed and developed more than 12 new aircraft models, which have been marketed as kit aircraft around the world. More than 800 Zenith aircraft are presently flying in 48 different countries.

AOPA Silver Tray Award Winners

COPA's top award, the AOPA Silver Tray was presented to the following people between 1973 and 1978.

1973 – Canadian Armed Forces – for its “Defensive Flying” programs for general aviation.

1974 – Neil J. Armstrong – for his dedication to general aviation and COPA

1975 – Russ Beach – for his championing of causes on behalf of general aviation

1976 – Father John W. McGillivray – an ex-air force padre and dedicated light aircraft aviator

1978 – Max Karant – for his years of assistance helping COPA solve general aviation's problems.

Father John MacGillivray was awarded COPA's highest honour, the AOPA Silver Tray, in 1976 from COPA president Russ Beach. MacGillivray was an active general aviation pilot and COPA supporter. He wrote “An Airman's Grace” delivered at COPA Convention banquets.

An Airman's Grace

By Father John MacGillivray

Lord of thunderhead and sky
Who placed in man the will to fly,
You taught his hand speed, skill and grace
To soar beyond man's dwelling place.

You shared with him the eagle's view,
The right to fly as eagles do,
The right to call the clouds his home
And grateful through your Heavens roam.

May we assembled here tonight
And all who love the thrill of flight,
Recall with twofold gratitude
Your gift of wings, your gift of food.

25 years and counting: 1978 to 1982

ISSUES OF THE DAY

In 1978, COPA kept its members informed during the exploding batteries fiasco involving emergency locator transmitters. That same year, COPA lobbied the Department of Transport to add 500 feet to the odd and even VFR cruising altitudes to provide better separation from IFR traffic and to conform to the regulations in the United States. In 1978, the COPA Board of Directors struggled with a government proposed seven cent a gallon tax on aviation gasoline. COPA president Russ Beach opposed the tax while other directors thought it was acceptable as long as the revenue was directed to a fund for aeronautical use.

In 1979, COPA proposed to the federal government that an independent aviation accident commission be established. That year, the board debated whether to support a Department of Communication's proposal to split the VHF aeronautical communication frequencies into 25 kHz spacing.

In 1980, the Board of Directors was split on whether or not to support DoT proposals to increase the minimum hours required for a Private Pilot Licence from 35 and the introduction of mandatory transponders in certain terminal airspace. The association opposed the closure of the general aviation gate at the Toronto Pearson International Airport and summer restrictions to VFR aircraft near the Vancouver Airport. The association also opposed a \$5 landing fee at major DoT airports. COPA Manager Bill Peppler pointed out that it would cost more than \$5 to collect the fee.

In 1981, COPA convinced the Department of Revenue to allow the deduction of aircraft costs as an expense when traveling on business. That year, COPA formally complained to

the RCMP about its practice of checking aircraft logbooks at airshows. The initiative was killing fly-in attendance at aviation events.

In 1982, the annual COPA membership fee was \$23.

During the 1970s and 80s, COPA published an Annual Aviation Directory, either as part of the monthly newspaper, *Canadian General Aviation News*, and or in magazine format as an edition of *Canadian Flight*. During that time the association sold aeronautical charts, aviation books, and other pilot supplies which were listed in the directory.

In the 1970 directory edition of *Canadian Flight* the one-sided Canadian sectional charts were selling for \$1.00. "From the Ground Up" listed for \$6.95. There was no GST.

The annual directory was the forerunner of the *Canadian Flight Annual* that was published from 1994-2002. In the 1980s, the directory listed accommodation and car rental discounts for COPA members, the COPA Flights (the number of Flights hit 30 in 1980 with number 30 being Thunder Bay, Ont.) and information on the Airports of Entry in Canada and the United States. Other aviation associations were also listed along with all the flying schools in Canada.

The emerging ultralight industry was covered by a list of ultralight manufacturers, dealers and schools. Included in that list was National Ultralight, the current Challenger Distributor and COPA advertiser based in Hudson Heights, Que.

Canadian aviation in the five years between 1978 and 1982 saw the emergence of the ultralight industry (initially called "microlights"). There were 75 ultralight flying schools in Canada by 1982. The majority of them operated Lazairs, a twin-engine design built in Port Colbourne, Ont. by Dale Kramer.

Camp Borden, Ont., north of Toronto, was the original site of the COPA Spring Safety Seminars. In 1998, the popular venue was moved to Hanover, Ont. and renamed "COPA Rust Removers." In 2000, the seminars began to expand across Canada. Check out COPA's "On the Horizon" calendar of events published in the newspaper every month for the upcoming Rust Removers in your area.

In the 1970s, COPA teamed up with insurance brokers Donald Miller and Frank Bray to create COPA Aviation Group Insurance Plans. The plans saved members money and provided coverage such as pilot life insurance and ultralight insurance that were otherwise difficult to obtain.

The initial COPA "GALIP" insurance (Group Aviation Liability Insurance) offered COPA members \$100,000 liability coverage for as little as \$25. Another \$25 bought \$50,000 worth of passenger liability coverage. Bray continued with the COPA group insurance plans when Sedgewick acquired his brokerage. He retired in 1998 when Marsh Canada bought out Sedgewick.

COPA Board of Directors 1980/81

NATIONAL DIRECTORS

Len Ariss, Guelph, Ont.
Bill Atrill, Pierrefonds, Que.
Russ Beach, Smiths Falls, Ont.
John Bogie, Ottawa, Ont.
Margaret Carson, Ottawa, Ont.
Bill Clark, Toronto, Ont.
Herb Cunningham, Scarborough, Ont.
Milt Farrow, Oakville, Ont.
Garry Hess, London, Ont.

PROVINCIAL DIRECTORS

Neil Armstrong, Calgary, Alta.
Jerry Beaudet, Cap Rouge, Que.
Stan Cassidy, Fredericton, N.B.
Don Fonger, Winnipeg, Man.
Walter Isenor, Charlottetown, PEI
Jack Langmuir, Brockville, Ont.
Ole Lobert, Hay River, NWT
Cyril Pelley, Springdale, Nfld.
Sandy Reeves, Sydney, N.S.
Lloyd Ryder, Whitehorse, YT
Betty Wadsworth, Victoria, B.C.
Rem Walker, Regina, Sask.

APPOINTED DIRECTORS

Charles Burbank, Flying Farmers
Ken Gamble, EAA
Rosella Bjornson, 99s

COPA Annual General Meeting and Convention

1978 – Vancouver, B.C.
1979 – Ottawa, Ont.
1980 – Winnipeg, Man.
1981 – Moncton, N.B.
1982 – Jasper, Alta.

AOPA Silver Tray

Award Winners

COPA's highest honour, the AOPA Silver Tray was presented to the following between 1978 and 1982:

1979 – John Bogie – COPA's founding president, a long-time director, secretary/treasurer, convention chairman and vice-president (in that order) was finally recognized for his contributions to the association.

1980 – Alan Frosst – Frosst was also a long-time COPA director from Hamilton, Ont. and contributing writer to *Canadian Flight*.

1981 – Donald McClure – McClure was the manager of the Moncton Flying Club which became an international-known flight training base under his leadership.

1982 – Charles Burbank – An airline pilot, a Flying Farmer director and COPA director, Burbank represented general aviation in the Toronto area.

COPA Logos

Through the years, there were attempts to stylize the COPA wings but they didn't stick. The current wings are the same as the original except for the removal of the curls at the ends of the banner proclaiming that this is the, "Canadian Owners and Pilots Association."

COPA Wings lapel pins are mailed out to all new members. Members renewing are sent copies of the wings as decals, which are available either with the adhesive on the back or on the front (for inside windows).

Changing Times For Aviation: 1982 To 1988

The realities of general aviation in the 1980s were an increase in costs and regulation. Mitigating both of these problems was (and is) a major part of COPA's mandate. At COPA's 1982 Convention, the following members of the Board of Directors were elected to the COPA Executive Committee:

President: Russ Beach
Vice-president East: Bill Atrill
Vice-president West: Don Fonger
Secretary/Treasurer: Doug Irving

It was the beginning of Russ Beach's second decade as president. John Bogie declined to stand as secretary/treasurer again. He had served on the Executive Committee almost continuously since 1952. He remained on the board.

COPA ACCOMPLISHMENTS

During 1982 COPA began pursuing the possibility of Transport Canada allowing:

- 1/ VFR flight “Over-the-Top.” (It took ten years.)
- 2/ Plain language weather terminology. (Nav Canada instituted it in 2000.)
- 3/ The elimination of the aircraft radio licence fee. This was initiated when TC started requiring ELT certification in 1982. COPA asked that the Radio Licence fee be dropped as compensation. (Industry Canada dropped the fee in 1997.)
- 4/ The reduction or elimination of Journey Logbook entries for private aircraft. (The requirements were reduced in 1996.)

In the early 1980s, COPA also became involved in the work to have the new silo removed from the end of the runway at Chatham, Ont. During the same time, COPA members in Toronto successfully opposed restrictions and fees on private aircraft flying into the Toronto Island Airport.

In 1984, All Canadian aircraft registered “CF-” were to have their registration marks on the aircraft changed to “C-F” according to a ten-year-old law. COPA feedback to TC resulted in an exemption that deferred the requirement to the aircraft’s next re-painting. (Since then the new CARs allow certain aircraft to be re-painted and still keep their old “CF” registration. To qualify, your aircraft has to have carried a “CF” registration prior to January 1st, 1974 or be a vintage aircraft (“vintage aircraft” - means an aircraft that was manufactured prior to January 1, 1957.)

NEW SAFETY INITIATIVES

Three Ontario pilots flying in B.C. were in the first downed aircraft to be located by a new satellite system that picked up their ELT signal after they crashed in the fall of 1982. The Dubin Inquiry, headed by the Honorable Mr. Justice Charles Dubin, released its 178 recommendations at the end of 1982. The inquiry followed the crash of a Boeing 737 in Cranbrook, B.C. One of the recommendations adopted was the creation of an accident investigation board that would be independent of TC. This led to the formation of the Canadian Aviation Safety Board, which later became the Transportation Safety Board of Canada.

In 1983 the Canadian Air Search and Rescue Association was launched. Up to then, civilian pilots had been involved in search missions and local search organizations had been formed. CASARA was a national, government-backed initiative to establish standards for training and searching and to organize search groups across the country. Today there are CASARA units in all provinces and territories.

As of January 1, 1983, it was required to register ultralight aircraft in Canada.

During 1983, Pete Arpin, director general of Civil Aviation had his own proposals:

- 1/ All pilots will be required to maintain a personal logbook.
- 2/ Flight time in an ultralight will not be credited toward a higher pilot licence.

3/ The pilot recency requirement for five takeoffs and landings in the previous six months before carrying passengers was to be extended to day flying as well as night.

4/ The Private Pilot Licence was to be extended to 45 hours, including five hours of instrument flying training.

FORMATION OF THE CIVIL AVIATION TRIBUNAL

The Civil Aviation Tribunal is a quasi-judicial body proclaimed by Order in Council on June 1st, 1986, following one of the recommendations of the Dubin Commission. The objective of the program was to provide the aviation community with the opportunity to have enforcement and licensing decisions of the Minister of Transport reviewed by an independent body.

The first chairman of the Tribunal was COPA member Jim Snow. "CAT case reviews" that are instructive to general aviation are published in COPA's newspaper. In 2001, the Tribunal celebrated its 15th anniversary.

FIRST HONOURARY DIRECTOR

In the early 1980s, founding director Margaret Carson retired from COPA's Board of Directors after 30 years and moved to Florida. In 1986, COPA created the position of Honourary Director. Carson was the first person to be appointed a COPA Honourary Director, "In recognition of her dedication and tireless efforts to bring COPA into existence and make it into a vibrant organization."

COPA PUBLICATIONS

The COPA Flight Safety Bulletin was printed on a separate sheet and inserted in the monthly mailing to COPA members from 1967 until 1985 when it was incorporated into COPA's newspaper.

The articles in the February 1985 issue included tips on winter flying, the benefits and drawbacks of caffeine, "Getting caught on top," and "Flying like you feel."

In 1983, construction began on Phase I of Canada's National Aviation Museum at the Ottawa Rockcliffe Airport, now called "Canada Aviation Museum". Phase 2 construction was announced in 2001.

The rapid increase in the number of aircraft coming into Canada during the 1970s ended in 1980. On June 24, 1983, the 25,000th aircraft was registered in Canada. In 1967, the number was 8,000. In 2002 there were 28,000 aircraft on the Canadian registry. Incidentally, the 25,000th aircraft was a Piper Super Cub that belonged to COPA member Rod Trenholm of Hope, B.C.

Jim Snow took delivery of a Twin Otter on behalf of the Ontario government from de Havilland President Russell Bannock. At the time, Snow was Ontario's Minister of

Transport. He is credited with increasing the aviation infrastructure in the province. He went on to become the first chairman of the Civil Aviation Tribunal and later a COPA director and president.

AOPA Silver Tray Award Winners

COPA's highest award, the AOPA Silver Tray Award was presented to the following between 1982 and 1988.

1983: EAAC Technical Committee – helpers for the aircraft homebuilder.

1984: W.J. (Bill) Watts – longtime COPA member from Calgary, Alta.

1985: Bill McVean – Toronto-based radio broadcaster, pilot and aircraft homebuilder.

1986: Gordon Sinclair – Flying Farmer advocate.

1987: Dr. Gerald F. Marsters

COPA Conventions and Annual General Meetings

1982 – Jasper Park Lodge, Jasper, Alta.

1983 – Minaki Lodge, Minaki, Ont.

1984 – Delta Lakeside Hotel, Penticton, B.C.

1985 – Algonquin Hotel, St. Andrews-by-the-Sea, N.B.

1986 – Ramada Renaissance Hotel, Saskatoon, Sask.

COPA Board of Directors – 1986

Russ Beach, president

John Lockhart, vice-president

Neil Armstrong

Jerry Beaudet

John Bogie

Charles Burbank

Brian Chappell

Herb Cunningham

Douglas Dale

Hetty Dekeyzer

Milt Farrow

Don Fonger

Ken Gamble

Manfred Humphries

Doug Irving

David Malcom

Eric Mold

Cecil Palmer

Steve Sherriff

Lilian Varcoe

Bill Pepler, manager

Changing Of The Guard: 1988 To 1992

In 1988, the COPA Family Membership was created. Initially the idea was to save the association money by sending one set of publications to several members living at the same address. That it did but it also proved to be a saving to households with more than one pilot flying a family airplane. The low-cost COPA liability insurance requires each pilot to be covered and to be a COPA member. The Family Membership qualifies.

Also in 1988, COPA started the ball rolling on reducing the propeller calendar maintenance requirements on private aircraft. Transport Canada was approached about the problem of five-year corrosion inspections on constant-speed propellers which were well below their hour-before-overhaul. Twelve years later, the five-year inspection requirement was changed to a ten-year overhaul.

The end of the 1980s was the period that the COPA Special Action Fund was brought to bear on the Longhurst case. This was a precedent setting case that, if lost, would have given municipalities and provinces jurisdiction over aerodromes. COPA backed the argument that aviation should remain a federal jurisdiction. The case was won and has been cited many times since when municipalities try to block or control airport development.

In 1989, the COPA Board of Directors voted to provide ten \$300 Continuing Flight Training Scholarships to air cadets. This allowed cadets who had learned to fly under the military scholarship program to keep flying while still in school. The COPA Cadet Scholarships continued until the COPA Neil Armstrong Scholarships were launched. In 1990, Transport Canada proposed a biannual flight review for pilots. COPA action on this proposal led to the pilot two-year recurrency program that is in place today.

COPA PUBLICATIONS

In the May 1988 issue of COPA's monthly newspaper, Canadian General Aviation News, the Canadian Forces Canadair-built T-33 celebrated 40 years of operations. (They would go over 50.) The Boeing 737 design turned 20 years old. Piper Aircraft Corp. announced that it was offering a kit for the Super Cub. The price was \$21,095 U.S. less engine and prop. Alberta was set to host the World Aerobatic Championships in Red Deer. Dave Loveman wrote ultralight coverage of the Canadian-built, twin-engine, two-seat Toucan.

Familiar columnists in that issue of CGAN included Bob Merrick, "ELT Commentary," "Brown's circuit," airshow coverage by Derek Brown, "Rem's report," homebuilder news by Rem Walker, and "Bits and Pieces" by Ken Armstrong,

Familiar advertisers included Avemco Insurance, Canadian Aero Engines, Orillia Aviation, Murphy Aircraft, Full Lotus, and Leggat Aviation.

The COPA Flights list topped 33 with the Arnprior, Ont. COPA Flight being the latest. Wilf Schwartz was listed as the Captain. He still was in 2002.

In Canadian Plane Trade, a 1941 Piper J3 Cub with dual fuel, skis and engine cover was listed for \$9,900. A Seabee with 1,260 TT on it and in current C of A was selling for \$25,000, firm.

In 1988, Murphy Aircraft of Chilliwack, B.C. was advertising its two-place Renegade II and seat Renegade Spirit biplane ultralights. The design, stressed for up to 10 "g"s, proved that ultralights didn't have to look like powered hang gliders.

COPA DIRECTORS

At COPA's 1988 Convention, the following members of the Board of Directors were elected to the COPA Executive Committee:

President: Russ Beach

Eastern Vice-president: John Lockhart

Western Vice-president: Lillian Varcoe

Secretary/Treasurer: Doug Irving

Manager: Bill Pepler

There were 25 elected and appointed directors from across Canada.

Five years later, Russ Beach's more than 20-year reign as president ended and the number of directors was reduced to 18. Elections in 1992 produced the following slate:

President: Jean LeBarge

Eastern Vice-president: Harold Butler

Western Vice-president: Margaret Glover

Secretary: George McNutt

Treasurer: Jim Snow

Directors:

Brian Chappell

Herb Cunningham

Ken Gamble

Frank Hofmann

Bob Ivey

John Lockhart

Gretchen Matheson

Ken McNeill

Gordon Oswald

Richard Ross

Rem Walker

John Williams

Manager: Bill Pepler

AOPA Silver Tray Award Winners

COPA's highest award, the AOPA Silver Tray Award was presented to the following between 1988 and 1992.

- 1988 – Ted Slack, Canadian Aerosport Technical Committee
- 1989 – Michael Sifton, Owner and operator of the Toronto Buttonville Airport
- 1990 – Harold Butler, COPA director representing Newfoundland and Labrador
- 1991 – James Snow, founding chairman of the Civil Aviation Tribunal
- 1992 – Ken Gamble, COPA director representing the RAA

Ted Slack was the 1988 winner of COPA's highest award, the AOPA Silver Tray. Slack did a lot of work in the development of the current recreation aircraft categories and pilot permits. Slack was presented with the award by AOPA Senior Vice-president Richard Collins.

COPA Conventions and Annual General Meetings

- 1988 – Delta Lakeside Hotel, Penticton, B.C.
- 1989 – Royalty Inn, Charlottetown, PEI
- 1990 – Skyline Hotel, Ottawa, Ont.
- 1991 – Edmonton Inn, Edmonton, Alta.
- 1992 – Le Chateau Bromont, Bromont, Que.

Banff and Jasper

Where do you land in the mountains? The Banff and Jasper airstrips started to appear regularly in the COPA director meetings minutes and the association's publications in 1990. The grass airports were in Banff and Jasper National Parks. Parks Canada sought first, to restrict access to the strips, and then to close them. The battle continues today.

A great deal of COPA staff, director and member time along with COPA Special Action Fund money has been invested to keep the two airports. The issue has local and national implications. The landing sites provide safe havens for general aviation pilots flying through the mountains as well as access to public parks. Saving the small strips also represents fairness in the use of public property.

Big Changes For COPA And Aviation: 1992 - 1997

In June 1992, Jean LeBerge, a COPA director representing Quebec, replaced Russ Beach as President of the COPA Board of Directors. That same year, COPA ended its sale of pilot supplies, recognizing that several companies had entered the business and were serving the industry well. V.I.P Pilot Centre signed on as the official supplier of the COPA collection of monogrammed apparel.

In 1993, the Board of Directors declared John Bogie an HONOURARY COPA Director and a COPA Life Member. Bogie was COPA's first president and served on the board throughout the association's first 50 years. His service to COPA continues in 2002. In the 50th anniversary year, Bogie is on the scrutineering committee counting ballots in the COPA director elections.

Canadian general aviation was introduced to the GPS satellite navigation system in 1993. Microwave Landing Systems were scheduled to become the replacement for the Instrument Landing System. That decision had been made before the Global Positioning System was placed in space. Also that year, Canada's airspace classifications were changed to the present lettering system to comply with ICAO requirements. A similar initiative was underway in the United States.

In 1994 the COPA Fall Rendezvous moved from its longtime venue in St. Jovite, Que. to the Deerhurst Resort near Huntsville, Ont. That same year COPA joined the Young Eagles Program, initiated by the Experimental Aviation Association in United States. The program's objective is to give an aviation experience, including a flight, to one million youngsters between the ages of 8 and 17 by the year 2003.

Tony Swain, COPA's irrepressible director representing British Columbia and the Yukon, expanded COPA's Award Program. (There was one award at the time.) Thanks to Tony, COPA now has a award categories that recognize all levels of contributions to general aviation.

Transport Canada formalized a "New Recreational Aviation Policy" in 1996. This document detailed the need for a Recreational Pilot Permit, an Owner-maintenance Aircraft Category, expanded freedoms for ultralight aircraft and their pilots, expanded freedoms for amateur-built aircraft and their pilots, and a new Sportplane Category.

Much of the initiative and input for these developments came from COPA and its members working in cooperation with other aviation associations and Transport Canada. By 2002, all of these changes were either in place or were being put in place except the last one. With COPA's input, the Advanced Ultralight category, started in 1991, has grown into what was initially envisioned as a Sportplane category

COPA PUBLICATIONS

A COPA publications committee, headed by former COPA director John Stairs and the COPA editor of the time, Doris Ohlmann, studied upgrades to COPA's publications in 1993. As a result of their recommendations, the quarterly COPA magazine, *Canadian Flight*, was changed into an annual directory for general aviation and COPA membership services and renamed the *Canadian Flight Annual*. COPA's monthly newspaper was expanded to include some of the stories from the former magazine, the paper it was printed on was changed from all yellow to white and its name was changed from *Canadian General News* to *Canadian Flight*.

The changes ended the contributions of Art Macdonald to COPA. Macdonald produced COPA's magazine from 1955 to 1994.

In 1994, the first *Canadian Flight Annual* directory was sent to COPA members.

Newspaper

The first COPA newspaper to carry full colour photos and advertisements was the February 1995 issue. The change required a switch to white newsprint from the signature COPA yellow.

COPA BOARD OF DIRECTORS 1997

Executive Committee:

President – Jim Snow
Past president – Harold Butler
Eastern vice-president – Brian Chappell
Western vice-president – Ken McNeill
Secretary/treasurer – Herb Cunningham
Honourary director – John Bogie

Elected directors:

Ken Armstrong
Francois Bougie
John Davidson
Frank Hofmann
John Lockhart
Lary Loretto
Gordon Oswald
Rick Sauter
Tony Swain

Appointed directors:

Ken Gamble (RAAC)
Gerry Holmes (Flying farmers)
Dan Cornell (CSPA)
Anne Starret (99s)
Rem Walker (EAAC)

AOPA Silver Tray Award Winners

COPA's highest award, the AOPA Silver Tray Award was presented to the following between 1992 and 1997.

1993 – Bob and Don Gordon
1994 – Sandy A.F. MacDonald
1995 – William Lishman
1996 – Bill Pepler
1997 – “Gogi” Goguillot

COPA Conventions and Annual General Meetings

1993 – Penticton, B.C.
1994 – Summerside, P.E.I.
1995 – Winnipeg, Man.
1996 – Hamilton, Ont.
1997 – Summerside, P.E.I.

Neil Armstrong

In 1995, COPA started the Neil Armstrong Scholarship Program to honour a special aviator. Neil Armstrong was a pilot, air service operator, COPA director, writer and friend. He died in a plane crash in 1994. In his memory COPA members and friends of Armstrong's have donated funds that accumulated to over \$100,000. Part of this money is awarded as Neil Armstrong Scholarships every year to help worthy young people with the cost of their flight training.

Kevin Psutka

Kevin Psutka replaced longtime COPA manager Bill Pepler who retired in 1996. Psutka came to COPA from the Canadian Air Line Pilots Association bringing experience in general aviation, the air force, Transport Canada and the industry. In 1998, the title “COPA President of the Board of Directors” was renamed “COPA Chairman.” The COPA Manager title was changed to President and CEO.

Leavens

In 1997, COPA began holding annual Recognition Dinners in Toronto, Ont. to show appreciation for long service to aviation. The first dinner, organized by COPA director Herb Cunningham, honoured Leavens Aviation.

Privatizing the freedom to fly: 1997 - 2002

During the 1990s, Transport Canada embarked on several programs to divest itself of a large part of its aviation responsibilities. It shed air navigation services, including air traffic control, airports and many of its inspection services. COPA has been very active working with all levels of government and other associations to ensure that general

aviation did not get thrown out with the bath water. COPA membership dues and contributions to COPA's Special Action Fund covered the cost of these initiatives. Most COPA activities are on going but the following are some of the accomplishments realized by those efforts.

Nav Canada Fees

COPA led the opposition to Nav Canada air navigation fees for light aircraft. The original estimate by Nav Canada consultants for these charges was \$250 to \$750 per aircraft per year. COPA's feedback resulted in fees of \$60 per year for small aircraft. COPA also convinced Nav Canada to remove all fees from aircraft below 600 kilograms (1,323 lb) including ultralights, gliders and balloons. COPA also convinced our ANS provider that higher fees for recreational aircraft over two tonnes was unacceptable and the fee was dropped to \$60. COPA maintains a member on the Nav Canada Advisory Board.

Banff and Jasper Airports

All COPA members should be proud of this one. For some pilots, rescuing Banff and Jasper Airports from closure by Parks Canada will be a life saver. The airstrips are being kept open for emergency use.

Provincial Parks Access

The association has supported COPA members in British Columbia and Ontario in their bid to maintain the freedom to fly floatplanes into provincial parks and wilderness areas. COPA staff and members attended consultation meetings for Ontario's Lands for Life review of crown land use to ensure access for aircraft.

Propeller Overhauls

COPA successfully campaigned Transport Canada to reduce the propeller overhaul regulations.

Radio Licence

COPA successfully campaigned Industry Canada to drop the Aircraft Radio Licence annual fee.

ELTs

COPA successfully pushed for the postponement of an implementation date for new ELT requirements.

UL Passenger-Carrying

The association has provided continuous support to the ultralight industry to facilitate passenger carrying in ultralights. COPA paid the expenses of UL industry members to meet in Ottawa regarding this issue.

Foreign Ex-Military Aircraft

COPA participated in meetings with Transport Canada that led to flight permits for foreign ex-military aircraft.

Formation Flying

COPA successfully intervened in a Nav Canada initiative to prohibit formation flying in certain controlled airspace.

Owner-Maintenance Aircraft Category

COPA helped develop the Owner-maintenance Aircraft Category. It is designed to save owners of older, unsupported aircraft on the cost of parts and maintenance. The O-M Category was launched in 2000.

Medical Streamlining

Your association was successful in persuading Transport Canada to extend the sign-off period for pilot medical renewals by Civil Aviation Medical Examiners to the full term of the medical. COPA also campaigned Transport Canada to extend private pilot medical period requirements.

General Terminal Charges

COPA has reduced the impact of general terminal charges. The association has warned members about Transport Canada's practice of automatically billing aircraft owners landing at TC airports for terminal building fees regardless of whether the facilities were used. COPA continues to fight the fees themselves and the unfair application of them.

Public Airports

The COPA Special Action Fund was used to help fund an airport study that measured the economic impact of general aviation in a community. The study is used to show that general aviation is already paying its way in Canada.

Fire & Rescue Services

COPA fought against increases in fire/rescue services, which would add to the current cost of operating medium-sized airports.

Terminal Airspace

Many COPA members and staff were involved in rolling back unnecessary terminal airspace expansion requiring Mode C transponders.

Airport/Housing Conflicts

COPA successfully opposed revisions to Ontario Provincial Airport Policy that would have allowed housing developments closer to the ends of airport runways.

Freedom To Have Private Airports

COPA's Special Action Fund paid legal fees that prevented a hydro company from closing private airstrips that it considered a danger to its wires. The association published the COPA Guide to Private Airport Development to encourage more members to follow this alternative.

Flight Training

The association staff provided extensive feedback to Transport Canada during a flight training review that has resulted in a list of improvements such as the increased use of flight training devices to supplement instrument training requirements.

Free-Lance Instructing

The association worked with the Air Transport Association of Canada to level the playing field between flying schools and free-lance instructors without unduly restricting free-lancers.

Young Eagles

COPA funds liability insurance for COPA Flight activities, a requirement to maintain the COPA member connection to the EAA Young Eagles Program.

Travel Discounts

Arranged significant hotel discounts for COPA members at several different chains across North America.

Aircraft Purchasing

Published the *COPA Guide to Buying an Aircraft* to encourage more members to consider aircraft ownership while showing them how to avoid purchasing pitfalls.

Aviation Enforcement

Published the *COPA Guide to Understanding Aviation Enforcement*, which walks members through the process, advising them of their rights and privileges.

Weather Information

COPA worked with Nav Canada to develop free Internet on-line weather, NOTAM and flight planning information. COPA also proposed plain language weather reporting which is now available on the Nav Canada Web site.

Built-Up Areas

Through several meetings, COPA successfully opposed an initiative to define “built-up area,” a proposal that would have placed an impossible burden on pilots flying at acceptable minimum altitudes.

CARAC Mandate

The association opposed the use of an air regulation to solve a political problem at Lac St-Augustin.

GPS

COPA staff participated in a Working Group that addressed the problem of keeping GPS databases up-to-date.

AWOS

COPA participated in meetings aimed at improving the Automatic Weather Observation Systems.

ANS

COPA is part of a trilateral group designing a standardized air navigation system for Canada, United States and Mexico.

Flight Plan Closing

Feedback from COPA and its members is directly responsible for an exemption to the regulation that had prevented pilots from closing flight plans in the air.

SEPTEMBER 11, 2001

During the events following the terrorist attacks on New York and Washington, COPA was instrumental in coordinating the re-opening of airspace in Canada and the United States. Security agencies were busy handling the emergencies in their respective countries with insufficient coordination between countries. COPA’s President Kevin

Psutka effectively provided valuable feedback to these agencies both sides of the border. COPA's Web site became the main source for information on trans-border flying for general aviation. The fall-out from those events continues in 2002 as addition aviation security measures are considered by several government agencies. COPA continues to represent the freedom of the individual to fly during consultation on these measures.

COPA PUBLICATIONS ON-LINE

COPA's Web site: www.copanational.org was started by COPA director Jim Snow. As the functions and size of the site grew, it was taken over by COPA's publishing staff. The site now contains several thousand pages of aviation information for the flying public and COPA members. The homepage, which carries the latest COPA and aviation news, now averages 25,000 hits per week.

COPA BOARD OF DIRECTORS 2002

Executive Committee:

Chairman – Herb Cunningham
Eastern vice-chair – Brian Chappell
Western vice-chair/ Treasurer – Rick Sauter
Secretary – Frank Hofmann

Honourary director – John Bogie

Elected directors:

Ken Armstrong
Francis Belanger
Ron Cooke
Sherry Cooper
John Davidson
Ray Hawco
Bob Kirkby
Lary Loretto
Ernie McLean
Jim Snow
Tony Swain

AOPA Silver Tray Award Winners

COPA's highest award, the AOPA Silver Tray Award was retired in 1997. The recipient's names in two columns fill both sides of the tray. But in 1998, the COPA Board of Directors arranged for one more name to be squeezed into the middle at the bottom. The name was Joyce Else. The occasion of adding her to the award recipients

was her retirement from the staff at the COPA headquarters where she had worked for 40 years.

COPA President's Award

With the retirement of the AOPA Silver Tray, the COPA President Award was created to replace it as the association's highest honour. The actual award is a large plaque hanging in the COPA office. Each year a name is added to the award and the recipient is presented with a smaller version to keep.

1997 – Lindsay Cadenhead, Transport Canada – for furthering recreational aviation in Canada.

1998 – J. D. Lyon, CBAA, - for outstanding support of COPA and general aviation in Canada.

1999 – Ben McCarty, Canadian Federation of AME Associations – for outstanding support of COPA and private aviation in Canada.

2000 – Rem Walker, EAAC – for outstanding support of COPA and recreational aviation in Canada.

COPA Conventions and Annual General Meetings

1998 – Edmonton, Alta.

1999 – North Bay, Ont.

2000 – Summerside, P.E.I.

2001 – Peterborough, Ont.

2002 – Red Deer, Alta.

2003 – Oshawa ON

2004- Fredericton NB

COPA Recognition Dinners

COPA's annual Recognition Dinners are held in the Toronto area to show appreciation for long service to aviation.

1998 – Jim Leggat and Carl Millard

1999 – Dick Berg and Reg Spence

2000 – Gord Craig and Seneca College

2001 – Heather Sifton and the Buttonville Airport

2002 – Jim Snow (June 15 at Canadian Aviation Expo)

The Unicom Truck

In the mid-1990s, COPA purchased a former Transport Canada portable control tower with money donated by the Jim Frederick Memorial Fund. After being refurbished by COPA volunteers, the truck began annual tours of eastern Ontario and western Quebec acting as a portable unicom to add safety to small airport fly-ins. The truck continues to be operated and maintained by volunteers.

Fifty Years of COPA

COPA has now been around for 50 years. The association has had a great impact on aviation in Canada. Many argue that personal flying would not even be in existence in Canada without COPA's contributions to protecting the light aircraft sector of aviation.

One thing is certain – the visionaries who started COPA in 1952 would be proud of what the association has become and the work it continues to do everyday in Canada.