

COPA *Flight* **B** SECTION

CANADIAN OWNERS AND PILOTS ASSOCIATION

April 2011



See page B-2 for the full story and more pictures from the 21st Annual Challenger Winter Rendezvous held at Montebello, Quebec, February 4-6, 2011.

Above:
Best Showplane award went to Dave Sankey. Photo courtesy Ben Foisy



At right:
Furthest Flown award went to John Baker. Photo courtesy Jean-Pierre Bonin



Above:
Above the Chateau, have skis, will land.

At left:
Annual Challenger Winter Rendezvous organizer Claude Roy covers his Challenger for the weekend. Photos courtesy Christine Fullgraf

Planes weren't the only things that needed skis to get around. Photo courtesy Jean-Pierre Bonin



This Trike on skis stood out, 'cause it was the only one. Photo courtesy Ben Foisy



At right:
David Fullgraf is a former B-36 pilot. He's also 89 years old and is assembling a Challenger kit in Missouri. Here he's checking out Mike Prescott's Challenger. Photo courtesy Christine Fullgraf



Here's one of a few helicopters which gave Rendezvous attendees a light dusting of snow. Photos courtesy Ben Foisy



Challengers keep getting more colourful year after year.

Metaphor for freedom

21st Annual Challenger Winter Rendezvous

By Bryan Quickmire

On Saturday, February 5th, like a butterfly emerging from the chrysalis, the sun emerged from a grey overcast dawn to create a spectacular day for flying – blue sky, warm air, light wind.

On the frozen river in front of the majestic Chateau Montebello the Challengers which had arrived on Friday basked in the sun's rays.

Soon the hum of Rotax engines could be heard coming from all directions. In ones and twos and threes the swarm gathered. By midday there were 27 multi-coloured Challengers on skis arrayed on the snow.

An eclectic collection of 44 wannabe Challengers arrived to intermingle with the real Challengers. These were mostly classic taildraggers on skis but there was also one trike on skis, two helicopters on skids and three powered parachutes on feet.

In all 71 aircraft made the annual pilgrimage. Twenty-one years ago at the first Winter Rendezvous a handful of Challengers gathered at a small cabin in the Laurentian Mountains north of Montreal. Now the glam Challenger set gathers at the renowned Chateau Montebello, the world's largest log cabin, a venue frequented by prime ministers and presidents. Who would have thought!

At lunch time the swarm swelled as people who had been inside at the seminars flowed out onto the river to enjoy the action. The people were watching, smiling, talking and laughing. The planes were in constant motion with a steady stream of departures and arrivals as pilots took lucky passengers for sightseeing tours of the environs.

At the stroke of one the sound of another inverted inline engine was heard but this was distinctly non-Rotax in timbre. It was the Vintage Wings Tiger Moth arriving from Gatineau to kick off their Yellow Wings program.

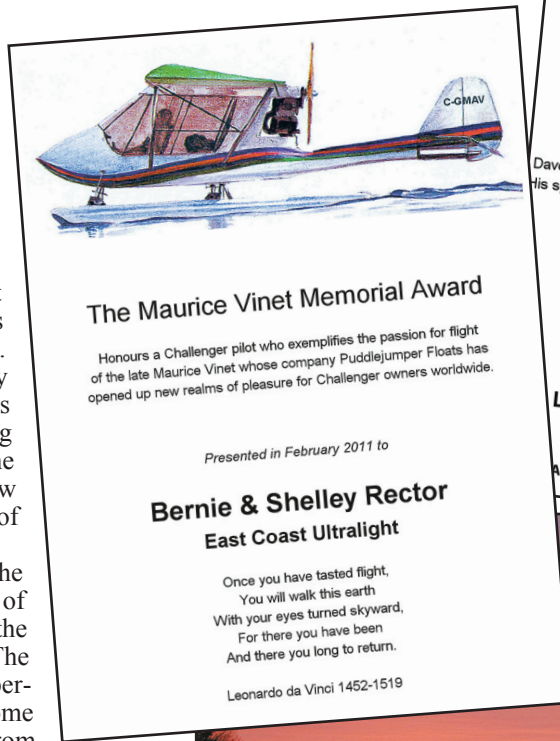
There had been a last minute snag with the Tiger's skis so it was on wheels. Pilot Dave Hadfield wisely decided that snow conditions weren't suitable for landing on wheels so he wowed the crowd with four low and slow flybys to display the lines of the iconic WWII trainer.

At the stroke of two the seminars restarted so many of the swarm flowed back into the Chateau to be enlightened. The lure of the planes and the perfect day was irresistible to some so they played hookey from class and remained on the river.

The Seminars

The sessions indoors were filled which was remarkable considering the planes flitting around outdoors. The seminars were wide ranging. The opener was an in-depth examination of the new 2011 Challenger Light Sport XS-50 and XL-65. One afternoon session titled "The Theory of Flight in Practice" explored core aerodynamic concepts and their relevance to typical Challenger operations.

• continued on next page



Sunrise to a perfect winter's day at Montebello, Que. Photo courtesy Christine Fullgraf

At left: The Challenger Winter Rendezvous was the kickoff event for Vintage Wings of Canada's 2011 Yellow Wings program. Seen here is their Tiger Moth flown by Dave Hadfield. Photo courtesy Mary Lee

Below: The snow was deep and heavy plus there was slush everywhere except on the runway which had been packed down by snowmobiles. This was fine for skiplanes but not wheel planes. A few planes on wheels did low passes but only one was brave enough to land. Photo courtesy Jean-Pierre Bonin



Photographer Jean-Pierre Bonin captures this aerial view of Montebello.



Photo courtesy Jean-Pierre Bonin

At right:
 Thank goodness for skis
 otherwise this Challenger wouldn't
 be going anywhere.
 Photo courtesy Christine Fullgraf

Montebello

• continued from previous page

George Wood from Rotax Canada headquarters in Vernon, BC teamed up with Daniel Sas-seville from Aéro Propulsion Technologies in St-Lazare, Quebec to give attendees an update on Rotax directions and an overview of the role played by Rotech Research Canada. George and Daniel offered their expert views on the care and feeding of Rotax engines then fielded questions from the audience.

Kathy Lubitz, president of the Ultralight Pilots Association of Canada, explained the nuances of aircraft registration and pilot licensing. Her statistics for aircraft by category and pilots by licence type clearly showed a shift away from traditional certi-



fied aircraft flown by holders of private pilot licences towards aircraft and licences more suitable for pleasure flying. Kathy also compared and contrasted Canada's Advanced Ultralight category with the U.S. Light Sport Aircraft category.

Frank Hofmann, director of the Canadian Owners and Pilots Association and representative to IAOPA and ICAO, gave the

audience a view of general aviation (non-commercial) trends worldwide. He noted that the certified fleet is shrinking, presumably due to high operating

and maintenance costs. The non-certified fleet in Canada, consisting of ultralights and homebuilts, has grown to account for 40% of all non-commercial aircraft.

Frank also presented stats illuminating the uneven penetration of aviation worldwide. For example, in Canada there are 50,000 people per airport and 1,100 people per airplane while in India there are 22-million people per airport and 1-million people per airplane!

Ed deNijs and his sons Rob and Chris gave an informative and entertaining presentation on assembling their Challenger Light Sport at their farm in southwestern Ontario.

The deNijs family received their kit on Jan. 19, 2010 and had it ready for flight on April 15. Not bad for first timers! They then went on to take flying lessons in their own plane.

In the audience, looking for assembly tips from the deNijs family, were David Fullgraf and daughter Christine from Missouri. They're also assembling a Challenger Light Sport and their goal is to have it ready for flight this May on David's 90th birthday. Yes 90! The Big Nine Oh!

• continued on next page



Above:
 Full throttle through the snow.
 Photo courtesy Olivier Lacombe

At left:
 A couple of powered parachutes
 fly past the chateau.
 Photo courtesy Christine Fullgraf



www.spidertracks.com

**Get a \$100 credit when
 you buy a new S3 for
 only \$995**



This special offer is for COPA members only.

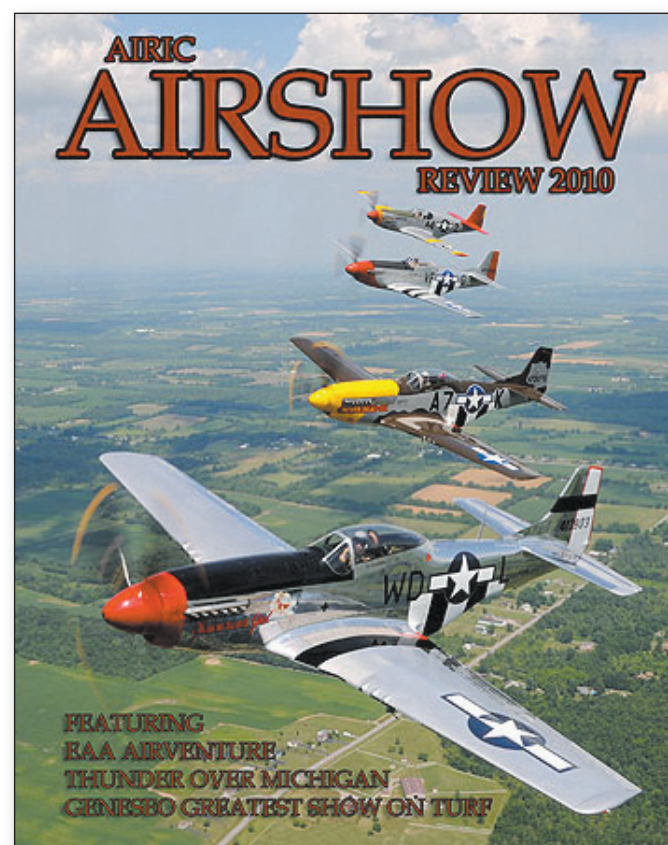
Your search is over!

The new S3 Spider saves your location every 2 minutes, via satellite to our website so friends and family will always know that you are okay – and if you do go down, SOS alerts can be sent out immediately and automatically with your last known location – which means you can be found faster. Unlike ELTs, which don't work in over 75% of plane crashes.

Special offer: If you're a COPA member, you'll get \$100 credit to your spidertracks account when you buy the new S3 spider. To receive your credit, contact COPA on 613.236.4901 (ext 0) or email spidertracks@copanational.org. Conditions apply.

To buy now, call 1800-491-2895 or sales@spidertracks.com

TIME TO SAVE LIVES | spidertracks



Airshow Review 2010

is an 80-page 8" x 10" soft-cover book
 featuring Eric's best images
 from the 2010 airshow season

Available on line October 2010

**To order visit
www.airic.ca**

2011 Rendezvous kicks off Yellow Wings endeavour

• continued from previous page

Before many of COPA's readers were even born David was in the United States Air Force flying B-24's and B-36's. The B-36 had ten engines – six radials with a total of 22,800 horsepower - plus four turbojets. They used to say "six turning and four burning!"

In total the B-36 had 40,000 horsepower and the wingspan was 20 feet wider than a 747. David flew missions at 50,000 feet for 50 hours - without midair refueling. All in all the B-36 with its pusher props was a perfect trainer for David's step up to a Challenger!

Yellow Wings

Rob Fleck, president of Vintage Wings of Canada, gave a detailed comparison of winter operations in the Tiger Moth in the 1940's versus in the Challenger today. Rob's insights were based on hundreds of hours flying his own Challenger.

In both types keeping the crew warm is vital. In the Tiger Moth getting the oil warm before starting and keeping it warm is also vital. In the Challenger the oil temperature is not a concern so winter operations are vastly easier.

Rob continued on to give an informative presentation on the British Commonwealth Air Training Plan. Established in 1939 the BCATP was Canada's single greatest contribution to the war effort. Over 200 aerodromes were constructed and more than 10,000 aircraft were utilized to train well over 100,000 aircrew including 50,000 pilots.

To honour this great national accomplishment Vintage Wings as Canada's premier collection of vintage aircraft has created the 2011 Yellow Wings program. They have tasked their WWII Tiger Moth, Finch, Cornell and Harvard trainers to cross Canada coast to coast visiting many of the former BCATP aerodromes still in use today. The Challenger Winter Rendezvous was the kickoff event for the Yellow Wings program.

Annual Awards

After the customary fabulous Fairmont banquet buffet the awards ceremony began. First those who flew in to the fly-in came to the front to be applauded by the audience. The award for Farthest Flown was won by John Baker who came to Montebello from his base north of Toronto in spite of a pessimistic long range forecast that implied it could be days before he could return home.

The winner of the Best Showplane award was Dave Sankey whose stunning blue and yellow Challenger won the hearts and the minds of the voters.

The Maurice Vinet Memorial Award was founded to honour the late Maurice Vinet who passed away from cancer in 2000. Maurice's company Puddlejumper Floats opened up new realms of pleasure for Challenger owners worldwide and is now run by his son Patrick Vinet. The Vinet Award is presented to a Challenger pilot who exemplifies Maurice's passion for flight.

The 2011 Maurice Vinet Memorial Award was presented to Bernie and Shelley Rector of East Coast Ultralight in Nova Scotia. Their facility includes a grass runway as well as hangar, classroom, workshop and two Challengers. Bernie has been instructing in Challengers since 1998 and has logged 1,500 hours on wheels, skis and amphibious floats. He has a diploma in aircraft mechanics, has built a half dozen Challengers and is a factory authorized Challenger inspector.

In 2010 East Coast Ultralight became a full-time, full-service Challenger dealer. Shelley has created a website which has become popular with Challenger fans in Atlantic Canada. Bernie and Shelley hosted the first East Coast Challenger Rendezvous in August 2010 and they will host the second Eastebello in August 2011. Together Bernie and Shelley have made a major contribution to furthering ultralight aviation in Atlantic Canada and they

have exhibited a passion for flight worthy of the Vinet Award.

The Dave Allan Memorial Award is presented each year to a member of the Challenger community who has made a substantial contribution of a technical nature. Dave Allan, who passed away from cancer in 2006, was an extremely talented and knowledgeable Challenger builder and inspector. Dave gave freely of his time to owners across Canada who called for advice and he welcomed visitors to his workshop.

The 2011 Dave Allan Memorial Award was presented to Bob Robertson in British Columbia. Bob is the owner of Light Engine Services, the Western Canada Rotax Service Centre, and of Aero Controls which makes accessories for Challengers. Bob's throttle quadrants and splitter cables are installed in many if not most Canadian Challengers. He has also developed an excellent, high quality system for oil injection on Challengers powered by the Rotax 503.

Bob is well regarded internationally as an expert on Rotax engines. He is known for giving his advice freely by phone and email as well as on various forums on the internet. Bob is not just a contributor of great products and service - he also contributes to safety by sharing his extensive knowledge with others.

Amphib Tours

After the awards ceremony Claude Roy narrated a slide show of the voyage he and John Woudstra made last summer in their amphibious Challengers to EAA AirVenture at Oshkosh, Wisconsin. In 2011 Claude will lead a flock of amphib Challengers in the opposite direction - to Maine.

The flock will participate in the world's biggest seaplane fly-in. The International Seaplane Fly-in on Moosehead Lake near Greenville, Maine attracts thousands of participants and spectators. It has been

held the weekend after Labour Day every year since 1973.

This 1,500 mile flying adventure, dubbed "The Big Splash-in", will commence on Labour Day Monday - September 5th, 2011. A flock of Challengers will depart the Ottawa area eastbound to rendezvous in Western New Brunswick with Challenger flocks from Eastern Quebec and the Maritimes. The mega flock will then make its way to Maine for the four-day seaplane fly-in from September 8 to 11, 2011.

Following the Moosehead Lake event the east coast contingent will head home and the Ottawa flock will fly a westerly return through Maine, New Hampshire and Massachusetts to New York State and the beautiful Hudson River Valley.

There they will attend Old Rhinebeck Aerodrome, a quaint little grass strip which is home to the finest collection of flying historical airplanes on the continent. There can be seen classics like an original 1911 Blériot XI as well as a WWI German Albatros and a French Caudron from the same era. From Old Rhinebeck a few hours flying north and the flock will be back home.

Everyone with an amphibious Challenger and at least one year's experience is welcome to come along. Contact information is on <http://www.challenger.ca>.

Challenger Calendar

The Winter Rendezvous is the kickoff for the Challenger community's annual slate of events across Canada. The 5th Annual Western Challenger Rendezvous will be held near Edmonton, AB on July 8-10, 2011 and the 2nd Annual East Coast Challenger Rendezvous will be August 26-28, 2011 in the Annapolis Valley of Nova Scotia.

The 5th Annual Challenger Open House at Edenvale Aerodrome will be held coincident with the Gathering of the Classics on August 6, 2011.

Details can be found on <http://www.challenger.ca>.

Metaphor for Freedom

Flying is the most commonly used metaphor for freedom. Conjure up an image of birds soaring in a blue sky. Think of dreams of flying. Flying in dreams is typically described as an exhilarating, joyful, and liberating experience. Such dreams suggest you have risen to gain a new and different perspective. Flying in dreams and the ability to control your flight represents your own personal sense of power, of control over your existence. Flying in reality is the same.

Flying represents freedom metaphorically and in a literal sense as well. When we fly we free ourselves from the minutiae of existence on the surface. When we fly we free ourselves from physical boundaries - from walls and doors, from painted lanes and guardrails. When we leave airports behind and fly to rivers, lakes and fields we are freed from the more subtle boundaries of control towers, traffic patterns and victor airways. We are birds released from the cage.

At the Challenger Winter Rendezvous we witness this metaphorical and literal freedom with our own eyes. The people radiate a sense of feeling so very alive. The planes flaunt their pilot's freedom to come and go as they choose, to meander where they want, when they want. The proximity of the planes and the people allows the parts to merge into a greater whole. It's nothing short of magic! If you weren't there this year join us next year!

Go to www.challenger.ca for more pictures and videos of the Challenger Winter Rendezvous in 2011 and prior years. The website also contains details on upcoming Challenger community events across Canada as well as information on the Challenger line of aircraft. You can contact Bryan Quickmire of National Ultralight Inc. at bdq@challenger.ca or 705-721-9811.

Digby Annapolis Regional Airport Development Opportunity

The Digby Annapolis Regional Airport

Perched on the magnificent Bay of Fundy in south western Nova Scotia, close to the town of Digby, is a unique development opportunity at the Digby Annapolis Regional Airport.

Original construction of the airport was completed in 1976. The airport has undergone numerous improvements including extending the runway to 3,950 feet. Digby has the highest elevation of all airports in Nova Scotia and boasts the most fog free days in the province.

Opportunities

The Digby Annapolis Regional Airport has current opportunities for aviation and non-aviation development. Airport land is available for development with direct runway access for:

- Residential – 29 acres
- Industrial – 267.5 acres
- Commercial / Residential – 87 acres

With direct runway access, these development opportunities are unique to Nova Scotia. While relatively new to Nova Scotia, over 500 fly-in communities currently exist throughout the United States. These communities capitalize on an emerging trend toward lifestyle-focused residential neighbourhoods – an opportunity for aviation enthusiasts to live on-site with their planes.

The Digby Municipal Airport has planned opportunities for industrial, commercial and residential uses creating a potential community where people can work, live and play.

Lands are appropriately zoned and ready for development.

Land Tenure Options

Airport land is available for Lease or Freehold sale depending on requirements. For more details on land tenure options, please visit or contact the Municipality of the District of Digby (see page 2 for contact information).

Airport Facilities

The Digby Annapolis Regional Airport has a paved runway of 3950 feet with paved ramp and lighted taxiway. This is a Transport Canada "Certified" airport. All surfaces are in good condition. The airport is equipped for non-precision approaches with lighting for night operations.

The airport supports the following services:

- Airport administration building
- Approved maintenance organization (AMO) services
- Washroom and shower facilities
- Parking area
- One 3600 sq ft hangar
- Aircraft apron
- Airport attended 24/7
- Over-ground 100L aviation gasoline tank
- Jet A kerosene with notice

Nearby Attractions

Attractions in and around the Digby area are diverse for the rural setting. There are a number of nearby historic towns, golf resorts and other natural destinations, including:

- Annapolis Royal/Acadian Clare area
- Local Wineries /Whale Watching
- Digby Pines Golf Resort & Spa
- Annapolis Basin Conference Center
- Bay of Fundy & Annapolis Basin
- Kejimikujik National Park
- Mersey Tobetic Wilderness Area



Contact Information

If you have any questions or would like to discuss these development opportunities further, please feel free to contact one of the persons listed below.

Municipality of the District of Digby

Gordon Wilson
Tel: (902) 245-4777
E-mail: gwilson@municipality.digby.ns.ca

Annapolis Digby Economic Development Agency

Dan Harvey, Managing Director
Phone: 902-638-8781
Email: dharvey@annapolisdigby.com