



Breslau Flyers - COPA Flight 26

Agenda February 13th, 2018

The meeting will be at WWFC in one of the upstairs classrooms.

Sale of 50 / 50 tickets

1. Introduction (Gord)
2. Roundtable (Gord)
3. Adoption of minutes
4. Treasurer's report (Richard)
5. Updates / Reports (Gord - see Annexes)
 - Executive meeting including COPA National Survey - January 31st
 - Setting up a legal structure for COPA 26 (Gord, Terry, Richard)
 - Others ...
6. Up and Coming
 - Dues for 2018
 - COPA for Kids (Spring and Fall)
 - Girls can Fly
 - Flyouts / Events / Tours ; (Rob and Luis)
 - Speakers
 - February: Aerial photography - Pat
 - March: Mark Neal - Ditching
 - April: Suzanne Kearns - Fundamentals of International Aviation (book promotion)
 - May: Bjarni Tryggvason (to be confirmed by Pat)
 - Tour of the tower in small groups - sometime in the spring (to be confirmed by Gord)
7. Any other business

Break

Presentation

Pat Hanna - Aerial photography

Annex I: Submission to COPA National in response to the Survey

Response to the COPA National Survey Breslau Flyers - COPA Flight 26

Following the review of COPA priorities conducted last fall COPA has come up with 4 possible areas of focus for policy discussions including:

- ADS-B Mandate in Canada
- Wind turbine development
- Legal insurance for members/membership fee increase
- COPA for Kids Review

ADS - B in Canada

Lee Coulman is a member of COPA 26 as well as the CYKF RAA chapter and presented the views that appeared in his letter to COPA Flight (Feb 2018). Members were generally in agreement with Lee that the Aireon (space based) system would not provide much benefit for most of our flights and would likely require significant financial investment. If there is a way to make use of the Aireon system at a reasonable cost then features like having flight following services always available and assistance in emergency location of a downed aircraft would be helpful. As the Aireon system will primarily benefit commercial air traffic by allowing for closer separation of aircraft it should be mandate above 12,500 ft (or higher). As and when the technology improves and becomes more affordable then it could become mandated for GA but we don't feel that this is the case now. If the Aireon system is mandated for GA at some point in the future for particular airspace, then there should not be exemptions within the designated airspace. If exemptions are allowed, then there can still be serious safety hazards (this could be similar to non transpondered aircraft not showing up on TCAS systems).

Wind Turbines

There was general support for the idea of discussing Wind Turbine installations with the Wind Energy Association so that criteria can be developed to help avoid problems (such as Collingwood) in the future. As the government incentives, have been reduced there may be fewer problems in the future but engaging in a dialogue with the wind energy community will be useful.

Insurance

Members were skeptical about the type of legal insurance being proposed and whether this might encourage some pilots to ignore regulations or at least treat regulations less seriously. We are aware that there have been some instances in the US of "overly enthusiastic" enforcement of regulations where pilots were essentially being harassed. We were not aware of similar instances in Canada. We therefore felt that this type of insurance should not be offered.

COPA for Kids

Many members were interested in the issues being raised about COPA for Kids ... how do we encourage more kids to actually get in to flying (links with flight schools, focus on older kids,

chances for parents to fly) although these changes would not necessarily rule out the current types of larger events.

The presentation sent out by COPA Nation about the review of COPA for Kids included the following points:

- COPA for Kids is our single biggest outreach initiative to the broader public
- COPA for Kids events drive lots of positive media coverage generating support for GA and for our local airports
- Through our COPA Flight Consultations, some weaknesses were identified in the structure of the COPA for Kids program:
 - Holding it as a one-day event is cumbersome and very dependent on weather and other circumstances
 - Marketing and branding is heavily targeted to kids at younger end of age spectrum
 - Little or no follow-up with kids after event day
 - No tools or mechanisms in place to assist older kids in moving from introduction to flying (COPA for Kids) to actual flying (flight training)
 - Parents not able to fly with kids
- COPA for Kids review looking for members' input to address/improve points mentioned above
- Aim to rollout new COPA for Kids materials for 2018 flying season

Meeting with Waterloo Wellington Flight Centre - 16 01 2018

COPA for Kids

The Flight Centre see this as a very positive event and are ready to continue to help out with use of their facilities and helping with volunteers. They would agree with COPA National that *"COPA for Kids events drive lots of positive media coverage generating support for GA and for our local Airports"*.

Here are some other suggestions based on the COPA National survey ...

- We see COPA for Kids as a way of promoting interest in flying whether that is as a hobby (GA) or as a future career (Commercial).
- While a large event (10 - 12 aircraft with 200+ kids) can be prone to weather problems historically we have succeeded more often than not and these types of events should continue.
- It would be possible to provide individual or small groups with COPA for Kids flights but this type of program should not be in place of the larger type of event. These individual or small group flights could allow parents to fly as well.
- We could consider providing "COPA for Adults" flights similar to the EAA Eagles Flights to help those adults who are considering flying to take the next step.
- We could encourage COPA for Adults participants to join COPA 26 and be able to take part in our Saturday Fly Outs.

- As a way to follow up and encourage kids to consider the next steps in flying it may be better to increase the minimum age from 7 to 10 when kids are starting to think a bit about their future plans.
- Given that we have parents email information available from the registration website we could follow a month or two after the COPA for Kids event and provide additional information about flying and ways for kids to become more involved with flying including information on the Air Cadets and the Flight Centre.
- This type of information could also be posted on our COPA 26 website.
- The Flight Centre could also set up a stand on the day of the COPA for Kids flights (and Girls Can Fly) to explain how kids can get in to aviation at age 14 and provide two options: an actual introductory lesson in a 152 that can be logged or a scenic flight in a 172 that could include the same type of introductory lesson but allow parents to come along - in this case the flight would not be logged.
- Any proposed changes for the COPA for Kids programs from COPA National should come in the form of suggestions for COPA Flights and not be mandatory.

Meeting at the Airport CYKF

The Airport strongly supports COPA for Kids flights and the efforts of COPA 26 to get kids and more people in general interested in GA.

We had raised the question as to whether the airport would see any difference between a single large event or a series of small COPA for Kids events spread out over the year. The airport view was that either would be possible but that the single larger event would provide more public exposure for COPA.

Providing flight opportunities for younger children can ignite an interest in aviation even though they may not be ready to consider flight training. If we are wanting to foster an interest in aviation in general, then reaching kids as young as 7 yrs will be useful; if we however we want to focus on encouraging kids to learn to fly then focusing on older kids (10 - 17) as well as adults would be more effective. This could be linked with the type of publicity about learning to fly and introductory flight opportunities (with or without parents) mentioned in the WWFC discussion above.

The new airport website will be able to better publicize events such as COPA for Kids at the Airport. This would also allow for the creation of a webpage for contacting COPA 26.

We raised the question of weather and the cancellation of last years flights and the possibility of rain dates. The airport agreed to check into the Special Events Permit and provided the following:

- A Special Events permit is triggered when an activity takes place on airport lands not leased by the event organizer – size does not play a factor

- The airport has no issue with listing a range of dates, provided that they are all named on accompanying insurance certificate with the Regional Municipality of Waterloo named as one of the insured.
- COPA 26 can count on CYKF to continue to support the COPA for Kids event or events. sponsor the 2018 event. Please let me know if you have any additional questions.

By delaying our COPA for Kids flights from the spring to the fall allowed us to publicize the event during Aviation Fun Day that takes place at CYKF in late August. We were able to reach the general public more easily than in the past and did have all of the seats filled well before the actual event. This is another example of cooperation between the airport and CYKF.

Additional Points Raised During the COPA 26 Executive Meeting - 31 01 2018

We would like to provide flights for adults and small groups of kids as part of the COPA for Kids program but since these flights are with passengers who are not previously known by the pilots, our members would prefer to have the extra insurance that is provided for COPA for Kids flights - similar to the EAA - Eagles Flights.

Flights for older youth and adults would need to have a different name than COPA for Kids. The airport (actually the Waterloo Region) normally requires us to obtain and "Special Events for the COPA for Kids events and while those events do attract a large number of the public the Special Events Permit is essentially required for any type of event that is held on the airport property carried out by someone who is not leasing property at the airport. We are trying to find out if this would apply to the types of individual or small group flights mentioned above and if so why these flights would be seen differently from a pilot taking any passenger for a flight. We have tried several times to connect with the Air Cadets that are based at CYKF to get them more involved in COPA for Kids or our COPA meetings. It has been difficult to make these connections as it seems there are some restrictions coming from DND although we have heard that some flights are more successful. Does COPA National have any information about connecting with Air Cadets?

Our flight has had discussions about registering as a None Profit organisation. We would like input on this as well as insurance for Executive.

Annex II

BF COPA Flight 26 Executive Meeting - January 31st

Agenda Items

1. Attracting new members (Steve)
2. COPA National Survey (Richard)
3. Forming a legal structure /directors insurance (Terry)

1. Attracting New Members

I think this article is relevant to our COPA flight as we consider how to get young people involved. (see Annex)

<https://www.bcaviation.ca/bcga-news/the-art-of-the-flying-club-how-to-attract-and-retain-young-members>

We don't have many members "under 50" (the article's definition of "young"!), but getting them involved is key. Rey and Kyle come to mind as the youngest members, but there are also guys like Terry Fisher and Perry J. Maybe we could turn the screws on these guys a bit to get them involved.

Similarly, attracting female pilots would be great, but I don't see a pool to draw from, aside from WWFC instructors. Perhaps Rey could help us make inroads there (male and female). There's no quick fix.

On a different angle, the article also refers to enjoying a cold beverage and some snacks. LLBO regulations make it challenging to do something outside of a bar/restaurant, but I've often thought it might be beneficial to be more informal and have the meetings where "cold beverages" are available. Maybe on a summer evening (June?), we could try an outdoor meeting somewhere that people could bring beverages. Or the club could provide them. Or we could have a summer picnic without much of a meeting. Just remembered, FliteLine has had us in their hangar with cold beverages. Perhaps that could be leveraged a bit more, or we could move the meetings around to various hangars, heated ones in winter of course!

2. COPA National Survey

The presentation sent out by COPA Nation about the review of COPA for Kids included the following points:

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- Through our COPA Flight Consultations, some weaknesses were identified in the structure of the COPA for Kids program:
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 - Parents not able to fly with kids
- COPA for Kids review looking for members' input to address/improve points mentioned above
- Aim to rollout new COPA for Kids materials for 2018 flying season

Notes from meeting on January 9th

Following the review of COPA priorities conducted last fall COPA has come up with 4 possible areas of focus for policy discussions including:

- ADS-B Mandate in Canada
- Wind turbine development
- Legal insurance for members/membership fee increase
- COPA for Kids Review

There was some initial discussion about the usefulness of satellite based ADS-B for general aviation although there were also concerns that if the system is introduced with exemptions there can still be serious safety hazards (this could be similar to non transpondered aircraft not showing up on TCAS systems). There was general support for the idea of discussing Wind Turbine installations with the Wind Energy Association so that criteria can be developed to help avoid problems (such as Collingwood) in the future. Members were skeptical about legal insurance and whether this might encourage some pilots to ignore regulations. Many members were interested in the issues being raised about COPA for Kids ... how do we encourage more kids to actually get in to flying (links with flight schools, focus on older kids, chances for parents to fly) although these changes would not necessarily rule out the current types of larger events.

Meeting with WWFC: Meeting with Shawna and Shelby from the Flight Centre - 16 01 2018

COPA for Kids

The Flight Centre see this as a very positive event and are ready to continue to help out with use of their facilities and helping with volunteers. They would agree with COPA National that *"COPA for Kids events drive lots of positive media coverage generating support for GA and for our local Airports"*.

Here are some other suggestions based on the COPA National survey ...

- We see COPA for Kids as a way of promoting interest in flying whether that is as a hobby (GA) or as a future career (Commercial).
- While a large event (10 - 12 aircraft with 200+ kids) can be prone to weather problems historically we have succeeded more often than not and these types of events should continue.

- It would be possible to provide individual or small groups with COPA for Kids flights but this type of program should not be in place of the larger type of event. These individual or small group flights could allow parents to fly as well.
- We could consider providing “COPA for Adults” flights similar to the EAA Eagles Flights to help those adults who are considering flying to take the next step.
- We could encourage COPA for Adults participants to join COPA 26 and be able to take part in our Saturday Fly Outs.
- As a way to follow up and encourage kids to consider the next steps in flying it may be better to increase the minimum age from 7 to 10 when kids are starting to think a bit about their future plans.
- Given that we have parents email information available from the registration website we could follow a month or two after the COPA for Kids event and provide additional information about flying and ways for kids to become more involved with flying including information on the Air Cadets and the Flight Centre.
- This type of information could also be posted on our COPA 26 website.
- The Flight Centre could also set up a stand on the day of the COPA for Kids flights (and Girls Can Fly) to explain how kids can get in to aviation at age 14 and provide two options: an actual introductory lesson in a 152 that can be logged or a scenic flight in a 172 that could include the same type of introductory lesson but allow parents to come along - in this case the flight would not be logged.
- Any proposed changes for the COPA for Kids programs from COPA National should come in the form of suggestions for COPA Flights and not be mandatory.

Meeting at the Airport with Sandra, from COPA 26 Glen, Vic and Richard attended

The Airport strongly supports COPA for Kids flights and the efforts of COPA 26 to get kids and more people in general interested in GA.

We had raised the question as to whether the airport would see any difference between a single large event or a series of small COPA for Kids events spread out over the year. Sandra felt either would be possible but that the single larger event provides more public exposure for COPA.

Providing flight opportunities for younger children can ignite an interest in aviation even though they may not be ready to consider flight training.

The new airport website will be able to better publicize events such as COPA for Kids at the Airport.

We raised the question of weather and the cancellation of last years flights and the possibility of rain dates. Sandra agreed to check into the Special Events Permit and provided the following:

- A Special Events permit is triggered when an activity takes place on airport lands not leased by the event organizer – size does not play a factor

- Chris has no issue with listing a range of dates, provided that they are all named on accompanying insurance certificate with the Regional Municipality of Waterloo named as one of the insured.
- Once I hear back from legal and risk management I will confirm that there are no additional issues with adding rain dates. Also, COPA can count on YKF to sponsor the 2018 event. Please let me know if you have any additional questions.

We mentioned that delaying COPA for Kids from the spring to the fall allowed us to publicize the event during Aviation Fun Day. We were able to reach the general public and did have all of the seats filled before the actual event. As the flights had to be cancelled that we were not able to see how many no shows would have been and whether we would have had more kids going on their “first flights”. Vic does have some data from the website on this as parents were asked to fill in whether they were registering for a first flight or had flown in the past. We can look at the data but may want to decide how we respond to in cases where kids would like to go for repeated flights. Perhaps these kids could come for the smaller event flights perhaps with their parents.

3. Setting up a Legal Structure for COPA Flight 26

Some COPA Flights have a legal structure while others do not. The questions raised about directors’ insurance in the December issue of COPA Flight suggest that we may want to look at this more closely. The insurance for events like COPA for Kids would cover some types of liability but not all and it could be that we an individual members could be held liable for claims that would not be covered by the COPA for Kids insurance. Terry has recently set up a legal structure for his robotics group and can explain what’s involved including costs.