



Kitchener-Waterloo Chapter

Meeting Minutes

Location: Cadet Youth Development Centre at CYKF
Date: May 14, 2018
Call to Order: 19:36 hrs.
Meeting Chair: Dan Oldridge
Attendees: 15
Visitors: 1

Secretary's report: Minutes of April 2018 were available on the website
Motion to accept the minutes: motion passed

Treasurer's report: Cash on hand \$ 3947.71 (as of March 30/18) + \$102 in Petty Cash
GIC amount \$ 2561.19 (Matures August 2020 at \$2666.33)
Invoices or credits outstanding: None
Several members paid outstanding dues tonight
Motion made to accept the report as presented – motion passed

President's report: None

Project reports: Scott has reinstalled his antennas with new doublers to improve mounting strength; Prop re-pitched; panel updated with certified breakers, the C150 is almost ready to fly again
Clare and Clarence are making good progress on their Pegazair flaperons
Mike Thorp updated fuel lines and instrument panel in the HiMax – 3 weeks to go before it will be ready to fly

Old business: **Fly-ins**
Mac distributed some fly-in information; reminded us about Cam's fly-in on June 16 and asked us to spread the word about our other fly-ins too
Mike mentioned that we need to explore combining events with other groups or chapters to make them more successful and attract new members
Dan mentioned the London RAA fly-in on Tuesday, June 5th and the Tiger Boys fly-in at Guelph every Thursday night through the summer

Motions made regarding old business and results: None

New business: None

Motions made regarding new business and results: none

Other comments & discussion: None
Time & place of next meeting: 19:30, September 10, 2018 at the Cadet Building
Guest presenter and topic: TBA
Business Meeting adjourned at: 20:30



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Guest presentation: J.C. Audet – VP of Operations for COPA

JC updated us on a number of COPA goals and how his position related to achieving those goals. He used a few examples to illustrate how COPA helps its members to navigate issues with Transport Canada and Nav Canada. He mentioned about the vast amount of data collected by the government and how very little was accessible to do any long range planning. COPA has developed a closer relationship with both of the other agencies and hopes we can develop a closer working relationship between COPA and RAA too. He also touched on a few of the programs run by COPA such as COPA for Kids.

JC also spoke about GA safety issues and the upcoming targeted inspections by Transport Canada. He explained how the outcome of the recent elections at COPA will not make any appreciable difference in the acceptance of amateur-built aircraft at COPA because of the directors chosen. The directors set policy only and any operational decisions and information are influenced mostly by him as the VP of Operations. He will educate and convince the directors of the best course for decisions related to AB, UL, and the issues affecting all GA pilots.

JC advised us that each COPA flight does its own thing and although they can provide input to COPA National, they are not directly associated with COPA. RAA actually operates the same way since many of the chapters do not require national membership to belong to the local chapter. [Note: KWRAA chose a couple of years ago to only allow people to be members of the local if they are national members. This solves a number of problems for RAA Canada and ensures all members share equally in the costs and benefits of being a member. Not all chapters do this.]

JC did an overview of ADS-B in the USA and in Canada, and then filled us in on COPA's position on ADS-B in Canada. Much of the ADS-B information mirrored what Lee Coulman has been telling us for some time now, but COPA has to work cooperatively with Nav Canada and both have agreed that there is currently no benefit to GA under the proposed 1090ES ADS-B system using Aireon.

The USA has the ground-based network in place to support a robust UAT ADS-B system for GA, but there is no plan to implement such a system in Canada as Nav Canada says it would be cost prohibitive. For now, pilots operating near the US border will have the advantage of being able to use the traffic and weather information provided by the FAA Next Gen network. As always, pilots should still be constantly scanning the horizon for other traffic that may or may not be equipped with ADS-B.

If JC sends us his presentation on ADS-B, I will post it on the KWRAA website for all of the members to see.

Attendees: JC Audet, Ted Welfred, Don Sinclair, Reinhold Dressler, Clarence Martens, Clare Snyder, Sandy Walker, Gord Reed, Mac MacCulloch, Mike Thorp, Scott Neufeld, David Wood, Len Halley, Lee Coulman, Dan Oldridge



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