

## **AOPA AUSTRALIA LAUNCHES NEW MEMBER SUPPORT SERVICES**

AOPA Australia is excited to announce the launch of their new member support request service, helping connect aircraft owners and pilots with tailored assistance and advice covering a wide variety of aviation needs spanning the recreational, sport and certified general aviation industry.

Available support services include:

- Pilot medicals
- Pilot licensing
- Pilot legal
- Aircraft Purchasing
- Aircraft Maintenance

The new support service seeks to keep members fully informed by providing a simple yet powerful online resource that is available 24/7 through the

AOPA Australia membership service. Members can easily submit support requests, attach supporting photos and documents, manage and review support responses - all in one easy location.



For more information contact [AOPA Australia](#) direct.

## **FLYING TO RUSSIA EASIER WITH THE HELP OF AOPA RUSSIA**

AOPA-Russia has established the International Tourism Committee, which is responsible for promoting aviation tourism to Russia and assisting foreign pilots that visit.

They are striving to convince the international general aviation community that Russia is much more GA-friendly than it used to be and welcomes foreign aircraft. Their goal is to provide support to pilots wanting to fly to Russia, and they can assist with everything needed including permits, avgas, PPRs, and ground handling.

In cooperation with the Russian CAA, new VFR routes have been established. Additionally, the flight permit process has been simplified, and the airfield network has been expanded to show where avgas and mogas are available.



To better serve growing demand, AOPA-Russia has partnered with a company focused on providing support to general aviation and private pilots traveling the world. Many successful and interesting flights have already been supported, including several round-the-world flights, World Football Championship trips, group fly-ins to Moscow, Saint-Petersburg, and cross-country journeys.

They believe it is their responsibility as AOPA-Russia to help foreign pilots enjoy the beauty of Russia and benefit from cooperation with other AOPA's to better serve the general aviation community.

Inquiries and requests may be sent directly to [mail@aopa.ru](mailto:mail@aopa.ru) or [ops@makgas.com](mailto:ops@makgas.com).

## **COPA'S MONTEBELLO FLY-IN A SUCCESS**

Despite challenging weather, the annual event once known as a fly-in for Challenger ultralights attracted over 23 aircraft and 130 members.

This year's event was the first one organized by COPA. The Chateau Montebello was again the host, providing a luxurious riverfront location that has proven popular to be a popular venue over the years.



Rain fell in the days before last weekend's event, which was subsequently topped off by a snowfall that prevented a smooth, frozen surface from

being prepared for wheeled aircraft. Ski-equipped aircraft had no problem in landing, however. Many others arrived for the event by car, and accommodation at the Chateau was sold out.

Among the weekend's highlights was a team from Vintage Wings of Canada that provided marshalling services to the many aircraft maneuvering on the surface of the frozen river, dotted with passing snowmobiles.

Among aircraft that flew in were Piper Cubs, a Bellanca Scout, a Cessna 150, a Fleet Canuck, a Husky A-1C, a Champ, an RV8, as well as numerous ultralights including, of course, a fleet of Challenger ultralights. COPA President and CEO Bernard Gervais arrived in his Maule MX-7.

The Saturday night banquet attracted 90 members, with Transport Canada's Pierre Ruel, Chief of Flight Standards, serving as keynote speaker. During the banquet, representatives from Aviateurs.Québec presented COPA with a donation of \$5000 to COPA's Freedom to Fly fund in recognition of the support COPA has provided in the defense of airports whose viability is being threatened by litigation.

## **FREEDOM TO FLY - BOOK DOCUMENTS HISTORY OF AOPA, GENERAL AVIATION**

In 1939, a small group of Philadelphia businessmen came together with a mission: to give a united voice to what was then called "miscellaneous aviation." The Aircraft Owners and Pilots Association was born.

Packed with photographs of pilots' most beloved aircraft and inspiring stories of aviation pioneers, *Freedom to Fly: AOPA and the History of General Aviation in America* tells the story of general aviation through the lens of its biggest advocate. Learn about the triumphs and tragedies that defined generations of pilots from the editors who bring you *AOPA Pilot* and *Flight Training* each month.



For 80 years, AOPA has fought to keep pilots flying when war, technological advances, economic booms and busts, and politics threatened our access to the skies. Today, as the largest aviation community in the world, AOPA still works to make flying more affordable, safer, and more fun. Travel back in time through 288 glossy pages, full of the amazing photos you've come to expect from AOPA photographers and historic images from our rich archives.

This special commemorative edition is issued for AOPA's eightieth anniversary. For international orders call +1-301-695-2000 then select option #1, or if the receptionist answers, ask for Member Services. AOPA business hours are, 8:30 a.m. to 6 p.m. Eastern Standard Time (UTC minus 5 hours) time, Monday through Friday.



## **SAFETY SPOTLIGHT: OUR TOP 10 SAFETY EQUIPMENT ADVANCES, SO SAY THE 'EXPERTS'**

*February 1, 2019 By Richard McSpadden*

*What are the top 10 most important equipment advances for aviation safety? Such are the kinds of questions you might hear posed in the lunchroom at AOPA. This kind of dialogue/raging debate/religious war will inevitably go on for weeks, with otherwise important meetings about serious industry topics being derailed by otherwise reasonable staffers. People reach out to friends and colleagues in an effort to add further credibility to their position, and emails from strangers arrive extolling the virtues of some point of view.*

Amid the onslaught of relevant top-of-mind ideas, someone has to pounce on the rare opening to strut useless aviation trivia with a comment such as: “1915, ailerons, which eliminated wing-warping for roll control.” OK, yes, but before we add invention of the wheel and



harnessing fire, which ultimately allows ignition, let’s confine the conversation to relatively recent advancements—upgrades since the airplane took its modern form—that have made the biggest impacts on aviation safety.

Here’s our Top 10. “Our” might be a little misleading. Not all who were in our final discussion may recognize the final list. What can I say? He who holds the markers wins the debrief.

**The gyroscope.** Enables flight in conditions without a discernable horizon by providing an artificial reference. Prior to introduction of the gyro, flight in marginal conditions was limited and pilots who attempted such flights usually wound up in a tragedy.

**The nosewheel.** I’m a taildragger pilot—love flying them, especially on grass. But there’s not much room for doubt on the impact of the nose gear on safety. Ask any insurance carrier.

**Headsets with intercom.** Some of us remember the days of the ceiling-mount speaker, the hand-held microphone, instructor shouts, and not understanding key parts of transmissions—or missing them all together. Add in the isolate feature to mute passengers, and it ratchets up the safety edge even more. (Note to my family and friends, this doesn’t apply to you. How could I ever think of muting your passionate discussions about a friend’s failed relationships while we’re on an LPV to minimums in the mountains?)

**Shoulder harnesses.** Even relatively minor accidents or nose-overs can cause severe head injuries from glareshield, airframe, or equipment impact. Modern airplanes are required to have shoulder harnesses. For older airplanes, they are cheap to purchase, easy to install, a must for front-seat occupants, and smart for everyone.

**Global Positioning System.** GPS brought extraordinary strides in navigation accuracy and pilot situational awareness. Certainly, a key component in reduced accidents from controlled flight into terrain.

**Electronic flight bag.** Applications such as ForeFlight and Garmin Pilot offer advantages in pre-flight planning, in-flight decision making, navigation accuracy, —and the ability to find cheap gas, which transitions to more flight time and more proficiency.



**Near-real-time in-flight weather.** The ability to receive on-board weather depicted visually and integrated with navigation devices enhances in-flight decision making and weather avoidance. Flying in the area of any kind of weather now without an in-flight weather feed just feels naked.

**Autopilot.** A helpful, invisible hand to reduce fatigue, workload, and to help pilots stay ahead of the airplane. An exceptional safety device in IMC, particularly under any type of disorientation. The recent additions of leveling and 180 buttons have added effectiveness for pilots under duress in IMC.

**ADS-B traffic.** Flying with ADS-B is eye-opening. There is always so much more traffic than is typically seen with the naked eye, which has serious limitations for spotting traffic, unless you are Chuck Yeager. ADS-B has already been cited numerous times as the cause for avoiding midair collisions or close encounters.

**Airframe parachutes.** Sure, most off-airport landings do not end in fatalities and all pilots train to dead-stick airplanes with engine failures; however, the option to pull a parachute that floats an entire airplane to a survivable impact is a radical development. With more than 400 lives saved, not to mention the peace of mind a parachute brings to passengers, their popularity and successes will continue to grow.

The next time you're in your type club or flying club meeting, drop this question on the room and enjoy the fun! Go fly—and utilize some of this remarkable equipment that has advanced GA safety through the decades.

## LINK TO IAOPA EUROPE NEWSLETTER

Read the latest information on what IAOPA affiliates are doing in Europe. AOPA's in every part of the globe are making a positive difference for general aviation and there is simply not enough room to publish all that is being done to keep you flying. For the latest updates on what is going on at IAOPA Europe check their website at <http://www.iaopa.eu/>



## SHARE THIS NEWSLETTER TO YOUR MEMBERS

*Nothing can keep existing members, and attract new members, like reminding them of the great work that IAOPA affiliates, and IAOPA, are doing on national, regional, and international levels to keep them flying. Great work is being done in all parts of the globe to advance the interests of general aviation, and the best way to share that message is to make sure that this newsletter gets to as many members, and non-members alike. So, I encourage you to publish this on your website, send on via email to your members, and do what you can to help spread the word.*

*Our focus with the e-News is to let the world know what IAOPA Affiliate around the globe are doing to keep general aviation flying. Each affiliate of IAOPA is encouraged to submit stories that we can post in e-News to share your successes so that others can benefit. Stories should be directed to the Secretary General, contact [IAOPA HQ](#) if you need additional information or have any questions.*