

Canadian Aviation Pride
Fierté en aviation canadienne



September / October

2020

Septembre / Octobre



Silver Dart

Canada's LGBTQ+ Aviation Newsletter
Le bulletin LGBTQ+ en Aviation du Canada

"Connecting Canada's LGBTQ+ Aviation Community Since 2008"
"Rassembler la communauté en aviation LGBTQ+ du Canada depuis 2008"

Welcome Aboard

Bienvenue à bord



Greetings from Vancouver. We are now in month seven of the 2020 Aviation apocalypse. For those of you either working or laid off in the industry, these have been the worst days ever seen in history. The other day I was in YVR by the south terminal on the viewing platform looking at the main runway and terminal. I wanted to cry, it was so quiet, like 3 am-quiet when the airport is closed. Only one jet took off. There was zero other activity.

There are so many questions and so few answers. It's been impossible to predict where things will go in the short and medium term. Like flying into weather without radar and not knowing how far we have to deviate around a storm. We will eventually get through this. There will be some serious collateral damage, since people have lost their jobs. If you're lucky enough to be in a union, you'll have a seniority number and recall rights.

We have a chicken and egg problem. Passengers don't want to book flights if they don't know if it's safe to fly and airlines are struggling to put on flights if there are no passengers. The Industry is really pulling together to try and figure out how to make flying safe with masks, service and cleaning protocols.

As different countries go through gyrations of safe and then rising Covid numbers, it's hard to plan when there are too many variables. Right now, the biggest problem is the universal blanket policy, 14-day quarantine on return to Canada. We need to find a solution that will be safe and allow easier travel. There are many hopeful solutions being worked on and increasing chances of a vaccine coming to market fairly soon.

I was near the airport another day and saw a Cessna 152 doing an approach into YVR. I thought that's great that General Aviation planes can come to YVR - it's great experience for the pilots.

Eventually this will be worked out and we'll get back flying and doing what we all love to do. Hopefully sooner than later. In the mean time, we're trying to make the most of the time off and being home in Vancouver where there are lots of outdoor activities.

On another note, a new ally is helping CAP: Flight City in YVR is now selling our CAP hats and luggage tags! So you can always swing by and get them there.

Stay safe,

Peter Litherland
Co-Chair
Canadian Aviation Pride
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It seems hardly yesterday that we were back at the start of summer and all of a sudden here we are poised on the edge of fall. We've been social-distancing, masking, keeping our eyes on the statistics, and worrying about world events, while trying to look ahead and plan some R&R for the near future.

With the reduction in activity this year, we have combined the September and October issues into one, and will do the same with the November and December issues. We are fortunate in this issue to have an interesting and upbeat article from Toronto member and frequent volunteer, Julien, and we thank him for this contribution. If you have a story of your own about how you're coping with Covid, and a couple of photos to accompany it, please feel free to send it to us at info@aviationpride.ca and we'll consider it for publication in the next issue. We want to hear from you!

I was struck by a comment in the August issue of the NGPA's monthly newsletter, "Navegaytor". In it, the editor, Connor Henebry, noted "*The past six months have been an unpleasant roller coaster ride and something inside me wants to fast forward to the end.*" I think we can all relate to that thought. The entire travel industry has been exceptionally hard hit as non-essential travel all but stopped. We all want to see our friends get back to work, to see people start travelling again, and to have our aviation industry get back on its feet. We can take some comfort from the fact that the Spanish Flu pandemic of 1918-1919 ended after about a year and a half, although realistically, we also know that the next couple of years will not be quite normal and mask wearing and physical distancing will likely remain part of our routine for a while.

On that note, I'm finding it interesting to see the increase in mask-wearing over the summer. More shops are selling interesting and colourful masks, and it's almost become a fashion statement for a mask to show one's tastes and interests.

For this issue, therefore, I chose a cover shot of the new rainbow aircraft fabric which our Co-Chair Peter has obtained to make masks with a theme we can all relate to. Email him at:

peter.litherland@aviationpride.ca

and let him know your order. They are \$20 each and come in medium and large sizes.

Best wishes and stay healthy,

Adrian Walker
Editor & Co-Chair
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by [Kelly Kincaid](#)





AIRSIDE



Author: Julien Martinson

Have you ever wondered what goes on at the airfield?



During this time of reduced flights and aviation operations, there is one area of the aerodrome that continues to be busy. This area is the airfield, which is divided into two parts, the Apron, and the Runway and Taxiways. Standing at the departure gate, one sees grass and tarmac. However, the airfield is full of roadways, tunnels, hangars, and aeronautical markers.

For obvious safety and logistical reasons, aircraft have priority. Therefore, vehicle traffic must follow certain rules and protocols to prevent accidents and incursions. Drivers of any type of vehicle are required to have an Airport

Vehicle Operators Permit (AVOP). A DA Permit allows an operator to manoeuvre around the apron only. A D Permit allows an operator to drive on the runways and taxiways and must have a radio to communicate with air traffic control.

During construction and rehabilitation of the runways and taxiways, many runway engineers & surveyors, airport contractors, dump truck drivers, and other service providers need access to this area. An Access Control Officer verifies the NEED and RIGHT, which is supported by a RAIC (Restricted Area Identity Card) or other documentation. In many cases, the workers have never been airside. This is a risk for accidents and incursions. A Vehicle Escort Operation or a Line of Sight Operation is set in place to guide contractors to the construction area.

As an Access Control Officer at Pearson Airport, I am privileged to get access to areas of the airfield which are part of the restricted area. This part of the airfield is often grass covered and is remote to the general public.

It's a marvel arriving at work at 5:30 in the morning, surrounded by four runways. Green, blue, red and yellow lights sparkle in the distance as guiding lights. The sound of crickets fills the crisp morning air. During moments like this, I am reminded of the Wright Brothers who made flight history on a similar grass field to this one. I am also thankful to the leaders of Canadian aviation, Sir George Cayley and Amelia Earhart, to name a couple, who paved the way for commercial aviation in Canada.

During the global pandemic, many planes are parked on the tarmac surround by green fields.



Passengers who look out of the oval windows of the aircraft are welcomed by yellow and white field flowers. As the long summer days turn to autumn days, these flowers will turn into seeds of hope for a new era of aviation. The majestic aircraft of the Canadian Aviation Industry will rise again like a Phoenix in the sky.





This year has seen almost all events, both for CAP, our partners and outside organizations, cancelled due to the pandemic. We held a number of Zoom celebrations over the spring and summer, and we will plan to do more of those as we head into fall and winter.

We traditionally host year-end parties in November or December in our major centres across the country, but realistically that will be hard to do safely this year since, due to weather, they are invariably indoor events. Given the current situation, we are not going to list these, and will let you know if anything changes.

We will all look forward to a brighter and more eventful 2021!

Vancouver

Toronto

Montréal



Merchandise



Marchandise



Canadian Aviation Pride Merchandise



We've gone online!

You can now show your Pride with these great items and support Canadian Aviation Pride! Using the Fulfilment by Amazon you don't have to wait until Pride any more to get some swag.

visit our online store at:

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On Line

En ligne



Web Page - Page Web



Canadian Aviation Pride's Web Page contains information about our organization, our objectives and who we are. Check it out, including our Resources and Newsletter pages!

<http://www.aviationpride.ca>

La page Web de Canadian Aviation Pride contient de l'information sur notre organisation, nos objectifs et qui nous sommes. Découvrez-le, y compris nos pages des ressources et des bulletins!

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We greatly appreciate the contributions from each of the following sponsors and partners who are supporting our outreach programs. Their support allows us to maintain our diversity and inclusion initiatives, our encouragement of youth entry into aviation and our promotional programs.

Canadian Aviation Pride is Canada's own federally incorporated LGBTQ+ Aviation organization, and encourages and assists both individuals and industry in reaching their inclusion goals. **Please support these progressive companies and organizations.**



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Member Profile

Profil du membre



Would you like to be featured in our Monthly Member Profile? Everyone is welcome to submit their profile, whether you're a long time member or are new to Canadian Aviation Pride. You can answer as many or as few of the questions as you feel comfortable with, and use of your last name and employer are optional. If you'd like to share your story, [CLICK HERE](#)

Souhaitez-vous figurer dans notre profil de membre mensuel? Tout le monde est invité à soumettre son profil, que vous soyez un membre de longue date ou un nouveau membre de Canadian Aviation Pride. Vous pouvez répondre à autant de questions que vous le souhaitez, ou en utiliser le moins possible, et l'utilisation de votre nom de famille et de votre employeur est facultative. Si vous souhaitez partager votre histoire, [CLIQUEZ ICI](#)



In Closing

En clôture



Thanks for taking the time to read our newsletter. When we are able to plan future events, we will send out the details.

If you would like to volunteer or help lead an event, or if you have ideas you would like us to consider, please don't hesitate to let us know. Email us at info@aviationpride.ca.

Blue skies and tail winds!

Merci d'avoir pris le temps de lire notre bulletin. Quand nous pouvons planifier des événements dans le future, nous enverrons des détails.

Si vous voulez être un bénévole, ou aider à diriger un événement, ou si vous avez des idées à nous soumettre, n'hésitez pas à nous le faire savoir. Envoyez-nous un courriel à info@aviationpride.ca.

Ciel bleu et vent arrière!

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