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MONTEBELLO MAGIC

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MARCH 2017



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Story by Bryan Quickmire
Photos by Jean-Pierre Bonin

Winter is inevitable so we might as well enjoy it and the close-knit community of aviators who build and fly Challenger ultralights embrace that concept. For 27 years, the group has met on the ice in front of the historic Fairmont de Chateau Montebello to swap tales and information and make the best of the season that defines Canada. The convivial confines of the historic resort help a lot.

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COVER PHOTO: Jean-Pierre Bonin caught the essence of the action at Montebello during the annual Challenger fly-in in January. Snowy weather cut the flying activity.
Photo by Jean-Pierre Bonin



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FREEDOM TO FLY AT WORK

Update on Windmills, Mascouche

WINDMILLS

It appears the windmill issue surrounding the Collingwood and Stayner airfields is over as far as aviation is concerned, but some other things with wings will get a more thorough hearing.

As you may recall, last spring, COPA, through the member-funded Freedom to Fly Fund, intervened in the appeal of a decision of the Ontario Ministry of the Environment and Climate Change ("MOECC") to approve the construction of an eight turbine wind farm next to the Collingwood Regional (CNY3) and Stayner, Clearview Field (CLV2) airfields. A team lead by COPA's counsel, Glenn Grenier and COPA Director, Conrad Hatcher, prepared and participated in the two week hearing before the Ontario Environmental Review Tribunal ("ERT") and made extensive oral and written submissions on the threat posed by the turbines to aircraft using the aerodromes.

On October 7, 2016, the ERT ruled the proposed project did indeed represent a "serious threat to human health," which is the statutory test that had to be met to challenge the MOECC approval of the project. The ERT also found that all of the proposed mitigation measures would not be effective in reducing the hazard. In rendering its 83-page decision, the ERT quoted extensively from materials provided by COPA. Along with being a threat to human life, the proposed turbines would also constitute "serious and irreversible harm to animal life", in particular, the little brown bat.

Because mitigation measures concerning our winged friends had not been extensively canvassed during the initial hearing, the ERT directed that a second 'remedies hearing' be held to do so, for which it confirmed it will strictly address the bats issue and not aviation. Thus, on the aviation side, it appears the matter is at an end. The ERT will make its final order in respect of the

entire project after the remedies hearing concerning bats is held, which is scheduled for early March, 2017.

You'll be glad to know that COPA is presently building the relationship with the Canadian Wind Energy Association (CanWEA), along with Transport Canada, hoping that through cooperation and collaboration we can work towards preventing future issues such as this one.

MASCOUCHE

The city of Mascouche is continuing its legal battle against its relocated aerodrome under construction there even though the law is clear that they have no jurisdiction.

As you may recall, the original airport closed down and was to be relocated with official help (\$3M) from the city itself. When the developers found the lot, 2km from the original site, the city tried everything to prevent the aerodrome proponents from proceeding. Minister Garneau forced the developers to consult (March 4, 2016). They did — per the new aerodrome development guidelines.

Then the Minister said they could proceed (Nov. 4). They did. The city followed with an emergency injunction to stop them from cutting down trees where the runways would be, to respect provincial environmental regulations. They stopped (Dec. 9). Along with the Attorney General of Canada (AGC), they appealed and after two hearings, the injunction was finally lifted (Feb. 1, 2017), letting them proceed with site preparation for the new runways. Meanwhile... the city is now asking support from the province for an appeal to be heard at the Court of Appeal of Quebec, wanting to, once again, try to break the long-litigated precedence of interjurisdictional immunity of aeronautics. COPA, along with TC, are keeping a close eye on the situation. **CF**



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COPA A L'OEUVRE

ÉOLIENNES

Il semblerait que les enjeux d'éoliennes autour des installations de Collingwood et Stayner ne sont plus de nature aéronautique, mais d'autres éléments ailés seront sous la loupe.

Vous vous souviendrez qu'au printemps dernier, avec l'aide du Fonds de défense du droit de voler, COPA est allée en appel d'une décision du Ministère de l'Environnement et de l'Action en matière de changement climatique (MEAMCC) de l'Ontario, qui approuvait la construction d'un parc d'éoliennes de huit turbines, aux abords des installations aéroportuaires de Collingwood (CNY3) et de Stayner, Clearview Field (CLV2). Une équipe menée par notre avocat Glenn Grenier et un de nos directeurs, Conrad Hatcher, a participé pendant deux semaines aux audiences devant le Tribunal de l'Ontario (TdO), présentant de manière exhaustive la menace que poseraient les éoliennes aux aéronefs à ces aéroports. Le 7 octobre 2016, le TdO a jugé que le projet « portait un sérieux préjudice à la vie humaine », ce qui permet de remettre en cause l'approbation initiale du projet par le MEAMCC.

Le TdO a aussi jugé que toutes les mesures d'atténuation proposées ne réussiraient pas à diminuer le risque. Il est intéressant de noter que dans son jugement de 83 pages, le TdO cite abondamment le travail de COPA. Mais en plus d'être une menace à la vie humaine, les éoliennes pourraient aussi causer des « dommages sérieux et irréversibles à la vie animale », tout particulièrement à une petite chauve-souris brune. C'est l'élément qui reste à approfondir : le TdO demande une autre audience de mesures d'atténuation des risques qui, nous assure-t-on, ne portera que sur les petites bêtes. Il semble donc que pour le volet aéronautique, le dossier tire à sa fin. La décision finale du TdO sur tout le projet sera rendue en début mars.

Sur ce, vous serez heureux d'apprendre que COPA travaille présentement à

établir des relations avec L'Association canadienne de l'énergie éolienne (CanWEA), de pair avec Transports Canada, pour que par la coopération et la collaboration, nous puissions à l'avenir éviter des situations similaires.

La Ville de Mascouche poursuit sa guérilla devant les tribunaux dans le but de faire obstacle à la construction de son aéroport relocalisé et ce, même si la loi ne concède aucune juridiction aux municipalités sur ces questions.

Comme vous vous en souviendrez, l'aéroport devait être relocalisé avec l'assistance de la ville qui devait même participer aux dépenses, à la hauteur d'une contribution de 3 millions \$. Quand les promoteurs ont finalement trouvé les terrains appropriés, à 2km de l'emplacement d'origine, la municipalité a tout fait pour empêcher le projet d'avancer. Le 4 mars 2016, le ministre Marc Garneau a obligé les promoteurs à « consulter », ce qui a été fait en conformité avec les nouvelles directives sur le développement des aéroports. Le 4 novembre, le ministre a donné le feu vert. Les travaux ont repris. La ville a alors requis l'émission d'une injonction d'urgence afin d'empêcher l'abattage d'arbres là où les pistes allaient être construites. Le 9 décembre, les travaux ont été interrompus. Avec l'appui du Procureur général du Canada, les promoteurs ont interjeté appel et après deux audiences, l'injonction a finalement été levée le 1er février 2017. Les travaux de déchargement ont été complétés.

Entretemps, la Ville de Mascouche a relancé ses tractations juridiques et même sollicité l'assistance du gouvernement du Québec, en vue d'une requête auprès de la Cour d'Appel du Québec, espérant, une fois encore, relancer ce débat endémique sur l'exclusivité de la compétence fédérale en matière aéronautique. COPA et Transports Canada surveillent attentivement la situation. **CF**



✉ REQUIEM FOR AN OLD FRIEND

Time To Move On From Certified Airplane

Recently I said goodbye to an old friend. This September marked 38 years since she came into my life, and saying farewell has been difficult. I vacillated for a long time and it was only this past year that it became clear that she had to go.

C-FJAS was the culmination of my dream of owning an aircraft, a dream precipitated by one of my earliest and most treasured memories, that of sitting in my uncle Grant Gair's Piper Cub, CF-DSQ at the Winnipeg Flying Club. I was only three years old and so never had a chance to fly in her, but I still remember the smell of her, the dope, the oil, and the fuel.

C-FJAS, although she was often stored away due to damage in a wind storm and the demands of work and family, was an ever-present dream, one that I harboured for decades. As my Air Force career was ending I started an award-winning restoration. I had no idea that in a few short years I would be standing at an airport in Seneca Falls, New York saying goodbye to this beautiful aircraft as her new owner prepared to fly her away. As I walked away with a heavy heart I knew that I was possibly not only saying goodbye to the dream that was planted in the heart of a three-year-old boy, but with it, quite possibly, my days as a pilot, the defining part of my life.

One's life takes twists and turns, and after retirement, I departed Vancouver

Island and moved to Nova Scotia. No longer could I get on my bicycle and pedal the ten minutes from my home in Comox to Courtenay Air Park, an active field where there was always somebody to hangar fly with. No longer could I dash to Victoria for lunch, to Chilliwack for pie, or to Tofino for a day at the beach. I felt the loss of the social aspect that I had prized, and my flying more and more had no destination.

No, there were other factors that dominated my thinking. As the owner of a certified aircraft, I was extremely limited in what I could do. The installation of a new battery was an issue. With a fuel tank behind the pilot's head and a lighter engine, the installation of the battery at 50" aft of datum resulted in an aft C of G with consequent loss of baggage capacity. Placing the battery in alternate positions on the firewall as per the type certificate required the factory engineering drawings, which unfortunately, were no longer readily available. What was needed was an LSTC, and the cost for that paperwork was quoted at between \$1500 and \$3000. Had she been a homebuilt, I could have installed a non-certified Panasonic sealed lead-acid battery as specified in my new wind generator's STC wiring diagram. As C-FJAS was a certified aircraft, that option was not available. The same issues arose in the installation of shoulder harnesses and hydraulic brakes.

I am not sure why one type of aircraft, the certified, with comparable technology, must languish on back lots while

another, the homebuilt, does not. In the U.S. the Light Sport Aircraft (LSA) category opens up aviation to many who otherwise, as in Canada, would be turning to ultralight aviation. This begs the question: Why is someone who does not qualify for a Cat 3 medical safe to fly an ultralight while at the same time not being safe to fly a small certified aircraft of comparable performance?

Our American brethren can install a myriad of operational and safety enhancing improvements utilizing a Form 337; something denied to their Canadian counterparts. Unfortunately, the American Federal Aviation Administration has been unequivocal in their statement that no Canadian owner maintenance aircraft will be allowed into the United States. This is an absolute disincentive to owning such an aircraft for those who want to explore beyond the borders of Canada.

The issue of annual inspections and repair, and the accessing of licensed aircraft mechanics was also a factor. With retirements and an aging demographic of local AME's, sourcing an AME appeared to be an impending problem. The closure of the nearby Waterville Airport was a further disincentive.

The change to Transport Canada's regulations allowing municipal involvement in matters previously the sole realm of federal authorities was also considered. As these latter are more amenable to the cries of local detractors, it did not seem to bode well for general aviation and indeed, to build a hangar for my aircraft it appeared that I might now face significant hurdles.

So, it was time to say goodbye to this amazing aircraft. After starting my life in aviation in Thunder Bay in 1972, and making a career as an Air Force pilot, will my delivery flight to Seneca Falls mark the end? We shall see. What I do know though, is if I am to return to aviation there will not be a certified aircraft in my hangar.

*Fletcher R. Wade, Major (CF Ret'd)
Tupperville, NS.*



✉ FOND FAREWELL

In memory of my husband

Please find the COPA membership renewal in memory of my late husband André Trottier. He did his first solo flight at Van Nuys airport in 1972 while employed as an AME for Continental Airways and his final flight on April 26, 2016 at the age of 82. André served Canada when he joined the RCAF in 1951, part of Squadron 410 all the way to the unification of the Canadian Armed Forces in 1968. While in California he got his PPL and purchased a Cessna 150, the joy of his life.

I am so proud to have shared our lives and passions for 62 years. In memory of his joy of flying, please accept his COPA membership renewal.

EN MÉMOIRE DE MON ÉPOUX

Vous trouverez ci-joint le formulaire de renouvellement d'adhésion de COPA en mémoire de feu mon époux André Trottier. Il a fait son premier solo à l'aéroport de Van Nuys en 1972 quand il fût à l'emploi de Continental Airways et son vol final le 26 avril 2016 à l'âge de 82 ans. André a servi le Canada lorsqu'il a joint l'Aviation Royale Canadienne en 1951, l'escadrille 410 jusqu'à l'unification des Forces Armées Canadiennes en 1968. André a fait obtenu sa licence de pilote privé et a acheté un Cessna 150 qui fût la joie de sa vie.

Je suis fière d'avoir partagé nos vies et nos passions pendant 62 ans. En mémoire de mon époux, svp accepter son renouvellement de membre COPA.

*Édith DeCoste Trottier, épouse
Laval, Québec*

✉ REMEMBERING RON RILEY

For most of us, there's a corner of our minds where dusty neurons carefully preserve the affectionate memories of our very first flight instructor. Oh, we care about them all to be sure, but there's a special recess that commands a place of honour and distinction with only one name on it.

It was with great sadness that I read of the passing of Ron Riley who occupies that spot in me. In the hot summer of 1969 just turned seventeen, Ron became my ab initio flight instructor at the Brampton Flying Club, risking his neck in the draughty back seat of an Aeronca 7ECA, shouting over the wind and noise as no one had headsets in those days.

After our second hour in the practice area, Ron asked me if I could see the railway tracks below and was told to, "Just follow them back to Brampton, maintain this altitude". Dutifully following along one side of the tracks we soon happened upon the city but I was unable to find the giant Dixie Cup visible from tens of miles away on a good day. I turned to ask my instructor where the field was only to find him sleeping in the back seat, pipe secured between his lips. He opened one eye and announced, "Georgetown, keep following the tracks." and promptly resumed his slumbering state.

I remember asking him around this time while kicking at the grass sauntering our way back to the small flight shack after a lesson if he thought I would be able to learn to fly. He said, "Maybe" which was good enough for me. After my sixth hour, Ron pronounced me ready to solo but said that my student pilot permit had not yet come in from Transport and he asked me what I wanted to do. I said I'd just like to continue taking lessons and wait for its arrival.

On landing at the end of my eighth hour, I misjudged the flare and flew the aircraft straight into the ground. We hit



hard which must have woken up Ron as the nose bounced dangerously high and things got awfully quiet. The control stick literally flew straight forward out of my hand and the power went to full so fast I hardly had time to be afraid. Then he resumed the flair and landed the aircraft soft as you please. He told me if that ever happens again, to get the nose down, apply full power and go around. Forty-eight years later I still remember his words and actions but have thankfully never had to make use of them.

After a couple of more hours I was released for solo. Ron said at the beginning of our lesson, "Show me three good landings and you're on your own." I showed him four bad ones, which in his mind must have been equivalent as he got out and told me to buy him a coffee when I got back. There was never any drama in Ron.

I had always meant to look Ron up and to thank him for giving me the gift of flight nearly half a century ago. I would have liked to have told him that, over the intervening years, I've flown some truly interesting aircraft and have never bent one (touch wood), with a lot of that being due to his excellent instruction.

It'll have to wait now until we meet again.

*Earl Smith, President
Great War Flying Museum*



2017 COPA FLIGHT SCHOOL CAMPAIGN

FREE STUDENT MEMBERSHIP

This year's Campaign offers those students currently enrolled in pilot training at a Canadian Flight Training Unit (FTU) or with a licensed instructor the opportunity to join COPA free for one year with all the benefits of a full membership. To take advantage of this offer, students must:

- Provide proof of FTU enrollment or an instructor's endorsement; and
- Not previously have held a COPA membership

This year, our COPA Flights are leading the charge to distribute our materials to their local flight schools.

Special thanks to the following Flights who have already confirmed their participation:

-  Regina, SK/Flt 4
-  Kitchener-Waterloo, ON/Flt 26
-  Westport, ON/Flt 56
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-  Oshawa, ON/Flt 70
-  Whitehorse, YT/Flt 106
-  Lac Du Donnet, MC/Flt 103
-  Russell, MB/Flt 138
-  Pontiac, QC/Flt 169
-  Val d'Or, QC/Flt 192
-  Saint John, NB/Flt 193
-  Sunshine Coast, BC/Flt 197
-  Neuville, QC/Flt 198

Don't see your Flight listed?

Contact CMann@copanational.org to find out how you can participate in this important initiative!

I was very pleased to see Tony Riley's article in the February issue of COPA Flight. The short article on his father Ron Riley's death was very much to the point when he wrote: "Canada lost a great aviator and master aircraft maintenance engineer".

I can relate to every example Tony mentioned. Ron checked me out in the first plane I owned, a 1946 Taylorcraft purchased in 1992. Over the next 20-plus years Ron was a great supporter to me as my mechanic, source of information and friend.

He was the problem solver/fixer of an unreliable, but newly-overhauled Continental engine on a Wag- Aero Cuby I later owned. This was after the rebuild-er I purchased it from could not solve an ongoing, intermittent power loss. Ron knew vintage engines inside out.

When I once dropped off my plane for its annual, I mentioned that my cash flow did not warrant an in depth job on unnecessary "make it look good" items. His response was, "I will do the things necessary to allow you to keep flying safely. Any extras are up to you." He will be missed for many reasons.

Frank Barber

UPDATE AIRPORT INFORMATION

First off thank you for doing what you do and keeping us informed about aviation-related things in Canada.

I do have a request for you to consider. Would it be possible for you to include something in the COPA magazine, the email updates or on the website asking folks to keep the "places to fly" airport information as up to date as possible. I, and I'm sure others, find the "places to fly" information to be very useful when planning flying trips. Having up to date information on landing fees, fuel availability and prices will make it that much more beneficial.

Andy Cumming

WHERE CREDIT IS DUE

I just read my issue of Copa Flight and

Over the last two years the cost of hardware has decreased.

was interested to see the article on the DIY ADS-B receiver.

What I found odd was that there was something missing. There was not a single reference to the software (Stratux) that makes the Open Flight Solutions Flight-box function. I write this not to diminish Steve Sokol's work to produce kits and preassembled receivers but to ensure people know the full story of the Stratux.

Stratux was the brainchild of Chris Young who wrote the software in the summer of 2015. He released the software freely and with the help of many other talented people has produced a very feature packed ADS-B receiver. I was the first Canadian to build one and showed it off at the Ultralight Pilots association AGM in August 2015. Over the last two years the cost of available hardware has decreased considerably and now it is possible to build a dual band Stratux including a battery for less than \$200 CAD. All of the parts are available on *Amazon.ca* (Full disclosure: I import parts to sell in Canada to stem the highway robbery that we are normally exposed to.)

My contribution to this project has been to make it look a bit more professional. I designed and produce 3d printed cases that are both functional and look good in the cockpit.

The nature of open source software is that you get many minds working on shared goals. One of my goals is to design an inexpensive ground station that would allow the Canadian aviation community to bootstrap a weather broadcasting network. Nav Canada does not seem interested in that side of things and XM is a rather costly option here. If any RF knowledgeable people want to help out feel free to contact me.

Ryan Dewsbury

POWER MANAGEMENT

KEEPING ALL THOSE GADGETS RUNNING

BY PHIL LIGHTSTONE



When I started flying in 1994, the only electronic devices in my flight bag were a headset and a flashlight. In 2017, it's a different story. I carry a bunch of electronic gadgets, including batteries, cables and chargers. Keeping those power-hungry devices charging can be challenging but there are a variety of solutions available and most are inexpensive.

True Blue Power (a division of Mid-Continent Instrument Co) manufactures a line of TSO'd USB charging ports. The installation is pretty simple. Two wires, ground and power are installed onto the ship's electrical bus protected by a standard 1 or 2 amp circuit breaker. True Blue Power has a variety of mounting options, including a bracket which fits into a standard two-inch hole. When deciding where on the panel the USB ports should be mount-

ed, keep in mind where your handheld devices will sit and the cables. You want to ensure the USB wires don't conflict with flight controls.

A slight nuance with USB ports is their type. Most older devices are USB 2. It has been recently joined by USB 3.1. The biggest difference between the standards is their data transfer rates and power consumption. You can identify the type of USB port or cable connector through the colour of the plastic connector. They're blue, while USB 2 is black. The other big difference is that USB 3.1 draws 3 Amps at 5 volts.

In larger aircraft, where weight is less of an issue, a DC to AC power inverter can be used. The benefit of having AC power is that your passengers can use a standard 120-volt device onboard. It's ideal for laptop computers.

Renters might want to consider adding a power vault to their flight bag. A



There are a variety of accessories available to charge electronics in the cockpit and LED lights save power.

power vault is a high capacity rechargeable battery, with USB ports. Charge the power vault the night before you go flying and, depending on its capacity, it will recharge one or more devices as you fly.

A number of GPS manufactures, like Garmin, have hardwired data-power cables for their portable devices and we put one in the Commander. The battery in the 496 acts as a backup to ship's power. In the event of a failure of the ship's alternator, the Garmin 496, ForeFlight on the iPad and the Icom transceiver, provide two of the three aviator's basic necessities (aviate, navigate and communicate.) As an added benefit, flight plans from the Garmin GNS530 are pushed to the Garmin 496. Pilot work load during start up is reduced.

Many power cables have internal fuses. The Dual XGPS150A cigarette lighter adapter has a small fuse in the case. Simply turn the head of the adapter and the fuse can be removed. There may be an inline fuse powering the panel mounted cigarette receptacle in addition to the panel mounted circuit breaker.

Cables are an interesting topic. Unfortunately, there's isn't one size that fits all. USB 3.1 and Type-C have different cables, connectors and draw more power than USB 2. The True Blue Power TA202 delivers a full 3.0 amps of current per port, and can be ordered with either dual Type-A, Type-C or both USB connectors.

Organization is critical to cable and power management.

Ship's power management is becoming a critical aspect of piloting an aircraft. With a limited amount of power generated by the alternator or generator, managing power consumption becomes critical. During night operations, with a ship equipped with quartz or incandescent lights, power consumption will be increased.

The Commander has four GE light bulbs, two at 250 watts and two at 100 watts consuming 25 amps from the 80-amp alternator. With all the lights on, that leaves 55 Amps for the rest of the ship's hardware. A quick fix is LED


lights. The Alphabeam LED light bulb is a drop-in replacement for many incandescent bulbs. Rated at 45 Watts, it draws 1.6 Amps at 28 volts. Replacing all four light bulbs on the Commander, saves 18.6 Amps. If yours is a 12-volt system, simply double the numbers.

Most general aviation aircraft have 12-volt electrical systems so most modern electronics are the same. That means owners of aircraft like my Commander, which have 28-volt systems need a convertors to operate the latest and greatest cockpit gadgets. There are a number of solutions to this problem: TSO'd 28 to 12 volt DC power converter; 28-volt cigarette USB power adapter; DC-to-120 volt AC power converter; hardwiring a charging connector.

Finally, organization is critical to cable and power management. As with other aviation tasks, it's a lot easier to

do things on the ground than in the air. Having a clear understanding of your hardware and power consumption is critical to managing your portable technology and aircraft systems.

PRE-FLIGHT LESSONS LEARNED

- Charge your devices before flight.
- Check your cables — length, connector types, frayed wires, broken connectors.
- Use a Zip Lock bag to organize your cables.
- Check power adapters for 12 to 30 volt operation.
- Know your ships alternator capacity, installed hardware power consumption and power consumption of portable devices.
- Keep spare fuses for in-line fuses.
- Keep spare batteries for flash lights, SPOT, etc. 

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RECORD SETTER KEYNOTES WOAW AWARDS

JENNIFER MURRAY CIRCLED GLOBE IN HELICOPTER



This year's Women of Aviation Worldwide Week (March 6-12) celebrates the 80th anniversary of the first woman to fly a helicopter so a contemporary female helicopter record setter will be handing out the awards.

Jennifer Murray, who circumnavigated the world in a helicopter and flew over both poles in one will be the keynote speaker at the Fly It Forward award luncheon in Vancouver May 25.

"I am touched and honoured that you should ask me to be your keynote speaker," Murray told organizers. "All that you are doing for gender equality in aviation is wonderful and very close to my heart. Indeed, it was one of the principal motivations for my global flights."

Although many of the barriers to aviation careers faced by women in the past are coming down in the face of a global labour shortage in aviation,

women fill less than six percent of pilot seats.

WOAW was formed in 2010 to address the gender imbalance by directly exposing girls and women to aviation during the second week of March, which was when Raymond de Laroche became the first woman to earn a pilot's licence in 1910.

One of the key components of the week is the Fly It Forward Challenge when groups organize events to take girls and women on discovery flights. Helicopter pilots have always been strong participants in those events.

In 2016, volunteer pilots flew 8418 Fly It Forward flights.

To recognize the top performers in that effort, the annual awards luncheon was established. The Fly It Forward titles and trophies reward the individuals and communities who document introducing the most girls and women to the sensations

Jennifer Murray, above, will keynote the WOAW Awards ceremony in May. At left, some of the thousands of girls and women who participated last year.

of flight in any small aircraft during the annual Women Of Aviation Worldwide Week. Categories include airport communities, pilots, and organizers.

"The Challenge's titles reward pure human goodness articulated into tangible efforts to fostering a more diverse and inclusive industry," said Mireille Goyer, the ATP-rated pilot who founded the organization in 2010.

Goyer said she began the movement because personally exposing girls and women to aviation has proven effective in getting them interested in that career path.

"All aviation vocations begin with a passion for flight," said Goyer. "It is that passion that drives individuals to choose a career in the air and space industry." **CF**

ARCTIC TOUR FUNDRAISER

CROWDFUNDING GOAL IS \$1 MILLION



The Canadian Arctic Aviation Tour has begun a crowdfunding campaign to help pay for an ambitious air show tour of dozens of northern communities this summer.

Supporters are invited to “buy a kilometre” of the 31,000 km tour that will take top air show acts to far flung communities that dot the Arctic.

For only \$25 CDN, you can purchase one of the tour’s 31,000 kilometres to have it dedicated in your name and receive an official CAAT 2017 certificate,” the organization said in a news release. “The best part is that 100 percent of your donation will go towards achieving all the goals of this historic event!”

In addition to providing aerial entertainment never seen in some of the tiny communities, the tour promises to inspire and educate northern residents.

“The CAAT Team is delivering an innovative education platform with community and thought leaders across Canada’s North that will complement the air show tour,” the group said. “We plan to educate Canada about the diversity within indigenous cultures while inspiring and empowering the thousands of young people who often live in isolated communities to build opportunities and live their dreams.”

The group is hoping to raise \$1 million to help bring air shows to 97 communities north of the 60th parallel over the summer and fill a gap in the lavish cross country celebrations promised in southern Canada.

As 2017 marks Canada’s 150th birthday, our nation will unite like never before in passion and celebration. Yet, while government, corporations and communities from the west coast to the east coast are planning events throughout the year, there’s been little talk of including programming that covers our third coast — our Arctic Coast.

Contributions are rolling in and can be made at <https://www.crowdrise.com/canadian-arctic-aviation-tour-2017/fundraiser/caat2017>

In some cases, air shows will be held in conjunction with local events. The same weekend as the Midnight SunFly-In in Yellowknife, an air show that will take place on Sunday over Back Bay, with the fly-in’s dockside location providing one of the best viewing locations. The air show will include four civilian acts plus a performance by the Canadian Forces demo CF-18. Following the air show, the pilots will be at the dock to meet and greet attendees. **CF**

TRANSPORT CANADA ENFORCEMENT ACTIONS

BY REGION

ATLANTIC REGION

› The pilot-in-command of an aircraft failed to comply with all of the air traffic control (ATC) clearance received and accepted. CAR 602.31(1): Fine \$525.

QUEBEC REGION

› A person operated an aircraft in flight without a flight authority in effect in respect to the aircraft. CAR 605.03(1): Fine \$1,000.

PRAIRIE AND NORTHERN REGION

› The pilot-in-command of an aircraft failed to comply with all of the ATC clearance received and accepted. CAR 602.31(1): Fine \$525.

RÉGION DE L'ATLANTIQUE

› Le commandant de bord d’un aéronef a omis de se conformer à toutes les autorisations du contrôle de la circulation aérienne (ATC) qu’il a reçu et accepté. RAC 602.31(1): Sanction 525 \$.

RÉGION DU QUÉBEC

› Une personne a utilisé un aéronef en vol sans qu’il y ait à son égard une autorité de vol en vigueur. RAC 605.03(1): Sanction 1000 \$.

RÉGION PRAIRIES ET DU NORD

› Le commandant de bord d’un aéronef a omis de se conformer à toutes les autorisations du contrôle de la circulation aérienne (ATC) qu’il a reçu et accepté. RAC 602.31(1): Sanction 525 \$. **CF**

Incidents + Accidents

ATLANTIC REGION

A Beaver RX650 Basic Ultra-light aircraft on skis, was taking off from a private airstrip in the vicinity of Belleisle Creek, NB. On departure, one ski got caught in the uneven terrain and caused the aircraft to veer to the left. The aircraft became airborne and crashed into some trees at the end of the airstrip. The sole occupant was wearing a 4-point seat harness and was not injured. The aircraft was destroyed.

PRAIRIE AND NORTHERN REGION

Rescue coordination centre (RCC) received a 406 emergency locator transmitter (ELT) detection registered to a Department of National Defence Beech CT-156 HARVARD II (15 Wing). Control tower confirmed the crash was off base and the airport emergency response plan (ERP), Emergency Medical Services (EMS) and STARS ambulance were activated. 1 pilot was transported to Moose Jaw Hospital by ground with minor injuries and the second pilot was Medevac'd to Regina Hospital by STARS with non-life-threatening injuries. No assistance was required from Joint Rescue Coordination Centre (JRCC). The ELT was silenced.

ONTARIO REGION

Ontario Provincial Police (OPP) Smith Falls reported an ultralight crash in Odessa, ON. Both occupants transported to hospital with minor injuries. No assistance required from Joint Rescue Coordination Centre (JRCC). The Transportation Safety Board (TSB) was advised.

A Birdman Chinook Plus 2 Basic Ultra-light aircraft on amphibious floats, departed a private snow covered airstrip approximately 18 nautical miles West SouthWest of Ottawa/MacDonald-Cartier Intl, ON (CYOW) and 4 nautical miles NorthEast of Carleton Place, ON, with two occupants onboard. During the initial climb shortly after takeoff, the pilot

retracted the flaps; the aircraft then rolled violently to the right and began a steep descent. The pilot reduced the power on the Rotax 912 engine and managed to regain partial control of the aircraft. The power setting was insufficient for continued flight; the aircraft crashed near a gravel quarry and impacted a stand of trees at a speed of approximately 50 mph. The aircraft was destroyed by the impact, however the two occupants, who were wearing helmets and four point safety harnesses, sustained only minor scratches and did not require hospitalization.

PACIFIC REGION

A Cessna C172 with two persons on board (POB) crashed into powerlines near the Duncan Airport. The pilot and student survived and were extracted by local emergency response.

An AS350 BA, was conducting heli-ski operations north east of Golden, BC. The helicopter departed Heather Mountain Lodge with the pilot and 5 passengers on board for the south west side of Kinbasket Lake. On approach, approximately 6 feet from the ground, the helicopter experienced a reduction in tail rotor effectiveness. The helicopter began to rotate to the left and the collective was reduced to stop the rotation. The helicopter landed while rotating and the vertical fin and tail rotor impacted a tree. There were no injuries; there was substantial damage to the vertical fin, tail rotor and the tail boom.

QUEBEC REGION

The Transportation Safety Board of Canada (TSB) reported that during training at the periphery of St Hubert Helicopter (CTG2), QC, the left skid of a Robinson R22 Beta (C-GKJO) remained stuck in the ice which caused the aircraft to enter a dynamic rollover. No one was hurt. The National Operations Centre (NOC), Aviation Operations Centre, Joint Rescue Coordination Cen-

tre (JRCC) Trenton, St-Hubert tower (CYHU), Longueuil police on site, Manager, Area Control Centre Operations (MACCO) and General Manager, Flight Information Region (GMFIR) were advised. No impact on operations.

A privately operated, ski-equipped

Aviat Christen Husky A-1B took off from Lac des Aigles near Rimouski, QC, with only the pilot on board to conduct a local flight. After conducting touch-and-gos on a few lakes in the area, the pilot conducted a flight about 20 ft above Grand Lac Touladi. During the fly over, the aircraft accidentally struck the lake's snowy surface. The aircraft came to a stop on its nose. The pilot suffered minor injuries.

RÉGION DE L'ATLANTIQUE

Un ultraléger de base monté sur skis

Beaver RX650 a décollé d'une bande d'atterrissage privée à proximité de Belleisle Creek, NB. Lors du décollage, un des skis est resté coincé en raison du terrain accidenté, ce qui a amené l'aéronef à dévier vers la gauche. L'aéronef a décollé et est allé s'écraser dans un bouquet d'arbres situé à l'extrémité de la bande d'atterrissage. La seule personne à bord portait un harnais de sécurité à quatre points et n'a pas été blessée. L'aéronef a été détruit.

RÉGION DES PRAIRIES ET DU NORD

Un aéronef Cessna 182T effectuait

un vol de Marquette/Sawyer International Airport (KSAW), MI, vers Falls International-Einarson Field (KINL), MN. Durant la croisière, l'aéronef a accumulé de la glace et a été dérouté vers Green Bay-Austin Straubel Intl Airport (KGRB), WI. L'aéronef a subi des dommages considérables durant l'atterrissage quand la jambe du train d'atterrissage avant et l'une des roues du train d'atterrissage principal se sont séparées de l'aéronef. Le NTSB procède à une enquête limitée.

RÉGION DE L'ONTARIO

La Police provinciale de l'Ontario (OPP) de Smith Falls a rapporté qu'un ultraléger s'était écrasé à Odessa, ON. Les deux occupants ont subi des blessures mineures et ont été transportés à l'hôpital. L'assistance du centre conjoint de coordination de sauvetage (JRCC) n'a pas été requise. Le Bureau de la sécurité des transports (BST) a été avisé.

La Police provinciale de l'Ontario (OPP) a signalé qu'un ultraléger Chinook Plus 2 privé d'immatriculation canadienne avait effectué une sortie de piste à l'extrémité de la piste de Beckwith, à environ 15 NM au sud-ouest d'Ottawa (CYOW), ON. Les Opérations aériennes de Transports Canada et le centre de coordination de sauvetage (RCC) de Trenton ont été avisés. Il n'y a pas eu d'incidence sur les opérations.

RÉGION DU PACIFIQUE

Un Cessna C172 avec deux personnes à bord s'est écrasé dans les lignes électriques à proximité de l'aéroport de Duncan. Le pilote et l'élève ont survécu et ont été évacués par les services d'intervention d'urgence locaux.

RÉGION DU QUÉBEC

Le Bureau de la sécurité des transports (BST) nous a avisé que pendant un entraînement en périphérie de Hubert Helicopter (CTG2), QC, le patin gauche d'un Robinson R22 Beta est resté pris dans la glace, occasionnant un basculement dynamique de l'aéronef. Aucun blessé. Centre national de l'exploitation (NOC), Centre des opérations de l'aviation, centre conjoint de coordination de sauvetage (JRCC) Trenton, tour de St-Hubert (CYHU), QC, police de Longueuil sur place, gestionnaire,

Exploitation du centre de contrôle régional (MACCO), gestionnaire général, Région d'information de vol (GMFIR) avisés. Aucun impact sur l'exploitation.

Le centre de contrôle régional (ACC) de Montréal a signalé qu'un petit aéronef Husky s'était écrasé sur un lac, près du village de Saint-Narcisse-De-Rimouski, QC. Au même moment, deux aéronefs ont rapporté avoir entendu un signal de radiobalise de repérage d'urgence (ELT). Un aéronef de passage a porté secours à une personne sur le lac gelé et l'a transportée jusqu'à une ambulance à l'aéroport de Rimouski, QC. Le pilote a décliné les soins offerts par les services d'urgence. Étant donné que l'ELT active saturait le secteur, Bagotville R439 du 439e Escadron a été dépêché pour la désactiver. Une fois sa mission accomplie, R439 est retourné à la base (RTB). **CF**



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- Une protection à des prix abordables.

Pour de plus amples renseignements, contactez le Groupe Magnes au numéro de téléphone **1-855-VIP-COPA** ou visitez le site internet **www.uavinsurance.ca**



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ON THE HORIZON

CALGARY AB: The Aerobatic Club of Alberta would like to invite you to our monthly meeting which occurs at 07:30 the second Tuesday of each month. Get together and socialize with others who; have a casual interest or curiosity in aerobatics and aerobatic aircraft, occasionally conduct an aerobatic maneuver or are currently pursuing aerobatic competition. We meet to discuss various club events, aerobatic training, aircraft's and participate in various social activities. Location of the monthly meeting does change so please visit our web site www.aerobaticscanada.org for details and more information about the club, events, contest results/photos and contact information.

OLDS/DIDSBURY, AB (CEA3): COPA Flight 142 fly-in second Saturday of each month 0900 until 1300hrs. Discounted Fuel, coffee and donuts. Everyone welcome to come and meet fellow pilots and take advantage of the discounted fuel. For more information, please contact Ed Shaw at 403-701-1600.

CHARLOTTETOWN, PEI (CYG): COPA Flight 57/PEI Flying Assoc. Every Saturday at 0800 hrs join our members for breakfast at Razy's Roadhouse, 161 St. Peters Rd., Charlottetown. Also on the first Saturday of the summer months we have our Saturday Fly-in & Burgers from 1200 until 1400 hrs. No Ramp or landing Fees. For more information or to arrange a ride from Apron 2, please contact Brian at 902-626-6963 or Barry 902-626-5882, pound@pei.sympatico.ca.

EDENVALE, ON (CNV8): Every Thursday from January 5-December 15, the Edenvale Classic Aircraft Foundation restoration shop is open and we invite everyone to fly over, or drive by and pay a visit. Membership flights are available in all our tail-dragger aircraft, including the Tiger Moth and Fairchild Cornell. For more information, contact Bryan Quickmire at 705-818-2223 or info@classicaircraft.ca. Visit our website at www.classicaircraft.ca.

EDMONTON, AB: COPA Flight 176 regular monthly meeting. 1st Thursday of the month at 19:30 held at the Alberta Aviation Museum – 11410 Kingsway Avenue NW in the lecture area. For more information, please see our website or contact Janis at treasurer@copaedmonton.ca.

ESTEVAN, SK (CYEN): Regular COPA Flight/Flying Club Meeting, held 2nd Tuesday of even numbered months, February, April, June, etc. at 19:30 in main terminal building. For more information, please contact Neal Linthicum at 306-421-7629 or nealandnadine@hotmail.com.

HAVELOCK, NB: COPA 27/ The Havelock Flying Club invite you to fly-in or drive-in for breakfast any Sunday of the year. For more information, please contact Steve Eastwick at sdeastw@nbnet.nb.ca or 506-386-4120.

HAWKESBURY EAST, ON (CPG5): COPA Flight 131 monthly breakfast meeting on the 1st Saturday of the month from 0830 to 0930

hrs. Come and talk about aviation with passionate flyers, make new friends and enjoy the friendly, homey atmosphere. Please call or send an email to let us know you are coming. For more information, please call Michel at 819-923-6767 or HawkesburyFlyingClub@gmail.com. The airport web site is <http://www.easthawkesburyairport.com>

HAWKESBURY EST, ON (CPG5): Escadrille 131 déjeuner mensuel les 1er samedis du mois de 8h30 à 9h30. Venez parler aviation et faire de nouveaux amis dans une ambiance amicale. SVP de nous appeler ou envoyer un courriel pour nous aviser de votre visite. Pour plus d'information, contactez Michel 819-923-6767 ou HawkesburyFlyingClub@gmail.com. Notre site web pour l'aéroport est <http://www.easthawkesburyairport.ca>

HIGH RIVER AIRPORT, AB (CEN4): First Thursday of every month at the 187 Squadron Royal Canadian Air Cadet Hangar the EAA Chapter 1410 has their monthly meeting 18:30 – 21:00. Whether you have a casual interest in aviation, you are an active pilot, or you are an avid homebuilder of aircraft, we offer the chance to meet others who combine fun with learning. We meet to learn from informative speakers, participate in various social activities, and are active in the flying community. Come by and visit! Please contact Paul evenings at 403-271-5330 or eaahighriver@shaw.ca. Visit our website at www.eaahighriver.org for more details.

KELOWNA, BC (CYLW): COPA Flight 36, Kelowna Flying Club, Apron III Event General Meeting, 1st Tuesday of each month. Pre-meeting BBQ starts at 18:30; meeting starts at 19:00. Join us for news and updates, guest speakers and fellowship! For more information, please contact Daryl Nelson at Info@kelownaflyingclub.com or go to our website at <http://kelownaflyingclub.com>.

LETHBRIDGE, AB: The Lethbridge Sport Flyers, COPA Flight 24 would like to invite you to our weekly Saturday morning breakfast, 07:30 held at Smitty's Pancake House, 2053 Magrath Dr. S. in Lethbridge, Alberta. We encourage you to call ahead if you're in the area. If you catch us at a Fly-In instead please feel welcome to join us there. All of our activities including the postings of our monthly meetings can be found on our Event Calendar at <http://www.lethbridgesportflyers.com>. To contact us, please call our club President, Mic Thiessen at 403-327-8808 or send us an email at Lethbridgesportflyers@lethbridgesportflyers.com

LINDSAY, ON: Kawartha Lakes Flying Club, COPA Flight 101 has a regular monthly meeting on the 1st Wednesday of each month 19:00 at LCVI High School, 260 Kent St. West in Lindsay. Come in east door. Except for the July BBQ and December Christmas Party. For more information, please contact Bob Burns at bobklfc@gmail.com or visit Kawartha Lakes Flying Club at www.klfc.ca.

MORDEN, MB (CJA3): COPA Flight 145 Fly-Day Fridays. Every Friday starting first Friday in June to the last Friday in August. The Morden Flying Club host a BBQ rain or shine. Fly in or drive in we welcome everyone to come and join us for a burger, chicken, hot dog or steak with a dose of hangar talk. We look forward to seeing you. Morden Flying Club meetings are the first Monday of every month at 1900 hrs at the terminal building as well. For more information, please contact Ron Loewen at 204-312-0640 or bd5ron@gmail.com and visit www.mordenflyingclub.com/events.html

NANAIMO, BC (CYCD): Welcomes you! Nanaimo Flying Club holds regular meetings; Third Sunday of every month 09:30, followed by guest speakers & lunch. Meet & greet breakfasts or brunches held first Saturday of every month. Keep the dust off your wings; join our "Truancy Squadron" callout offering weekly impromptu fly-outs. The cost is free – the fun, priceless. Visit for a round of golf next door, or join the BC-Social-Flying group on Yahoo to see what's happening. Special events & theme parties held throughout the year. Social activity suggestions to encourage flying and relations with other clubs always welcome. Co-ordinates are lat 49.1683°, long – 124.0357°. For more information, please contact Don at 250-758-3540 or president@nanaimoflyingclub.org. Visit our website www.nanaimoflyingclub.org.

OKOTOKS, AB (CFX2): Foothills flying Club, COPA Flight 81 regular meeting at 19:30, last Monday of the month, Sky Wings classroom at the Okotoks Air Ranch. For more information, please contact Jim at j-sbleaney@shaw.ca or 403-689-6950.

PENTICTON, BC (CYFF): Penticton Flying Club / COPA Flight 50 holds its monthly meeting on the second Tuesday of the month at 1900hrs at the club house on 126 Dakota Way. All pilots and members of the public interested in aviation are welcome. We also meet every Thursday morning at 1000hrs for an informal coffee chat at the club house. Fly-ins are always welcome! For more information about both events, please contact Perry Yaremchuk flyrv9@gmail.com

PITT MEADOWS, BC (CYPK): Aero Club of BC is holding its traditional fly-in and fuel sales. Every 3rd Sunday of the Month 09:00 to 18:00. Free hot dogs and coffee between 11:00 and 15:00. Regular Meetings are held on every (first) 1 Wednesday of the month starting at 19:30 for Aero Club events please connect to our <http://aeroclubofbc.ca/> and join our Facebook Page.

POINTE CLAIRE, QC: Every 3rd Thursday except June, July, August & December, the Montreal Chapter of the Canadian Aviation Historical Society features a guest speaker at their 1100 hrs meeting at the Pointe Claire Legion Hall, 365 St-Louis. Light lunch provided, \$5 voluntary landing fee requested. Anyone interested in the history of civil or military aviation is welcome. For more information, please call Ron at 450-463-1998.

ON THE HORIZON

PONTIAC, QC: COPA FLIGHT 169 PONTIAC: Monthly breakfast meeting on the 1st Saturday of the month. Come and talk about aviation with passionate flyers! Wives and children are welcome. For more information, please contact Maurice at 819-360-0706 or Andre at 819-329-2830.

PONTIAC, QC: ESCADRILLE 169 PONTIAC: Déjeuner mensuel les 1er samedi du mois au restaurant Aylmer BBQ situé au 134, rue Principale (Aylmer), Gatineau, 819-684-4372. Venez parler aviation avec des pilotes passionnés! Les conjointes et les enfants sont bienvenus. Pour plus d'information contactez Maurice 819-360-0706 ou Andre 819-329-2830.

PICTON, ON (CNT7): COPA Flight 53, breakfast on the second Sunday of every month starting at 8:00 a.m. April-December. Located at the Prince Edward Flying Club, co-ordinates N 43 59 21 W 77 08 21. For more information, please call Jeff & Jackie Douglass at 613-471-1868.

RED DEER, AB: Red Deer Flying Club / COPA Flight 92 meets on the 3rd Monday evening of each month (except July & August) at the Flying Club building directly north of the Red Deer Airport Terminal Building. Meetings start at 19:30. Always an interesting program or speaker. For additional information call Bert at 403-350-5511 or visit reddeerflyingclub.org.

SHOAL LAKE, MB (CKL5): Shoal Lake Flying Club/COPA Flight 162 holds general meetings on the second Tuesday of every second month (Feb, April, ...) at 19:30 at the Airport Terminal Building, visitors welcome. The December meeting is a pot luck supper followed by a short Annual Meeting and a social event. Check the meeting schedule by clicking on the News and Events tab at www.sfflyingclub.com. Email sfflyingclub@gmail.com for more information.

SUNDRE, AB: Sundre Flying Club meetings second Thursday of the month at 19:30. Hamburgers and hot dogs and snacks anytime at terminal -self serve. For more information, please contact Myron Bignold at 403-638-7370 or winmy@telusplanet.net.

BRAMPTON, ON (CNC3): 1830 hrs Monday Night BBQs begin! Starting June 13, every Monday night to September 3. Join us for our Legendary Monday Night Summer BBQ. Going strong into our 11th season. Burgers, sausage, and all fresh trimmings. Nominal cost. RAA-TR Hangar, north end of Brampton airport. For more information, please contact President Fred Grootarz at 905 212-9333 or fred@acronav.com; V.P. Alain Ouellet at 416-709-2020 or aouellet@icecanada.com

SEDGEWICK, AB (CEK6): Iron Creek Flying Club, COPA Flight 157 regular monthly meeting, second Thursday of each month at 19:30 at the Flagstaff Regional Airport terminal building. Drive or fly in. Cardlock fuel available 24 hours and courtesy vehicle. Everyone welcome. For more information, please contact Shelley at shelley@ccwireless.ca.

ST. THOMAS, ON (CYQS): COPA Flight 75 hosts a Wednesday evening fly-in barbeque rain or shine, starting June 22nd and running until September 7th. Starts at 1800 and ends around 1930. Contact copa75@outlook.com for more information.

VICTORIA, BC (CYYJ): COPA Flight 6 usually meets the first Tuesday of each month from 19:00 until 21:00. You do not need to be a member of the VFC or of COPA in order to participate. For more information, please contact copaflight6@gmail.com.

WESTLOCK, AB (CES4): Copa Flight 139 (Westlock Flying Club) regularly meets on the third Thursday of every month at 19:00, in the terminal building at Westlock Airport. For more information, contact Dan at dan@syz.com or 780-961-2213. We look forward to seeing you!

WHITCOURT, AB (CYZU): COPA Flight 185 holds its meetings on the third Tuesday of every month, except December, at the terminal building at 19:00. Come by and visit. For more info please contact Curtis at 780-778-0854.

WIARTON/GEORGIAN BLUFFS, ON: COPA Flight 68 monthly meeting is held the 1st Saturday of the month at 0930hrs at the Warton/Keppel International Airport CYVV at the airport Terminal Building. For more information, please contact Don Colter at 519-793-3473 or dshcolter@cabletv.on.ca

NEUVILLE, QC (CNV9): Rendez-vous mensuel de l'Aéroclub de Neuville, premier vendredi du mois de 16h00 à 19h00. Avions et exposants sur place. Bienvenue à tous. / Regular COPA Flight/ Flying Club Meeting, held every 1st Friday of the month from 1600 to 1900. Exhibition of aircrafts and aviation products. Welcome to all. Information: info@aeroportdeneuville.ca et/ and Facebook (Aéroclub de Neuville).

MARCH 2017

MARCH 5, RAA4928, OTTAWA-RIDEAU CHAPTER'S 15TH ANNUAL SKI FLY-IN at the Rideau Valley Air-park. CPL3 Co-ordinates 45°06N 075°38W. Talk-in on 123.4 Mhz. Home cooked food will be served from 11:00 AM to 2:00 PM. PUBLIC WELCOME. Drives: The field is south of Dilworth road at the Rideau River, take the Dilworth east exit off Hwy 416. Contact Chris Williams 613-296-3391 or chriswilliams97@hotmail.com for more information and for field conditions before leaving.

APRIL 2017

APRIL 1, CHARLOTTETOWN, PE: Rust Remover on April 1 at CYYG Breakfast at 7:45 at Razy's Roadhouse 161 St Peters Rd with sessions to follow starting at 9:30am note: for those who wish to fly-in from Summerside, NB or NS, we will have transportation to and from the airport please RVSP to pound@pei.sympatioc.ca or call 902-6267-6963

APRIL 3-14: Governor General's Cup Caribbean Air Rally 8th edition. Hosted by

the islands of Turks and Caicos, St-Croix USVI, Anguilla, St-Eustatius and an exceptional visit to the Grenadines. www.airrally.com.

APRIL 4 - 9, LAKELAND FLORIDA: Sun n' Fun <http://www.sun-n-fun.org/> for all your information.

APRIL 22, TILSONBURG, ON: Join the Canadian Harvard Aircraft Association for its Annual Awards and Fund Raising Banquet being held at Tillsonburg Royal Canadian Legion #153, 16 Durham Street, Tillsonburg, ON N4G 1V7. Altitude Adjustment @ 16:00, Dinner served at 17:00. Silent and live auctions to raise funds to keep the Harvards flying. Special Guest Speaker is renowned aviation photo-journalist Eric Dumigan! For further information or to order tickets online, please check our website at www.harvards.com. Contact for ticket purchase: Jeannette Rooke 519-539-2762; jerooke@msn.com Cost: \$35.00 per person (in advance only please) Deadline to order: April 17. Event Contact: Pat Hanna p_hanna@harvards.com

APRIL 29, SEDGEWICK/KILLIAM, AB (CEK6): Join COPA Flight 157 for COPA for Kids day. 0800 - 1700. For more information contact Shelley at 780-384-2026 or shelley@ccwireless.ca

APRIL 29-30, HIGH RIVER, AB (CEN4): EAA SPORTAIR CANADA is presenting three popular 2 day courses in support of amateur aircraft builders and owners: SHEET METAL BASICS/RV ASSEMBLY - ELECTRICAL SYSTEMS, WIRING & AVIONICS - ANNUAL INSPECTION FOR YOUR HOMEBUILT. Get the knowledge and skills needed to build and maintain your amateur built aircraft. For course information and registration go to: EAASPORTAIRCANADA.CA, or call Ralph at 403-614-6142

MAY 2017

MAY 6, BOUNDARY BAY, DELTA, BC: COPA for Kids event 1000 - 1600. Contact Bruce at 604-418-1512 or visit copa5.wordpress.com

MAY 7, RED DEER, AB, CYQF: COPA Flight 92 and Red Deer Flying Club will hold their annual Fly-In / Drive-In Pancake Breakfast and Rust Remover. Breakfast starting at 0800. Lunch will be included. Costs and details later. For information: Bert at 403-350-5511

MAY 20TH & 21ST, NS (CCW4): Stanley Sport Aviation annual Fly-In Breakfast. Saturday & Sunday mornings, 0800-1200. Stanley Airport CCW4 - N45 06 02 W63 55 14 Unicom 122.8 Traditional bacon, eggs, pancakes, sausage, coffee & juice. Fly, drive, bike, RV, glide, even arrive by horseback to the Stanley clubhouse, stay over Saturday night until Sunday, NASCAR All Star race will be on the big screen Saturday evening, wagers may be placed. Collector cars also welcome. More Info - Debbie Murley -709-634-1931, dmmurley@hotmail.com <http://www.stanleysportaviation.ns.ca/> Airport Ph. (902) 632-2251



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8th edition. www.airrally.com.

APRIL 4 - 9, 2017, LAKE LAND FLORIDA:

Sun n' Fun <http://www.sun-n-fun.org/>

APRIL 22, 2017, TILSONBURG, ON:

Canadian Harvard Aircraft Association Dinner.
Event Contact: Pat Hanna p_hanna@harvards.com

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MAY 20TH & 21ST, NS (CCW4):

Stanley Sport Aviation annual Fly-In Breakfast. Saturday & Sunday mornings, 0800 – 1200.

MAY 27, 2017, (28TH RAIN DATE), MIDLAND/HURONIA, ON, CYEE, UNICOM 122.85:

Fly-In and Canadian Vintage Motorcycle Club gathering.

JUNE 4, 2017, CARMAN (SOUTH):

Airport Day

JUNE 8-11, 2017, LONDON, ON:

Canadian Aviation Historical Society 54th Annual Convention and General Meeting.
www.cahs.ca

JUNE 10, CHARLOTTETOWN, PE:

Join COPA Flight 57 for their COPA for Kids Event. pound@pei.sympatioc.ca

JUNE 11, BONNYVILLE, AB:

Bonnyville Flying Club is hosting its annual Fly In / Drive In Pancake

JUNE 11, MANIWAKI, QC, CYMW:

Fly-In BBQ from 1200 to 1400hrs. For more information, CYMW.CA or Michel 819-449-6103.

11 JUIN, MANIWAKI, QC, CYMW:

RVA-BBQ de 12:00 à 14:00. Pour information, CYMW.CA ou Michel 819-449-6103.

JUNE 17, VIRDEN, MB, CYVD:

The Virden Area Flying Club is hosting a flyin, drive in or walk in breakfast. Time 0800 – 1100 hrs. All are welcome. For info contact Noreen at 204-748-5567.

JUNE 17-18, SHERBROOKE, QC (CYSC):

Les Faucheurs de Marguerites, COPA Flight 37 is proud to invite the aviation community to its 23rd annual fly-in. lesfaucheurs@hotmail.com; www.lesfaucheurs.com.

17-18 JUIN, SHERBROOKE, QC (CYSC):

Les Faucheurs de Marguerites, COPA Flight 37 est fier d'inviter tous les membres de COPA et toute la communauté d'aviation sportive du Canada et des USA à son 23 ième rendez-vous Aérien annuel. www.lesfaucheurs.com; lesfaucheurs@hotmail.com

JUNE 23-24, 2017, KELOWNA, BC:

COPA Convention <http://copaagm2017.ca/>

JULY 8TH, QUALICUM BEACH, BC:

Airshow – aerobatics, flybys, static displays, sky jumping RC displays and more. Contact Paul: 250-752-3427

JULY 8, CENTRALIA, ON:

Anderson Aviation is holding their annual summer BBQ from 10-2, rain or shine! Come to CYCE and enjoy a day of aircraft, food and hangar talk. For more information email info@andersonaviation.ca

JULY 9, BANCROFT, ON (CNW3):

COPA Flight 119, Annual Fly-in Pancake Breakfast from 0800 until 1200.
gary@bancroftflyingclub.ca.

JULY 15, 2017, SAINT-ANDRÉ-AVELLIN, QC:

For more information: 819-983-8454, paulam@live.ca

JULY 25, VULCAN, AB (CFX6):

Vulcan flying club annual fly in breakfast 0800 to 1100. For more information please call Jesse Bjornson 403-485-3696.

JULY 24-30 2017, OSHKOSH, WI:

Oshkosh, EAA Airventure <https://www.eaa.org/en/airventure>

11-13 AOÛT, LAC ETCHEMIN, QC:

RVA libAIRté. Contactez 581-307-8062 ou franc.hauselmann@cocktails-solutions.com

SEPTEMBER 9, BONNYVILLE, AB (CYBF):

COPA For Kids event. 1000 – 1400. Contact Kurt at copaflight90@gmail.com

McLeod Looking For Improvement

CANADIAN RED BULL PILOT READY FOR 2017 SEASON

Canadian Red Bull Air Race pilot Pete McLeod is hoping to put it all together in the 2017 race season.

McLeod, who is based in London, Ontario, finished a respectable eighth in total race points 2016 with an underperforming engine that forced him to fly even more aggressively than he is known to fly. Through the season he gradually cut the number of penalties he was taking for his on-the-edge style.

The result was three third-place finishes along with several races in which he finished poorly because of penalties.

“After a building year in 2016 I’ve made a lot of progress on consistency in my flying, and the team will be working more on the technical side of the



aircraft performance to continue building in 2017,” McLeod said on the Red Bull Web site. “The goal needs to be to get the aircraft faster this year and fly like last year.”

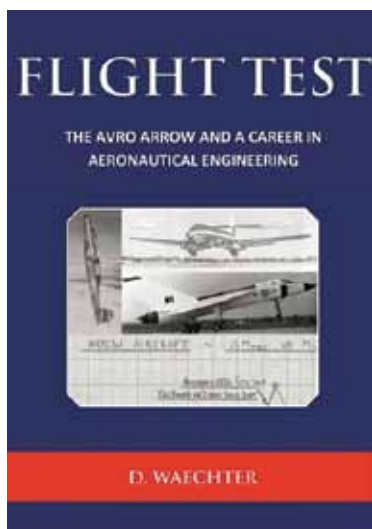
His team will include technician Patrick Phillips, data technician Jeff

Hack and team coordinator Charlotte Sandgaard.

The season starts in Abu Dhabi and includes dates in San Diego, Chiba, Japan, Kazan, Russia, Indianapolis, Budapest and two more European venues that will be announced later. **CF**

ARROW ENGINEER

BOOK CHRONICLES AVRO
ACHIEVEMENTS



Dr. David Waechter’s late father Ralph had a front row seat to Canadian aviation history and his experiences with the Avro Arrow, CF-100 and Avro Jetliner have been compiled in a book.

Waechter gave a presentation on his book, *Flight Test: The Avro Arrow and a Career in Aeronautical Engineering* at a recent meeting of the Canadian Aviation Historical Association’s Toronto chapter in January.

Waechter, himself an electrical engineer who has worked on aerospace projects, took the audience at the Canadian Forces College through his father’s career with emphasis on a few highlights of historical significance.

Ralph Waechter held on to some of the documents he created while working at Avro and they formed the basis for the son’s book on his father’s work.

Among those documents was a report on the Arrow’s highest speed flight along with information on the jetliner and CF-100 programs.

Of course, the Arrow, which was infamously cancelled by the Diefenbaker government in 1958, was considered Canada’s finest aerospace achievement.

The jetliner could have become a pioneer jet passenger aircraft but it was actually shelved for the Arrow.

Of the three projects, only the CF-100 went into production and use but it was a modest success and quickly eclipsed by faster designs.

After the Arrow was cancelled, Waechter worked in the U.S. for American Airlines for six years and a consulting company for two more before returning to Canada to take job with De Havilland at Downsview and later Canadair at Montreal.

He retired in 1988 and died in 2012 at the age of 85. **CF**

Engaging Young People

NEXT GENERATION NEEDS TO TAKE OVER

BY JOE HESSBERGER *B.C. AND YUKON DIRECTOR*



Winter is often a time for flying clubs' annual general meetings, several of which I attended. A common thread is that the members who are the movers and shakers within the clubs are the older folks who are getting tired and are looking for the younger ones to take over.

The problem is that they are simply not there. There are a number of reasons for this. One is that in this day and age, the youngsters are simply so busy working, that they cannot devote the time required to fulfil these management tasks. Another is that many of the younger folk feel alienated or unwanted. They are either intimidated, not made to feel welcome or are simply not interested in the same things as the older members.

In my opinion, this is where our freedom to fly is at its greatest risk these days. Yes, we have our COPA for Kids program and it is successful by any

means but what are we doing to satisfy the needs and desires of 30 and 40-somethings?

Here in B.C. the B.C. General Aviation Group (BCGA) is a vibrant community with members in exactly that age group. Ryan Van Haren, an IFR controller from NAV Canada is the driving force behind this group. He was able to form a group of younger people with whom he shares a common bond in aviation. B.C. General Aviation arranged a recent training program on post-crash survival and it was a successful enterprise.

About three years ago discussions between COPA, Nav Canada, local flying schools and other users, resulted in the change to common frequencies in the Lower Mainland. They are, 122.725 Mhz West of the Mission Bridge and 122.775 Mhz East of the Bridge, including all the flight training areas. However, Fort Langley, a privately owned aerodrome, had an aerodrome traffic frequency

This beautiful Staggerwing flies out of Langley.

of 123.2 Mhz published in the Canada Flight Supplement (CFS) and the Vancouver Terminal Chart (VTA). Unfortunately, not many pilots would switch to this frequency when passing Fort Langley. Recently, after further discussions initiated by the BCGA, it was decided to include the Fort Langley aerodrome traffic zone in the common frequency of 122.725 Mhz, thereby mitigating this potential conflict for mid-air collision.

A newly formed group is the IMC club (Instrument Meteorological Conditions), formed by Steve Nunn of Maxcraft Avionics located on the Pitt Meadows Airport (CYPK) and Rick Johnson, an IFR pilot. They are a group of like-minded people who get together to enhance their knowledge and pleasure of IFR flying. They meet monthly and are hosted by Maxcraft which donates



its hangar for the meetings. Ryan Van Haren acts as the subject matter expert at these sessions.

Another group, somewhat smaller, is the B.C. Pilots Association (BCPA). This group is led by Mark Garner, a member of the Boundary Bay Flying Club, using facilities at the Delta Heritage Air Park. The BCPA, among other things, invites speakers who have completed significant flights to far flung places. The most recent one was a slideshow presentation by Peggy Gordon and Maureen Griggs about their flight in a Beechcraft Bonanza through B.C., the Yukon and Alaska.

Garner was recently presented by Bruce Prior (who was elected in December of 2016 as the President of the Langley Aero Club) with the Boundary Bay Flying Club's John Grealis Award for Outstanding Service. This award is presented annually to the individual or couple who have, in the opinion of the executive, contributed above and beyond their normal call of duty for the past year. It is named in honour of John Grealis, who started the Boundary Bay Flying Club in 1980.

There are plenty of opportunities for young people to get help in advancing their aviation careers. The Canadian Business Aviation Association (CBAA) has opened their application process for a \$10,000 scholarship for schedulers and dispatchers. CBAA is committed to

Mark Garner, left, receives the Boundary Bay Flying Club's John Grealis Award for Outstanding Service from Bruce Prior.

promoting education and training as a means for individuals to increase the professionalism of their positions and to advance career development opportunities within the business aviation community. For more information go to their website at cbaa-aaaa.ca

The BCGA will also be offering three scholarships for pilots in 2017. This will be announced soon. Then there are the awards the B.C. Aviation Council (BCAC) offers each year during their annual BCAC Awards Banquet. Other organizations including the 99s and the B.C. Float Plane Association (BCFPA) will also chime in with their support of young people.

In closing, my friends, it would seem that we are not doing too badly. Now, if we could only get more people to help with running the clubs. Please volunteer to ensure continuity of our beloved aviation life.

Please send me your BC and Yukon news and I'll make sure it is published.

Send your information and requests to semicircle05@yahoo.com or jhessberger@copanational.org

Phone: (604) 209-3465 **CF**

Joe Hessberger, the old, bold pilot is a COPA Director for B.C. and the Yukon.

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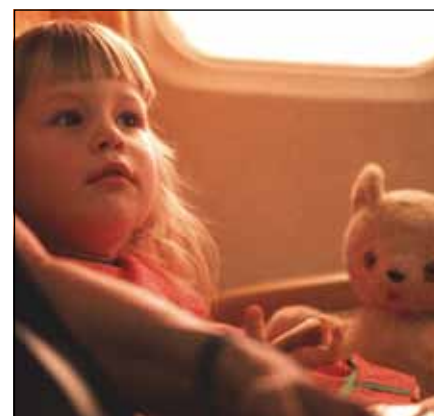
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PHOTO COURTESY JOE HESSBERGER

RAMBLINGS OF A REC PILOT *FUN FLYING WITH ELEANOR EASTICK*

Head in the Clouds

AIRBORNE WATER HAS A VARIED LIFE



Being a VFR pilot, I am a sky-watcher and I got to thinking of Wordsworth's lyrical poem, "I Wandered Lonely as a Cloud". (I had a brief inglorious career as a high school English teacher, peddling poetry to the unwilling). Yeah, I get the metaphorical meaning but I wondered what exactly is lonely about a cloud. They seldom travel solo. And they are quite discriminating, hanging out with their own kind although occasionally they allow other types to intrude. Clouds are fascinating, endlessly dissipating and re-forming as they fill an otherwise featureless sky with shapes to fire the imagination.

When I began flight training, the sky was a strange new place to me, exciting and lonely. Clouds belonged there, I didn't. It's hard to believe how difficult

it was just learning to fly straight and level. I needed clouds to orient myself in the vast emptiness of blue, to have something to aim at in a climb, something to look at outside the cockpit. Our default focus is about two metres and watching clouds at various distances keeps our eyes from getting lazy.

Pilots consider clouds in a different way from the earthbound human. To most people, the word cloud conjures up big puffy fluffy soft white cotton balls floating aimlessly across the heavens. These are the fair weather cumulus clouds that we see in cartoons and children's drawings. Over the prairie, fair weather "cu" can bunch together and fill the sky to the horizon like an infinite flock of legless sheep. Or perhaps the cloud may build into cauliflower heads with flat bases a square kilometre in area and maybe a thousand metres high — wherever the rising air levels off. These beautiful clouds with

their distinct outlines of rounded lobes and shadows can weigh 500,000 kilograms. That's a half a million litres of water floating overhead in minuscule microdrops. At two one-hundredths of a millimetre across, the individual aerosol droplets are too small to fall on us. Good thing too!

The average fair weather cumulus cloud has a finite lifespan. Young clouds have crisp, sharp edges but as Mother Nature takes her course, the edges become blurred and ragged and in five to forty-five minutes, the cloud you first observed is gone. Its once clean borders erode as its substance evaporates in the warmer air of the edges, causing the centre of the cloud to sink. The cloud is renewed when the water vapour, still held aloft by rising air, re-condenses on some microscopic bit of stuff and returns to the main mass. It is fascinating to watch the process of a big cumulus cloud roiling and billowing as

it diffuses and re-builds. The associated turbulence makes it prudent to watch from a distance, hence there are safety regulations for separation from cloud for VFR pilots.

Puffy low level cloud is pushed across the sky by the breezes, travelling lazily on a summer's day but as the wind increases, the cloud will begin to break up into ragged smaller scuds; some pilots enjoy scud running, frolicking among the fractus. The really high clouds, the mare's tails of cirrus are entirely shaped by the strong winds at 20,000 feet or more. These clouds are made up of ice crystals where the air temperature is far below zero and the wind can streak across the sky at 100 miles an hour.

We humans can make clouds. Just breathe out on a cold day and you can see your breath. That is a genuine cloud. Some high-level clouds are man-made as well. They are contrails from jet aircraft and these plumes of condensation have an amazingly varied life span, unlike the lower and friendlier cumulus and stratus clouds. A contrail can last less than a second or as long as several hours. Its life is unrelated to the weather on the ground. It depends on the atmospheric conditions at the jet's flight level.

Contrails sublime, going from solid ice to gas or vapour. If there is little water vapour in the air, the sublimation of the ice is rapid and the contrails disappear almost instantly. But when the air up there already has a lot of vapour in it, the ice crystals will change slowly. In supersaturated air, the contrails can actually grow thicker by attracting some of the water vapour and freezing it. It's exciting to see contrails crisscrossing the deep blue Class A highways on a cloudless day.

I love looking at the sky; I feel at home there now. I love flying VFROTT over a deck of fair weather stratocumulus. There is something magical in the bright golden sunshine above cloud. It is the transcendent joy of the VFR rec pilot. **CF**

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Building Aviation Careers

TEENAGERS TACKLE RV-12 PROJECT



Work is well under way on an RV-12 in Campbell River, B.C. but it's more than wings and an empennage that are being built.

A group of COPA members is fostering interest in aviation among local young people through TeenFlight.

Under the watchful eyes of the COPA members, more than a dozen teenagers are popping rivets and forming sheet metal into what will become a flying aircraft to be sold to fund the next year's project.

The effort began in 2015 and the result was C-FPUN, a nice flying RV-12 that will likely soon be going to a new home.

"We have received a deposit on [the aircraft] and it is with mixed feelings that the sale is perhaps imminent," said Bill Phipps, one of the volunteer pilots working on the project.

After flying off the first 25 hours, the volunteers organized an event in January to take the teens who helped build the aircraft for flights and to encourage the new group of young people who are building the second aircraft.

All the work takes place at Sealand Aviation's hangar and the group gets together Wednesday evenings and Sundays.

The new group has 18 student volunteers and includes exchange students from China, Germany and Poland. They're benefitting from the experience of the first group.



"Construction is going much quicker this time," said Phipps. "It is hoped that we will have a flying aircraft before these students move on to college and jobs."

Students who built the first RV-12 are acting as mentors for the second group but they've also got a project of their own said Phipps.

"An insurance company donated a damaged aircraft (an Allegro advanced ultralight) so the [first group] is getting experience rebuilding a plane, which would represent more closely what a job

TeenFlight in Campbell River, B.C. completed this RV-12 last year and the second group is building its successor at Sealand Aviation.

in the industry would entail," he said.

The effort has already taken some of the first group of students a long way.

"Several TF1 members were flown to Oshkosh, along with some Oregon TeenFlighters by a very generous business jet owner from Oregon," Phipps said. "The students thoroughly enjoyed the experience." **CF**

PHOTO COURTESY JOHN DEAL

CANSO FIRST FLIGHT JUNE 18

FAIRVIEW RESTORATION GROUP CELEBRATES



The remarkable journey of a PBY-5A from the edge of a northern lake to a touchstone for Canadian aviation history will end, and begin, June 18 with the official first flight of C-FNJE at Fairview Airport in northern Alberta.

The Canso, as Canadian versions of the Consolidated Vultee design were known, recently received approval from Transport Canada after an amazing recovery and restoration effort in Fairview, Alberta by the Fairview Aircraft Restoration Society.

The six core members of the group, Don Wieben, Doug Roy, Brian Wilson, Joe Gans, Norbert Luken and Henry Dechant, have led the massive effort since Wieben first heard of the existence of a damaged but repairable Canso in the Northwest Territories.

The aircraft crash landed and sank in Sitigi Lake, near Inuvik, in 2001. It was being operated by Buffalo Airways as a waterbomber. A Buffalo crew pulled

the wreck from the bottom of the lake and took the engines, leaving the distinctive green and orange hulk to overlook the lake for what they assumed would be forever.

Wieben happened to run into Buffalo owner Joe McBryan a few years later and that launched one of the most complex and ambitious recovery and restoration efforts in recent memory.

The six farmers from Fairview dragged the hulk from the lake to Inuvik where they barged it to Hay River. From there it was trucked to Fairview.

Since 2008, the society has been working on fixing the crash damage and refurbishing all the systems to return the aircraft to the air. The biggest challenge was finding engines. They originally found some that needed expensive rebuilds and were able to trade Stephenville, Newfoundland and Labrador the old engines for a couple of almost-new Pratt & Whitney R-1830 Twin Wasp radials on a static display Canso in Stephenville.



The Fairview Aircraft Restoration Society will fly the aircraft it pulled from a wilderness lake in the Northwest Territories on June 28.

Those engines were run for the first time last December, paving the way to first flight in the coming months. The group intends to make the aircraft a “flying museum” and display it at air shows and events to tell the story of its wartime role.

The fly-in will host two former Second World War Canso pilots who have hours on this aircraft, which was based in Iceland from 1943 until the end of the war as a submarine hunter. Hal Burns, 95, and Jim McRae, 99, have been in contact with the restoration crew over the years and will be on hand to share their war stories about flying the aircraft. McRae was shot down in a Canso and by coincidence the Royal Canadian Mint has issued a coin commemorating the drama.

More information is available at savethecanso.com **CF**

REM'S REPORT BY REM WALKER

IFR Approval a Major Milestone

TECH COMMITTEE HELPED AMATEUR-BUILTS GO MAINSTREAM



Typical amateur-built IFR panel with Dynon avionics.

Previous columns in COPA Flight have dealt with the present amateur-built aircraft regulations and how they came into effect. Many of the good things we enjoy in the field of homebuilts came into play due to the work of the EAA Technical Committee, chaired by Ted Slack and the team of volunteer engineers working behind the scenes to benefit those who fly for fun.

In 1983 the EAA Technical Committee changed its name to the Canadian Aerospot Technical Committee (CASTC). It was made up of the same people but with a new and wider view of Canada's aviation scene. This enabled them to represent other disciplines in general aviation, such as developing the standards for the Sport Aircraft Category with funding provided by Zenair, Murphy, Seawind, COPA and EAACC.

The tech committee also developed safety bulletins, technical reports, accident analysis and other technical in-

formation of benefit to others. At the request of Transport Canada the tech committee assisted in the development of ultralight regulations in Canada. The tech committee also provided input during the joint Transport Canada, Federal Aviation Administration meetings hosted by EAA in Oshkosh, Wisconsin. The intent of the meetings was to obtain commonality between Canada's regulations and the regulations of the United States pertaining to amateur-built aircraft.

For many years it was the desire of some pilots of amateur-built aircraft to have IFR privileges in aircraft equipped according to the requirements of the day for certificated aircraft. Formal requests were presented to Transport Canada. The recommendations were received and the proposals had reached the stage where it was hinted as to the date when approval would be formally announced. The date arrived but there was no announcement. Things ground to a halt.

Early in 1994 there was a change for the better when the Recreational Avia-

tion Review Project (RARP) was initiated by Transport Canada's Director General of Civil Aviation, Don Spruston. One of the topics suggested to Lindsay Cadenhead, the Project Manager, was to formally approve IFR for amateur-built aircraft as had been recommended several years earlier.

The members of the review project reached a consensus with the result that early in 1995 a Notice of Proposed Amendment (NPA 95-03) was published and distributed with comments to be received by the cut-off date of May 30, 1995. The members of the aviation organizations participating in the RARP and the Canadian Aviation Regulatory Advisory Council (CAR-AC) along with the Steering Committee, cooperated fully to bring about the change in the regulations permitting IFR for amateur-built aircraft. The first homebuilt to be approved for IFR under the new regulations was a Glasair-II-RG built by Tom Hicken and his father, Howard, members of EAA Chapter 923 in Alberta.

Previous to the formal regulations that now apply to homebuilts, IFR in an amateur-built aircraft was permitted, by waiver, by Transport Canada, for a non-stop flight flown by Red Morris. Morris flew his Zenair Tri-Z CH-300 non-stop from Vancouver, BC to Halifax, NS on July 1, 1978. Preparations for the flight included a request to TC to file IFR during the 22 hour 44 minute flight across Canada. Without the waiver the flight would not have been possible.

If you have decided to construct your own Amateur-Built Aircraft there are things you should know about the paperwork, inspections, hints, etc., so that your project will pass inspections and receive the flight permit. The April issue will delve into this topic. **CF**

WARMING UP FOR FLYING SEASON

Winnipeg Rust Remover Covers Range of Topics



The annual COPA Flight 35 Rust Remover took place on a nippy Winnipeg evening saw everyone walk away a brand new CFS and revitalized aviation neurons.

The evening took off with COPA President Bernard Gervais talking about some of what was accomplished in the last year and what's coming for COPA and general aviation in the country. He was followed by Terrence Ferguson of Nav Canada (Shift Manager, Winnipeg FIR) and Chris Robinson (Winnipeg tower), who both talked about the quality of service they can provide to the pilot population of the area.

They stressed that they are there to serve pilots and urge them not to be afraid to talk to them, to call them, to get a briefing, file a flight plan or get flight following.

This was followed by an interesting presentation about several Transportation Safety Board cases by Eric Vermette, TSB's regional operations manager. We always learn a lot from others' mistakes, and it's always more comfortable to do so when sitting in a warm hall with 175 buddies.

The rest of the evening was filled by Aaron Doherty, well-known instructor (or stand-up comic?) at Harv's Air. There was serious stuff presented with lots of laughs, but the message got through: the physical demonstration of a cold front (blue shirt) above a warm one (red shirt) and colliding was quite a ballet to watch!

Attendees also got one of the best refreshers on how to stay current and read the local VNC chart." **CF**



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GOING FOR A SHORT VISIT

AN INVITATION TO PRACTICE STOL TECHNIQUE

BY NATHALIE FORTIN

In the spirit of living my passion for aviation, I like to gather around other aviation enthusiasts, and one of the monthly meetings I enjoy is the COPA Flight 169 breakfast that is held on the first Saturday of every month at 9 a.m. at Aylmer BBQ (yes you may come!).

Over the last year or so, I've flown my Cessna 150 to these breakfasts quite a few times, and on each occasion, I've met new and interesting people. They come from different backgrounds and live aviation differently either by how they fly, what they fly, or how involved they are with airplanes. You can meet aviation writers, volunteers, student pilots, weekend flyers, experienced bush pilots or mechanically inclined people that can tell you a trick or two around your airplane, if you own one. Everyone's reason to come is different, but they all have one thing in common: an interest in aviation.

During one of those morning meetings, I had a chat with a fellow pilot, Michael Dixon, who owns a grass strip in Low, Québec. It's a very short one: 850 feet. That caught my interest. It's also close to my base in Gatineau.

He invited me for a visit and it sounded like a great challenge. I thought this was a great way to push my personal limits and gain some valuable experience along the way.

When I pointed out that 850' of runway was pretty short, he suggested that I only do a low pass and check it out. He told me to let him know when I would buzz around his neighborhood and he would come out and take pictures. He enjoys having enthusiasts visit his grass strip.

I spent a few weeks thinking about it and considering the best way to do



it. I read my airplane's pilot operating handbook again, making calculations based on weight, temperature, surface, etc., considering the length I would really need for a full stop, and take off, including the approximate benefits of a Horton STOL (Short Takeoff and Landing) kit installed on my airplane.

In October 2016, I wanted to enjoy a short break in my schedule on a beautiful fall day to get a flight in. So on the spur of the moment I decided to visit this short grass field. It's only a very short hop away from my most-of-the-year base airport, Gatineau (CYND). My first thought was to only find it and briefly check it out. After all, such a short grass runway among lots of farm fields, even with coordinates, could be hard to spot. But things turned out differently.

I found the place and decided to circle it a few times at about 500 feet above ground. I was particularly interested in what was at the ends of the runway, like trees, bushes, fences, or anything that could hinder my climb once my wheels were up. I also needed to check the runway condition, visualizing precisely and technically how I would land, and take off. Could I do it? It would be sort of embarrassing to land my little bird

and not be able to get it airborne again, wouldn't it?

Things were looking good to me from 500 feet so I thought I would try a few approaches and overshoot at 100 feet and see how it looked like up close. On my third approach, I touched my wheels down right at the start of the runway, and was fully stopped within about 400 feet.

The strip is really nice and very well maintained. I received a warm welcome, and a tour of his place. Apparently he doesn't get many visitors by airplane. The house and location is totally an aviator's dream. It is the perfectly charming house with access to your private "airport," at least for someone who doesn't mind using short field techniques on a regular basis.

When came time to take off the owner suggested I should wait to start my roll when the wind had picked up a bit and ideally straight down the runway, which I did. When I pushed full throttle, I had 5-8 knots of wind and with 10 degrees of flaps I was off the ground within about 600.

And off I was, headed home again with a stunning view of the mountains, flamed up with fall's colours.

Go to FlyingNathalie.ca to see a video of my visit. **CF**

Afin de vivre ma passion pour l'aviation, j'aime me retrouver entourée de passionnés d'aviation, et l'une des activités mensuelles à laquelle j'aime participer est le déjeuner COPA du chapitre 169 qui se tient le premier samedi de chaque mois à 9 h 00 au restaurant Aylmer BBQ (oui, vous êtes les bienvenus!).

Dans la dernière année, je me suis présentée à plusieurs de ces déjeuners, et chaque fois, j'y ai rencontré de nouvelles personnes intéressantes. Ces personnes proviennent de divers milieux et vivent l'aviation différemment soit par leur façon de voler, ce qu'ils volent, ou comment ils sont impliqués avec les aéronefs. Vous pouvez y rencontrer des écrivains, des bénévoles, des pilotes étudiants, des pilotes du weekend, des pilotes de brousse d'expérience ou des gens habiles en mécanique qui peuvent vous donner un truc ou deux pour votre avion, si vous en possédez un. À chacun sa raison, mais ultimement, nous avons tous un point en commun : un intérêt pour l'aviation.

À l'occasion d'une de ces rencontres matinales, j'ai eu une jasette avec un pilote du nom de Michael Dixon. J'ai appris qu'il possède une piste d'atterrissage en gazon à Low, Québec. Une très courte piste : 850' tout près de Gatineau. Ça a attiré mon attention. Il m'a invité pour une visite. Ça m'a paru être un défi intéressant! Dès la licence de pilote privé, on nous fait pratiquer les atterrissages et décollages courts, alors je me suis dit que ce serait une belle façon de pousser mes limites personnelles et gagner une précieuse expérience en même temps.

Quand j'ai mentionné que 850' de piste était pas mal court, il m'a suggéré que je pourrais simplement faire une passe basse et y jeter un coup d'œil. Il m'a dit de l'avertir quand je passerais faire un tour dans son voisinage et qu'il sortirait pour prendre quelques photos. Michael aime bien recevoir la visite de passionnés sur sa piste en gazon.

J'ai passée plusieurs semaines à y réfléchir et considérer la meilleure voie à prendre. J'ai relu mon manuel d'avion (POH), fait mes calculs basés sur le poids, la température, la surface, etc. Considérant sérieusement la longueur réelle dont j'aurais besoin pour effectuer un arrêt complet, et un décollage, incluant les avantages approximatifs de l'équipement Horton STOL (Short Take-off and Landing) installé sur mon avion.

En octobre 2016, sous l'impulsion du moment, voulant profiter d'une pause dans mon horaire combinée à une belle journée d'automne pour aller voler, j'ai décidé d'aller visiter cette petite piste en herbe. Ce n'est qu'un court vol à partir de l'aéroport où je suis basée pour la plupart de l'année, Gatineau (CYND). Mon objectif était simplement de trouver la piste et de brièvement l'inspecter du haut des airs. Après tout, une si petite piste en gazon au travers de champs, même avec les coordonnées, ce doit être difficile à repérer. Mais les choses ont tournées différemment... Une autre impulsion du moment? Cette dernière fût toute fois plus réfléchie.

Après avoir trouvé la place, je l'ai survolé plusieurs fois à environ 500' du sol. J'étais particulièrement intéressée par ce qui se trouvait enligné à chaque bout de la piste. Arbres, buissons, clôtures, etc. N'importe quoi qui pourrait venir faire entrave à ma montée une fois que mes roues quitteraient le sol. Je voulais aussi confirmer quelle était la condition de la piste. Visualiser précisément et techniquement comment j'atterrirais et décollerais! Pourrais-je le faire? Sinon, ce serait quelque peu gênant d'atterrir mon cher petit oiseau et ne pas être capable de le guider à nouveau en vol, non?

Le tout m'avait l'air bien à partir de 500' alors je me suis dit que je ferais quelques approches et remises des gaz à 100' sol afin de voir de plus près. Lors de ma troisième approche, j'ai posé mes roues dès le début de la piste, et j'étais complètement arrêté environ 400' plus loin.



La piste est vraiment bien et maintenue d'une main d'expert. J'ai reçu un chaleureux accueil, et un tour des lieux. Apparemment, il n'y a que peu de visiteurs par avion qui s'y arrêtent. La maison et l'endroit sont un rêve pour l'aviateur. Une maison tout à fait charmante avec accès à son propre « aéroport ». Du moins pour quelqu'un qui ne voit pas de problème à utiliser les techniques de décollage et atterrissage court sur une base régulière. À vrai dire, ceci pourrait être vu comme une façon écologique d'optimiser l'espace de terrain et simplifier l'aviation. Après tout qui a réellement besoin de 5000' de piste avec un Cessna 150? (Je plaisante en partie ici, au cas où vous vous demandiez si j'étais sérieuse...)

Quand est venu le temps de décoller, le propriétaire m'a suggéré d'attendre pour faire ma course au décollage que le vent se lève un peu et, idéalement, qu'il soit aligné avec la piste, ce que j'ai fait. Quand j'ai mis plein gaz, j'avais un vent de 5-8 nœuds et avec 10 degrés de volet j'étais dans les airs avec environ 600' de piste parcourue.

Et c'est ainsi que je me dirigeais à nouveau vers la maison... avec une vue stupéfiante des montagnes en feu avec les couleurs de l'automne.

Sur mon blogue ou ma chaîne YouTube, vous pouvez visionner un bref vidéo de ma visite, ainsi que l'article complet : FlyingNathalie.ca or [youtube.com/user/nathfor215](https://www.youtube.com/user/nathfor215). **CF**

BASICMED VS. CATEGORY 4

NEW U.S. MEDICAL OFFERS MORE FLEXIBILITY
RECREATIONAL AVIATION WITH JC AUDET

On Jan. 10, 2017, the FAA issued the release of their third class medical reform final rule now called the BasicMed. It comes into force on May 1, 2017. Pilots cannot fly under this new rule before that date. This news obviously made a lot of aviators very happy in the US. The following table shows the features of this new medical category as well as our own Canadian category 4 medical.

Note 1: Our category 4 does not specify any limitations on these two features per se, but given that our category 4 validates our Recreational Pilot Permit, these maximum altitude and speed considerations are implicitly taken care of, i.e. nowhere near those numbers.

A careful look at this table demonstrates the vast difference between the privileges afforded to pilots by these two medical categories. Is our category 4 is adequate for the needs of our Private or Recreational pilots? Probably not. On the other hand, do we really need the same as this new BasicMed? I am not entirely convinced.

The BasicMed reflects the American demographics and financial situation of

	FAA Basic Med	Transport Canada Cat 4 Medical
Aircraft Specifications	up to 6 seats, up to 6000 lbs (no limitation on horsepower, number of engines, or gear type)	Single engine, non-high performance, up to 4 seats
Flight Rules	Day or night, VFR or IFR	Day VFR
Passengers	Up to 5 passengers	1 passenger
Altitude Restrictions	Up to 18,000 ft MSL	See note 1
Speed Limitations	Up to 250 KIAS	See note 1
Pilot Limitation	Cannot operate for compensation or hire	Cannot operate for compensation or hire, can fly ULA
Aeromedical Training	Free on-line course required every 2 years	Nothing of that nature
Physician Visit	Every 4 years	At the same time as self declaration
Ratings	U/K at this time	Floats

general aviation in the U.S. compared to the Canadian environment. The U.S. has a very large population of private pilots with the resources required to own and operate aircraft offering the characteristics included in the features of the BasicMed.

That's not so much the case in Canada where the vast majority of private pilots operate a C-172 or equivalent, even more so with the recreational pilot crowd. Thus it is probably not necessary for Canada to go as far as the BasicMed, but it is also a very much probable that something different than our category 4

medical, maybe closer to the BasicMed, would be very appropriate. We are in the process of preparing a survey on the issue to provide us with a better perspective of the real needs of our pilots.

There is also one very significant difference between the FAA BasicMed and our category 4 medical. The FAA BasicMed validates an FAA private pilot certificate although its use is limited to the U.S. airspace at this time. Conversely, if you hold a Canadian private license, you must downgrade to a recreational pilot licence if you want to go with a category 4 medical. **CF**

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Le 10 janvier 2017, la FAA publiait la version finale de leur réglementation par rapport à la nouvelle classe médicale réduite acceptée par le gouvernement américain à l'été 2016. Celle-ci est désormais connue sous le nom de BasicMed et entre en vigueur le 1er mai 2017. Les pilotes ne peuvent pas se prévaloir des avantages de BasicMed avant cette date. Il y a évidemment un grand nombre de pilotes américains qui se réjouissent de ce changement. Le tableau suivant compare notre catégorie 4 au BasicMed américain.

	FAA Basic Med	Transports Canada Médical Cat 4
Caractéristiques Avion	Jusqu'à 6 sièges, jusqu'à 6000 lbs, (pas de limites sur la puissance, le nombre de moteurs, ou le type de train d'atterrissage)	Monomoteur, pas de haute performance, jusqu'à 4 sièges
Régime de vol	Jour et night, VFR ou IFR	Jour VFR
Passagers	Jusqu'à 5 passagers	1 passager
Restrictions Altitude	Jusqu'à 18,000 pi MSL	Voir note 1
Limitations Vitesse	Jusqu'à 250 KIAS	Voir note 1
Restrictions Pilote	Aux 2 ans, gratuite en ligne	Rien de similaire
Formation Aéromédicale	Free on-line course required every 2 years	Nothing of that nature
Visite médecin de famille	Aux 4 ans	En même temps que la déclaration personnelle
Annotations	Inconnu pour le moment	Flotteurs

Note 1 : Notre catégorie 4 ne définit pas de limitations spécifiques sur ces deux caractéristiques, mais puisque notre catégorie 4 valide notre Permis Pilote Récréatif, ces considérations d'altitude et vitesse maximales sont implicitement adressées, i.e. même pas proche de ça.

Une évaluation attentive de ce tableau démontre rapidement la vaste différence entre les privilèges accordés aux pilotes détenteurs de ces catégories médicales. Notre catégorie 4 est-elle adéquate pour les besoins de nos pilotes privés ou récréatifs? Peut-être pas. D'un autre côté, avons-nous vraiment besoin de la même chose que ce nouveau BasicMed? Probablement pas, selon mon opinion personnelle.

Le BasicMed reflète l'environnement démographique et économique de l'Aviation Générale aux États comparativement à l'environnement canadien. Les États ont une très grande population de pilotes privés ayant les ressources pour s'offrir et pour utiliser des avions qui démontrent les caractéristiques associées au BasicMed. Ce n'est pas tout à fait le cas au Canada alors que la majorité de nos pilotes privés volent un C-172 ou l'équivalent, à plus forte raison dans le clan des pilotes récréatifs. Il n'est donc probablement pas nécessaire d'avoir les caractéristiques de ce BasicMed chez-nous, mais il est aussi fort probable que la disponibilité de quelque chose de différent de notre

catégorie 4, se rapprochant un peu du BasicMed, serait plus approprié. Nous développons présentement le questionnaire nécessaire pour mener une enquête visant à obtenir une connaissance des besoins réels de nos pilotes.

Il y a aussi une différence très importante entre le BasicMed américain et notre catégorie médicale 4. Le BasicMed valide une licence de Pilote Privé émis par la FAA quoique ses privilèges sont limités à l'espace aérien américain. Contrairement, si vous détenez une licence de Pilote Privé émis par TCCA, vous devez échanger celui-ci pour un permis de Pilote Récréatif afin de vous prévaloir de la catégorie médicale 4. **CF**

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FLYING IN THE 80S

MOSHER NEW OCTOGENARIAN PRESIDENT



Cyril Mosher, 81, of New Minas, Nova Scotia, is the new United Flying Octogenarians (UFO) national representative for Canada.

Mosher's interest in aviation began in the 1960s while serving with the renowned Aerospace Engineering Test Establishment in Cold Lake, Alberta.

His position as chase photographer involved capturing high-speed video events, such as the release of armaments and other stores, many of which were deployed at supersonic speeds. During his assignment, Cyril flew faster than Mach 2 in a CF-104D Starfighter.

Occasionally, after a mission was completed, he was afforded the opportunity of taking over the controls. It was this exhilarating experience that hooked him into becoming a pilot. He began his training at the Cold Lake Flying Club in '68 and obtained his private and commercial licences, as well as an aerobatic endorsement (Citrabria) and a Class 3 instructor rating. He later became Chief Flight Instructor at the Greenwood Flying Club where he served from 1975 to 1977. During his time as CFI, he also completed his multi



engine and instrument training at what is now the Moncton Flight Centre.

He retired from the service in 1977 and began a career as an entrepreneur, forming an electronics instrumentation company in which he still plays an active role as president. He and his son own a Quad City Challenger II Ultralight which they fly frequently out of Greenwood, Nova Scotia.

Mosher said his latest interest is in promoting awareness of UFO in Canada. Anyone who has flown as pilot in

Cyril Mosher, above, is the new national representative for the United Flying Octogenarians. Top photo, his friend Harry Morse flies a Stearman at age 82.

command after reaching the age of 80 qualifies for membership. A current licence is not a requirement and the eldest international member is 107.

For more information on UFO go to UFOpilots.org or contact Mosher at atsirearl@airpost.net or at 902-681-4347 during business hours. **CF**

Slippery Ice Fly-In

FEELING THE WARMTH AT WHETSTONE LAKE

BY BRIAN CHAPPELL

COPA EASTERN VICE CHAIR/MARITIMES DIRECTOR



Bluenose Flying Club/COPA Flt 196 held a “Slippery Ice Fly-In” Saturday January 21st at Whetstone Lake, Lunenburg County, Nova Scotia. Michael Rafuse moved his plane out of his hangar on the lake, and had tables and chairs set up in there, along with a roaring fire in the wood stove to warm everyone. Also in the hangar was coffee, donuts, croissants, etc. for all to enjoy. A barbecue was moved out the door at the back for burgers, hot dogs and a big pot of soup.

Saturday was an overcast day but great visibility with cloud bottoms at between 1,200 and 1,500 feet and the

odd little snow squall. The ice was as smooth as a rink with no snow before it froze and just a dusting of snow from the day before. Planes from the local area as well as from Digby area, Stanley and a helicopter from Canning joined the group.

Some of those attending were; Mike Lowe from Upper Clements in his homebuilt 180 HP Super Cub on amphib floats; Peter Bernie with his “newly built last year” Super Cub on tundra tires, also with 180 HP, from Digby; Rodney MacDougall and Bob Kenalty were there with Rodney’s Colt and Bob’s Bittner Four (I’ll bet most don’t know that one!). Harry Balcome with his Rans 7 on amphibs from Blockhouse

The ice was smooth and the camaraderie warm at the Slippery Ice Fly-in on Whetstone Lake.

also enjoyed the day, as did Calvin Sproule with his Robertson 44 helicopter from Canning.

Folks from the local community also joined the group including some on ATVs scooting around the lake. All in all it was a very a good day, pleasant temperatures around the freezing point, very pleasant people and lots of good conversation with everyone there. Some of the Bluenose Flying Club/Flt 196 are also members of Stanley Sport Aviation at Stanley airport, NS. **CF**

* WINTER *RENDEZVOUS*

CHALLENGERS REUNITE IN MONTEBELLO

BY BRYAN QUICKMIRE | PHOTOS BY JEAN-PIERRE BONIN

Montebello Magic was all around as the Challenger community flocked to the 27th annual Challenger Winter Rendezvous in late January. Attendees came from as far away as Vancouver Island and Newfoundland and as far south as Florida. >>





Fly-in numbers were way down because of the seasonal weather but plenty of attendees drove to Montebello.

full suite of indoor and outdoor activities. The central gathering place is the lobby, a three story hexagonal rotunda with a six sided, 66-foot-high fireplace surrounded by comfy seats.

Inside at the Rendezvous there were five seminar sessions, a wide-ranging exhibit area, and a banquet which includes presentations and awards. Outside there was flying off the ice on the river. Between the event and the venue there is something for everyone including spouses.

The frozen river in front of the Chateau becomes a runway for skiplanes and the sheltered marina serves as their parking lot. Although it was established as a reunion for operators of the popular ultralight, aircraft of all marques are welcome at the Challenger Rendezvous.

Skis or wheel/skis are de rigueur. Less obviously, only aircraft such as Challengers with engines not requiring preheating can stay overnight. The >>

An earlier record of 100 ski planes in attendance was in no danger of being broken. Weather on Friday forced many would-be flyers to become drivers for this year's event. Fortunately the weekend wind was light, temperatures were right and there were only occasional light flurries.

The Challenger Winter Rendezvous has grown to become the premiere winter aviation event in Canada and quite possibly the world. It is known as Mon-

tebello for its location, the same way that AirVenture is known as Oshkosh. Montebello is a quaint village mid-way between Ottawa and Montreal on the Quebec side of the Ottawa River.

The venue is Fairmont Le Chateau Montebello, originally constructed in 1930 as a private club for the rich and powerful. Famous as the world's largest log building, Chateau Montebello is a five star, four season resort complete with fine dining, a luxurious spa and a

MONTEBELLO MAGIC



Straight skis and wheel skis were the landing gear of choice for aircraft that did fly in.

only non-Challenger to stay over had to be preheated Sunday morning with a camp stove and ducting!

The most interesting and enjoyable aspect of the Challenger Winter Rendezvous is the people. There are military and commercial pilots with thousands of hours in numerous aircraft types and there are those who have yet to take their first lesson. The experienced mentor the inexperienced.

Rendezvous regulars include General Maurice Baril, retired head of Canada's armed forces, and Lieutenant-General Angus Watt, retired head of the air force.

As usual there was a good-sized group of former CF-104 and CF-18 fighter pilots plus, on their second pilgrimage to Montebello, two USAF F-4 Phantom pilots who had earned the Distinguished Flying Cross in the Vietnam era. You might wonder why these

Mach 2 jet jockeys would be interested in flying a Mach 0.1 Challenger. In a word: freedom! They fly when they want, where they want, and on land, sea or snow they see the world up close and unblurred.

While some lament the graying of aviation, the Vinet family of Montreal has done something about it. They have produced three generations of Challenger builders and flyers!

Saturday morning a flight of two Challengers arrived from Mont-Tremblant. The lead Challenger, commanded by 17-year-old daughter-Alessia, was assembled more than a quarter century ago by the late Maurice Vinet with the assistance of his then-teen-aged son Patrick. Following in loose formation the second Challenger, piloted by 20-year-old son Julien, was assembled by Julien and Alessia with the help of their father Patrick.

Julien and Alessia each started training at 15 and earned their Ultralight Pi-

There are military and commercial pilots with thousands of hours in numerous aircraft types.

lot Permits at 16. There is a book titled «I Wish I Were a Pilot» by Stella Blackstone. Clearly Julien and Alessia did more than just read it. They made it come true!

What binds this diverse group together? It's passion: passion for flying and flying for the sake of flying! Recreational aviation brings out the best in people. All are there because they want to be there!

Next year will be the 28th Annual Challenger Winter Rendezvous to be held January 26-28, 2018. Everyone is welcome — Challenger owners and fans as well as all aviation enthusiasts. **CF**

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FEATURED LISTINGS FOR MARCH, 2017



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1952 CESSNA 170B new paint, new interior, original dash, 0 SMOH, Recertified prop (5 yr.) NDH. 55900.00 USD 780 278-1598 skylaneaircraftsales.com (2712.13209)



1971 CESSNA 150, 7839 TT, nav/com, ARC, ADF, xpdr Mode C, current C of A, good condition, good compression. C/W: wing and cowl covers, winter-kit, extra- rebuilt cylinder, back seat(rare). \$21,000 OBO. 780 905-9601, Email: bstephenson@qps.ca (2695.13327)



1961 CESSNA 180D 3560TT 255 SMOH Horton Stol. Bass Shoulder Harness. Pull Handles. Airglass wheel skis. Float Kit ModeC. 2 Coms ILS, VOR. Solid A/C. Ph 403-399-4182. \$85,000US. kimsorensen@shaw.ca (2735.13602)



1941 PIPER J-5 for sale by owner TTSN 2870hrs SMOH 1129hrs, 100HP Lycoming O-235-C, Icom A200, Atrex ME406, Federal 1500 skis, new windshield and seats, 3 point shoulder harness, CofA due Aug 2017, Located Provost Alberta, \$28,500 Ph 780-857-2391 (2729.13308)



1974 MOONEY M20F 1/2 or full share, CYSH near Ottawa. 350 SMOH, 6238 TT, GTN 750, GNS 430w, S-Tec 60-2 AP, Aspen Pro 1000, GDL-88 dual link ADS-B, UBG-16 engine analyser, FS-450 fuel computer, Gami injectors, and much more. www.cysh.ca/gldk.html for complete info. (2403.13271)



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1966 PA30B TT6515 SMOH1705. King Silver Crown including DME, KLN90. S-TEC 50, Digiflo. Electric pitch trim. Many speed mods. Exterior 9/10. Interior 9/10. Located CYXX. Asking \$79,000CAD. Sidestickstirrer@gmail.com (2104.13570)



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2002 CESSNA T182T 1950TT 190Hrs since factory reman Zero time. Factory Nav 3. IFR GPS. KMD 550 MFD. Wx 500. KAP 140 Autopilot alt preselect. 406 ELT. Rosen sun visors. Factory oxygen. Skytek starter. robin.fraser@sasktel.net (2688.12989)

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2007 Cirrus SR22 Turbo G3, 1240 TT, TKS Delce, Recent Import!\$260,000 USD	1976 Grumman Tiger, 1471 TTAE, Original! Hangared! Annual 12/16! \$42,000 USD
2006 1206H Amphib, 1000 TTSN, G1000 Avionics, Aerocet Amphibs, Copilot Door!Call!	1976 Piper Lance, 2774 TT, 1745 SM, King w/HSI/ALTIM AP! \$89,900 USD
2006 Turbo 182T, 1468 TTAE, G1000, TAS600 Traffic, SVTI!\$215,000 USD	1976 Duke, 7504 TT, 1050/550 SM, Garmin GMX, Excellent Maintenance! \$120,000 USD
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2001 DA40, 1/7th Share, Based St. Hubert, 530W/430W, 1300SM\$25,000 CAD	1974 Baron 58, 3965 TT, 750 SM, Garmin 530WAAS, Full De-Ice \$170,000 USD
2001 Diamond Eclipse, 4827TT, 1278 SM, Garmin GN530! Commercial!\$99,000 USD	1973 T310Q, 2805 TT, Garmin GTN 650! \$59,900 USD
2001 182T, 1300 TT, KingKLN94, KMD550/HSI, WX500 WX!\$179,900 USD	1973 Baron B55,4330TT, 1300SM, FIKI, GTN750, GTN650, and much more! \$225,000 USD
1998 C182S, 2598TT, 463SM, NewProp! Garmin GTN750!\$195,000 USD	1972 Navajo '600', Normally Aspirated, 5044TT, 1377SM \$140,000 CAD
1982 Mooney Rocket 305, 3170TTSN, COM TSI0520\$150,000 USD	1971 Navajo310, 7511TT, 7965M, FullDelce, VG's! \$159,000 USD
1981 Mooney Z31/252 Conversion, 3875 TT, 85 SMOH!\$109,900 USD	1969 BeechDuke, 3973TT, 949/1325 SM, Garmin GNS530 \$169,900 USD
1981 Bonanza A36, 4729TT, 1566 SM, GIN650 WAAS GPS! Aspen 1000\$180,000 CAD	1968 Mooney M20F, 2190 TT, 145 SMOH, Speed Mods, King Digital \$172,500 CAD
1979 Seminole, 11308TT,525/2100SM,Commercial!\$79,000 USD	1964 TwinComanche, 7939TT, 1253SM, KingDig, O-Tip, Hangared \$59,900 CAD
1979 CS10R, 8595TT, 1445SM, FIKIw/NewBoots (2012)!\$119,900 USD	1954 Apache, 3583 TT, 1219/658 SM, Economical Time Builder! \$29,900 USD
1979 C41AA, 6462TT, 250/750SM, VG's, Winglets!\$399,900 USD	1953 Cessna 180 Floatplane, 5574TT, 820SM, Horton STOL! \$75,000 CAD



1966 CITABRIA 7ECA. 2832 TTAF; 1133 TTE Int 8+/10, Ext 9/10. Icom A200, 406 ELT, Partial Panel, G-Meter. Climb And Cruise Props, Landes Skis, Kennon Covers, AirWolf Filter, Hooker harnesses. Asking \$36k. rcorbet@eastlink.ca for more info (2718.13341)



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J3 CUB C5. 2414 TTAF 710 top, 40 bottom and prop, (new carb, mags air intake, mixture, life struts, 406, Cleveland double puck, wings/tail fabric 3 years, 3 new tanks 34 gal), metal spars, skis, 1400 floats. Have new windshield, boot cowl, engine cowl, floor boards, seat fabric. Take off and land 300ft, have 500ft strip. \$32500 US. J Daley Deliveries. 250-944-0038 (2410.13372)



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2007 CIRRUS SR22, 1621.7 TAE, Dual 430W, Traffic, Stormscope, All Logs, NDH, Fresh Service Centre Annual \$260,000 USD. Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.13619)



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1967 CESSNA 150G, tail dragger. 1047 SMOH, June annual, new top end, STOL, covers, new upholstery, winter kit, wheels, skis, Too much new to list. Offers. Wabigoonlakedave@hotmail.com (2692.13072)



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1972 PIETENPOL, A65 HP engine, 550 hrs TTSN, new icom radio, 2 headsets, skis, \$12,000.00, call: 902-243-2164, email: george.lockhart2@hotmail.com (2730.13307)



1973 BEECH BARON B55, 4330 TT, 1303 SMOH, Garmin G500 w/SVT, Garmin GTN750/GTN650 WAAS GPS's and Much, Much More!! Asking \$ 225,000 USD Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.13620)



1969 CITABRIA 7GCBC, 2369 TT, 374 SMOH, Bendix KY97A Com, 406 ELT, Wooden Spar, Heel Brakes, Exterior 7/10, Interior 7/10, Hangared, \$36,900 CDN OBO, 403-845-5506, E-mail: j.k.magnus@hotmail.com (2728.13293)



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040 – CESSNA

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1959 CESSNA 150, 7717 hr TTSN, 0-200 A engine 350 hr SMOH. Always hangared. Good condition. Narco com. Brantford, ON. 519-752-7009. \$17,800. E-mail: carlieghglass@aol.com (2413.13313)

WANTED TO PURCHASE: CESSNA 150. Email: dan1068@live.ca (2732.13314)

1971 CESSNA CARDINAL RG, TTSN 2466.4, Lycoming 10-360 200HP TSOH 438.1, Mccauley prop TSOH .2, hangared, int 6/10, Ext 8/10, \$70,000 USD. 519 852-1964 ON (2676.13329)

1979 CESSNA TU206G, 2407 TTSN, Eng. 493 TTSN, NDH, RSTOL, Edo Floats, Wheel Skis, A/P, HSI, Very clean, Call Wilson Aircraft: 647-227-6996 or email: kenwilsonac@gmail.com (586.12705)

1963 CESSNA 210, 2565 TT NDH, IO-470 1595 SMOH, 5 SPOH, 2 King nav/com, G/S, ADF, Mode C GTX320, EBC406, annual Oct 2017, located CSE4, winter covers, \$45,000 CDN, E-mail: cfdsw210@videotron.ca (2697.13574)

040 – CESSNA

1977 CESSNA 180 AMPHIBIAN, EDO 2790. 2640 TT, 1478 SMOH, 2000 hrs TBO, Garmin GTR 225, GTX 327 mode C, WING X, RSTOL, meticulously maintained, \$149 000. 705-232-8301. Website cgrux.weebly.com. (2715.13572)

048 – COMMONWEALTH

1946 COMMONWEALTH SKY-RANGER 185 \$25,000 CDN. Vintage aircraft, tail wheel type, still certified, pics and specs available by e-mail. Frank Leblanc, 450-617-0821, frank@flas-canada.ca (2675.13305)

070 – FLEET

WANTED: FLEET CANUCK 80 Project or complete Aircraft. With complete documents. 519-753-0156, workbench.pl40@yahoo.ca (2726.13285)

080 – GRUMMAN

GRUMMAN TIGER OR CHEETAH WANTED, priced reasonably, reflecting condition, equipment and engine/airframe time. Please contact Pierre Tanguay at ptanguay@rogers.com or 613-762-7273. (2701.13089)

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1993 STEEN SKYBOLT, Lycoming IO-360 200 HP engine, Hartzell C/S Propeller. Low time airframe, Grey/Red, Low time cylinders, matching pistons installed 2008, New bungees 2009. New tires & tubes 2013, \$26,500 Canadian, firm. 519-753-0156 or workbench.pl40@yahoo.ca (2726.13306)

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ACair condition	MBSee 3LMB
A/Caircraft	MKMark (model of equipment)
ADAirworthiness Directive	MPHmiles per hour
ADFautomatic direction finder	NAVnavigation
A&Eairframe & engine	NAV/COMnavigation/communications
alc.alcohol (as in alc. prop)	NDBnon-directional beacon
APauto(matic) pilot	NDHno damage history
ATSautomatic throttle system	OAToutside air temperature
ASIairspeed indicator	OBOor best offer
360CH360 channel radio	O/Oxyoxygen
720CH720 channel radio	P&WPratt & Whitney (engine)
CGcentre of gravity	RMIradio magnetic indicator
CHTcylinder head temperature	RNAVarea navigation
Comm/comcommunications	SCTOHsince chrome top overhaul
ContContinental (engine)	SCMOHsince chrome major overhaul
CSconstant speed propeller	SFREMAM/
DGdirectional gyro	SFRMsince factory remanufacture
DMEdistance measuring equipment	SMOHsince major overhaul
EGTexhaust gas temperature	SPOHsince prop overhaul
ELTemergency locator transmitter	STCsupplemental type certificate
Enc Altencoding altimeter	STOHsince top overhaul
FBOfixed base operation	STOLshort take off & landing
FDflight director	T&Btum & bank
FREMAN,	TBItum & bank indicator
FREMfactory remanufacture	TBOtime between overhauls
GEMgraphic engine monitoring	TTtotal time
GPHgallons per hour	TTAE or
GRglide ratio	TTEtotal time aircraft engine
GSGlide slope	TTAF or
HPhorsepower	TTAtotal time aircraft frame
HSIhorizontal situation indicator	TTSNtotal time since new
IFRinstrument flight rules	VFRvisual flight rules
ILSinstrument landing system	VHFvery high frequency
3LMB/MB3 light marker beacon	VORvery high frequency
LOClocalizer	Omni-Range
LRFlong range fuel (capacity)	xpdrtransponder
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