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41 IN SON'S FOOTSTEPS

When David Powell tried to learn to fly the first time as a young man in a university air squadron in the U.K., it didn't go well. He discovered the hard way that a dedicated and committed instructor is an important part of the equation and shifted career path toward fixing airplanes instead of flying them. Forty years later he found the perfect instructor, his son and avid pilot James. Son led father through the demanding learning curve and both celebrated Dad's first solo earlier this year.

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COVER PHOTO: James and David Powell spent a lot of time together in close quarters as son taught dad to fly.
Photo Courtesy Paige Powell

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A CLEAR VISION

Southern Ontario Airport Network

Last May 9, I was invited to the Lake Simcoe Regional Airport in Ontario for the launch of a new initiative, the Southern Ontario Airport Network (SOAN).

In a nutshell, a group of eleven airports is networking to better serve the community and the growing demand for air travel through the Southern Ontario area, defining and developing a major hub as has been done in New York or London (UK), for example. I sense a clear vision and approach, diametrically opposed to the failed Montreal Dorval-Mirabel — often called Miserabel — hub that never took off and died. SOAN is looking at a 30-year horizon and getting ready for it right now. Since this is mainly about scheduled passengers, airlines, regional airlines and transport, why should I be concerned enough to write about such an initiative? First of all, we need to applaud the vision, the actions taken on the foresight based on local facts and what has been done around the world. And on a personal basis, I like the “let’s network” approach instead of the “follow-me” approach Pearson (CYYZ) could have taken on their own. But the main reason that we, COPA and our sister associations should be interested, is the fact that general aviation is an integral part of the development and the success of the new hub. There is recognition of GA’s contribution and its necessity, all spelled out in the project’s white paper. The long term goal in 15 to 30 years is that “General aviation activity has grown throughout the network and the resultant labour needs are being supported”. The SOAN seems to recognize that GA is the basis of the system. While at the presentation, it was great

to hear many of the stakeholders coming back to the importance of GA, that these airports as critical to our sector of aviation and the future of the greater air travel sector. For some reason, I feel this is the closest we have ever been to a general aviation policy in the country, and it comes from the private sector.

More details can be found here: <https://www.soairportnetwork.com>

COPA FLIGHTS CONSULTATION

As I write these lines, I can proudly say we have started our COPA Flights consultation exercise. Right now a pilot project, we went out to two regions and met with around twenty-five captains and co-captains, exchanging on various subjects. The sessions will absolutely be beneficial to COPA. Carter Mann, your Manager of Govt. Affairs and Communications, will be writing something up in the next few weeks.

ANOTHER MID-SUMMER SURPRISE NEXT MONTH!

Remember last July, as we went from a newspaper to a magazine? It was a big surprise that cut the cost of publishing in half (so we can do more with our finances, providing more aviation services in line with our mission) and brought us in the twenty-first century? Well this year, we are coming up with yet another major surprise in July, which will be unveiled at the Thursday night BBQ of our convention in Kelowna. Big stuff. You should really be there...really. It’s big, really big.

But on top of that, in Kelowna you can expect major announcements from Transport Canada senior executives, a presentation of our GA Economic Impact Study and much much more. Yup you should really be there! www.copaagm2017.ca **CF**



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AEROSPACE

UNE VISION CLAIRE

Le Southern Ontario Airport Network

Le 9 mai dernier, j'ai été invité à l'aéroport régional du lac Simcoe en Ontario pour le lancement d'une nouvelle initiative, le SOAN.

En bref, onze aéroports se sont réunis pour créer un réseau afin de mieux desservir la communauté et la demande croissante de transport aérien dans la région du Sud de l'Ontario, en établissant un pôle aéroportuaire majeur comme cela a été fait à New York ou à Londres (Royaume-Uni), par exemple. Je perçois une vision et une approche claires, diamétralement opposées à la tentative manquée de Montréal Dorval-Mirabel — souvent appelé Misérabel — un pôle qui n'a jamais décollé. SOAN travaille sur un horizon d'une trentaine d'années et s'y attarde dès maintenant. Puisqu'on parle principalement de vols concernant des passagers, de lignes aériennes, de compagnies régionales et de transport, pourquoi COPA et pourquoi devrions-nous nous attarder à une telle initiative? Tout d'abord, nous devons reconnaître la vision, les actions prévoyantes menées en fonction des faits et de ce qui a été accompli de par le monde. D'un point de vue personnel, j'apprécie l'approche "travaillons ensemble" au lieu de "suivez-moi" que Pearson (CYYZ) aurait pu lui-même prendre. Mais la principale raison pour laquelle nous, COPA et nos associations sœurs sommes intéressées, c'est que l'aviation générale (AG) fait partie intégrante du développement et du succès du nouveau pôle. On reconnaît sa contribution et sa nécessité, clairement énoncées dans le livre blanc du projet. La vision à long terme de quinze à trente ans est que « l'activité reliée à l'aviation générale va augmenter dans l'ensemble du réseau et qu'il faut pouvoir satisfaire ses besoins de main d'œuvre ». Le SOAN semble reconnaître que l'AG est à la base du système. Pendant la présentation, il était plaisant d'entendre les nombreuses parties prenantes parler de l'importance de l'AG, que les aéroports étaient essenti-

els à notre secteur de l'aviation ainsi qu'à l'avenir du secteur du transport aérien. Pour une raison quelconque, je pense que c'est le plus proche que nous ayons été d'une politique sur l'aviation générale au pays, le tout provenant du secteur privé.

Plus de détails se trouvent ici: <https://www.soairportnetwork.com>

CONSULTATION DES CLUBS COPA

Au moment d'écrire ces lignes, je suis fier de dire que nous avons commencé notre exercice de consultation des Clubs COPA. Projet pilote à l'heure actuelle, nous sommes allés dans deux régions et avons rencontré environ vingt-cinq présidents et vice-présidents, en échangeant sur divers sujets. Ces rencontres seront très bénéfiques pour COPA. Carter Mann, votre gestionnaire des affaires gouvernementales et communications vous informera davantage dans les prochaines semaines.

UNE AUTRE SURPRISE DE LA MI-ÉTÉ LE MOIS PROCHAIN!

Vous souvenez-vous du mois de juillet dernier, alors que nous sommes passés d'un journal à un magazine? Une grande surprise qui a réduit le coût de la publication de moitié (afin que nous puissions faire plus avec nos finances comme fournir plus de services aéronautiques en lien avec notre mission) et nous a amenés au XXI^e siècle? Eh bien cette année, nous proposons une autre grande surprise en juillet, qui sera dévoilée au barbecue du jeudi soir lors de notre convention à Kelowna. Quelque chose de "big". Vraiment "big". Vous devriez vraiment être là ...

Mais en plus de ça, attendez-vous à des annonces majeures de la part d'exécutifs de Transports Canada, une présentation de notre étude d'impacts économiques et beaucoup, beaucoup plus... Ouais, vous devriez vraiment être à Kelowna pour la St-Jean!

www.copaagm2017.ca **CF**



VIEW VIDEO

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✉ LOOKING OUTSIDE

I got as far as the beginning of the second page of Alan Hepburn's article on performance based navigation in the April COPA Flight before I finally gave up reading.

The article has two redeeming features; Hepburn's excellent command of the English language and his welcome sense of humour. But I'm afraid the message in the article left me feeling, well, afraid.

One fears that the gnomes with their long white beards (with the exception, naturally, of Alan Hepburn), cloistered in their ivory towers, who are dreaming this stuff up will have long ago forgotten about the pilot who simply wishes to tool around in his, God forbid, NORDO flying machine, equipped with barely a half dozen steam gauges, one of which, the ASI, may actually be installed on a strut between his set of two wings.

It looks increasingly like us stick and rudder aviators will be banished further and further north where nobody will care much what we do.

But, what am I saying? Some official or other is likely to pop up on the ramp in the frozen north demanding to know if our intrepid aviator has the latest copy of the ICAO's \$408 PBN Manual on board his taildragger.

David Green

✉ GENDER POLICE

Political correctness made nonsense of the report of the troubled landing of Bellanca 8GCBC at CYXY in Incidents and Accidents in the May 2017 issue of COPA Flight.

The report states that in the course of a crosswind landing the pilot stated that: "...THEY (capitals mine) could not steer or brake".

Clearly, the writer is anxious to avoid using the gender designation "he" (almost certainly not "she" in this case) for fear of offending what is becoming the gender police of our

language. The way it is written suggests that more than one person had access to the aircraft controls, introducing ambiguity and confusion into the report.

Adherence to political correctness has no place in the documentation of aviation incidents. It has already done grievous damage to the understanding of English grammar among our youth, our media and society in general.

Nicholas Rety

COPA Flight replies: The incident and accident reports come directly from the Canadian Aviation Daily Occurrence Reporting System (CADORS) and are written by Transport Canada personnel.

✉ SUPERBE MAGAZINE

Juste pour signifier ma satisfaction pour le superbe magazine que nous avons maintenant. Ça met en valeur notre organisation et c'est beaucoup plus agréable à conserver.

FÉLICITATIONS

LMPedneau

✉ NO ANIMALS HARMED

Unfortunately, the last two sentences of my article, Roger Rover, Over were omitted, leaving the reader dangling at best, or at worst, assuming there was a crash that killed my dog. Not so; the last paragraph reads:

I flew around in various light aircraft with my own dog, Lulu for several years. She was a good, non-judgmental companion but it all came to an end one day when I made an embarrassingly bad landing in a 1946 Er-coupe. After that, Lulu wisely refused to fly with me again. As for that landing, "Ruff," she growled, "Ruff, ruff, ruff!"

All dog-loving pilots will be pleased to know that the only damage from a clumsy landing was to my ego.

Eleanor Eastick

SEND US YOUR STORIES, LETTERS AND PHOTOS

COPA Flight is the outlet for COPA members to let others know what they're doing to advance, promote and preserve the Canadian freedom to fly and we're here to share your stories.

Our Regions section publishes news about the myriad activities undertaken by COPA Flights across the country, our News section is the forum for stories of national interest that may be happening in your back yard and if you have something to get off your chest, write us a letter to the editor. We always appreciate nice, high resolution photos, whether to accompany your submissions or as part of our photo contest.

To help us deliver your message effectively and efficiently we ask that contributors follow a few guidelines.

The new format lends itself to concise, punchy stories that get the message across clearly and economically. Please keep event reports and local news stories to 300-400 words. Send them in a Word document without any formatting or inserted graphics.

News stories should be 500-1,000 words and make sure facts are checked and the statements made in the article are factual. We will edit out any libellous or erroneous material.

Letters should be no more than 500 words and be civil and respectful.

Photos must be sent in high resolution or we can't use them. A good rule of thumb is that if the image is 1Mb or larger it's good to go.

Remember that this is your magazine and it's sole job is to reflect the activities, goals and objectives of COPA and we're happy to help you make COPA even stronger through an open channel of communications.

Send your submissions to russ@copaflight.ca. by the first of the month for inclusion in the next magazine.

OKOTOKS AIR RANCH REOPENS

SAFETY CONCERNS ADDRESSED, IMPROVEMENTS EYED



The Okotoks Air Ranch (CFX2) reopened for air operations May 6 after being closed for more than a year.

The privately-owned airport located just south of Calgary, voluntarily surrendered its operating certificate in April of 2016 because of various safety issues identified by Transport Canada.

The owners of the facility have spent the last year working with TC and local officials to address the issues, which were mainly the result of a development boom in the area.

COPA was involved in the process and provided information on the economic impact of airports to local officials.

“Much has changed since the Okotoks Air Ranch was born in 1999 with the vision of a residential community with an aerodrome as its central feature,” Air Ranch officials said in a news release. “Town growth, a sharp increase in residential development surrounding the airport and the continuing evolution of aviation regulations governing certified airports changed the operational demands for CFX2.”

The facility is seen as a regional airport that can take general aviation pressure from Calgary International and the increasingly busy Springbank Airports.

“The changes we have implemented at CFX2 have added to the viability of

Okotoks Air Ranch reopened in early May and will have a grand opening June 17.

this airport, no question,” said Trent Obrigewitsch, the new airport manager.

A fuel card lock is being added and plans call for an ecotourism helicopter base and a maintenance facility.

The airport will have a grand reopening June 17, Father’s Day.

The closure of the airport displaced dozens of aircraft, which scattered to various neighbouring airports.

Obrigewitsch said he’s been fielding calls from pilots and small businesses inquiring about moving to or using the facility. **CF**

KELOWNA READY FOR COPA

CONVENTION, TRADE SHOW AGENDAS FULL



The final preparations are now being made for COPA's convention and trade show in Kelowna, B.C. the week of June 20th.

Although the business of the trade show and various meetings are concentrated on June 23-24, COPA Flight 36 is making it easy for delegates to spend the whole week in Kelowna and the beautiful surrounding area.

Aircraft parking and under wing camping at Kelowna International Airport opens on June 20 and doesn't close until June 27 so there is plenty of time for fly-in visitors to sample the many delights of one of Canada's most beautiful regions.

To get delegates oriented to the lay of the land, on Friday morning, Distinctly Tours will take interested delegates on a city tour that will show them beauty spots, teach them a little about the history of the area and visit the Pioneer Country Market.

Friday afternoon there's a tour that covers wineries, a craft brewery and lo-

cal distillery showing how Okanagan brewmasters, winemakers and distillers make beverages that have won awards all over the world.

There are also tours of the Tree Brewing Beer Institute which includes generous tastes of the brewery's beers.

More information on the tours is available at copaagm2017.ca

In the evening, the Vernon Flying Club (COPA Flight 65) is hosting a dinner at one of the area's most picturesque general aviation airports CYVK. Reservations are required.

There is also a dinner cruise on Okanagan Lake and a Vineyard Long Table Dinner at Blind Tiger Vineyards.

As for the formal part of the event, a welcome barbecue kicks things off Thursday June 22. On Friday, the exhibit hall opens and various seminars are scheduled.

Saturday afternoon, the annual general meeting and awards ceremony will be held and the annual banquet

Kelowna, in B.C.'s picturesque Okanagan Valley, is the host for this year's COPA Convention and Trade Show.

is in the evening at the Kelowna Curling Club.

The keynote address will be made by Barry Lapointe, the founder and CEO of KF Aerospace, a major Canadian MRO and mod company based in Kelowna.

Emcee for the evening is Buffalo Airways' Manager Mikey McBryan, who is best known for his long-standing role on the reality television series Ice Pilots NWT.

Entertainment will be provided by Vernon-based Cod Gone Wild, a Celtic-influenced band who play traditional music with a modern edge.

Registration is open and includes entry to all sessions and access to shuttles between venues at Okanagan University College (five minutes from airport) and some meals. **CF**

CANADIAN CONTENT AT FLIGHTSIMCON

RCAF SIMULATOR EXPERT A MAJOR SPEAKER

FlightSimCon 2017, North America's largest annual aviation and flight simulation conference, will have a strong Canadian presence.

The fifth edition of the conference takes place on Saturday and Sunday, June 10 & 11, at the Sheraton Hartford Hotel at Bradley International Airport, just outside of Hartford, Connecticut.

Major Adam Cybanski, a tactical helicopter pilot with over 20 years' experience and 2,500 hours of flight time on fixed- and rotary-wing aircraft with the Royal Canadian Air Force, will be one of the conference's most popular speakers. Major Cybanski, who is also an experienced aircraft accident investigator, has managed the CH146 Griffon Full Flight Simulator, and now works at the Royal Canadian Air Force Directorate of Air Simulation and Training, will be discussing the benefits of at-home and advanced flight simulation he's found for the Royal Canadian Air Force.

In addition, Embry-Riddle, the world's largest, fully accredited university specializing in aviation and aerospace, will be exhibiting at FlightSimCon 2017. Embry-Riddle joins Vaughn College of Aeronautics and Technology, which will also be exhibiting at the event.

"One of the biggest challenges for student pilots is determining a career path from Cessna to Boeing," said event team member Evan Reiter. "The addition of both Embry-Riddle and Vaughn to the conference will aid in showing our many high school and college-aged attendees how to turn aviation into a career."

The conference is also pleased to announce that Dovetail Games, Laminar Research Lockheed Martin (Prepar3D) are sponsors. **CF**

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2017 COPA FLIGHT SCHOOL CAMPAIGN

Thank you to all COPA Flights who participated in this year's Flight School Campaign! Your efforts are helping to promote COPA and the Canadian general aviation community. This year's campaign has resulted in record numbers of new student memberships.



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- St. Thomas, ON/ Flt 75
- Airdrie, AB/ Flt 134
- Russell, MB/Flt 138
- Victoria, BC/ Flt 6
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- Val d'Or, QC/ Flt 192
- BC Floatplane Assc./ Flt 72
- Iron Creek, AB/ Flt 157
- Saint John, NB/Flt 193
- Avalon, NL/ Flt 97
- Edmonton, AB/ Flt 176
- Sunshine Coast, BC/ Flt 197
- Rideau Lakes, ON/ Flt 56
- West Peace, AB/ Flt 184
- Neuville, QC/Flt 198
- St. Georges, QC/ Flt 46
- Wetaskiwin, AB/ Flt 51
- Westlock, AB/ Flt 139
- Estevan, SK/ Flt 3
- Toronto Island, ON/ Flt 32
- Langley, BC / Flt 175
- Saskatoon, SK/ Flt 10

AIRRIVAC JOINS COPA

MEMBER DISCOUNT ON EMERGENCY SERVICES



A Quebec company that provides air ambulance coverage for all Canadians is COPA's latest corporate member and it has a special offer for members.

AirRivac, which was founded by pilot and paramedic Francois Rivard, is offering COPA members universal medevac and other enhanced rescue and emergency medical services for \$62.50 a year instead of the normal \$125.

AirRivac arranges aerial emergency services for areas of Canada where it's not available under provincial health care plans or for people traveling outside their home provinces. In most cases, a person's own provincial healthcare plan will not cover ambulance, rescue or medevac services outside the province.

AirRivac services can be especially valuable when the patient becomes ill in remote or isolated locations.

Under AirRivac's universal plan, the company not only provides air ambulance services, it will arrange medically necessary air ambulance transfers to specialized care for things like burns, head injuries and other services that not all hospitals can provide.

It will also fly family members to the bedside of injured patients and help out in the full range of emergency situations.

"AirRivac will do everything humanly possible to support you in an emergency situation and direct you to the best resource for your situation," the company says. **CF**

TRANSPORT CANADA ENFORCEMENT ACTIONS

QUEBEC REGION

› A person conducted a take-off in an aircraft when it did not meet the requirements of applicable Airworthiness Directives. The person also conducted a take-off in an aircraft when it had not been maintained in accordance with the maintenance schedule approved by the Minister. A person failed to make specified entries in the aircraft journey log. The pilot-in-command of an aircraft failed to comply with all of the air traffic control (ATC) clearance received and accepted. The person made or caused to be made false entries in a record required to be kept with intent to mislead. The person also wilfully obstructed a TC inspector who was performing his duties under the Act. Violations and penalties as follows: CAR 605.84, 30 days suspension; CAR 605.86, 30 days suspension; CAR 605.94, 21 days suspension; AA 7.3(1)(c), 30 days suspension; CAR 602.31, 21 days suspension; AA 7.3(1)(d), 21 days suspension.

› A person conducted a take-off and a landing in an aircraft over a built-up area or over an open-air assembly of persons in a manner that was likely to create a hazard to persons or property. The person also operated the aircraft at a distance less than 500 feet from any person, vessel, vehicle or structure. Two counts CAR 602.12(2), 20 days suspension; CAR 602.14(2), 21 days suspension.

ATLANTIC REGION

› A person operated an air transport service without an Air Operator Certificate. CAR 700.02(1). Penalty, \$2,500.



PRAIRIE AND NORTHERN REGION

› A person operated a VFR aircraft in Class B airspace without an ATC clearance or an authorization issued by the Minister. The person also operated an aircraft in VFR flight within controlled airspace without visual reference to the surface. CAR 601.07(1), \$750; CAR 602.114, \$1,000.

PACIFIC REGION

› A person failed to ensure that the required maintenance details were entered in the appropriate technical record. CAR 571.03, \$1,000.

RÉGION DE L'ATLANTIQUE

› Une personne a exploité un service de transport aérien sans être titulaire d'un certificat d'exploitation aérienne. RAC 700.02(1), 2 500 \$.

RÉGION DU QUÉBEC

› Une personne a effectué le décollage d'un aéronef alors que celui-ci n'était pas conforme aux consignes de navigabilité. La personne a aussi effectué le décollage de l'aéronef dont la maintenance n'avait pas été effectuée conformément à un calendrier de maintenance approuvé par le ministre. Une personne a omis de consigner les inscriptions requises dans le carnet de route. RAC 605.84, Suspension 30 jours; RAC 605.86, Suspension 30 jours; RAC

605.94, Suspension 21 jours; AA 7.3(1)(c), Suspension 30 jours; RAC 602.31, Suspension 21 jours; AA 7.3(1)(d), Suspension 21 jours.

› Une personne a effectué le décollage et l'atterrissage d'un aéronef au-dessus d'une zone bâtie ou au-dessus d'un rassemblement de personnes en plein air, d'une manière qui risque de constituer un danger pour les personnes ou les biens. La personne a aussi utilisé un aéronef à une distance inférieure à 500 pieds de toute personne, tout navire, tout véhicule ou toute structure. 2 chefs RAC 602.12(2), Suspension 20 jours; RAC 602.14(2), Suspension 21 jours.

RÉGION PRAIRIES ET DU NORD

› Une personne a utilisé un aéronef VFR dans l'espace aérien de classe B sans avoir reçu l'autorisation du contrôle de la circulation aérienne ou une autorisation délivrée par le ministre. La personne a aussi utilisé un aéronef en vol VFR dans l'espace aérien contrôlé sans repères visuels à la surface. RAC 601.07(1), 750 \$; RAC 602.114, 1 000 \$.

RÉGION DU PACIFIQUE

› Une personne a omis de s'assurer que les détails du travail de maintenance avaient été consignés dans le dossier technique approprié. RAC 571.03, 1 000 \$. **CF**

Incidents + Accidents

ATLANTIC REGION

A Diamond DA20 was on a training flight near Havelock airport, NB (CCS5) with one instructor and one student on board. Upon landing on the grass runway at CCS5 the gear dug in to the soft ground, the nose gear collapsed and the propeller struck the ground. There were no injuries. The aircraft was substantially damaged.

A Sunwing Airlines Boeing 737-808 (C-FTDW/SWG201) from Varadero, Cuba (MUVR) to Charlottetown, PE (CYYG) landed Runway 21. After roll out was completed, blue smoke was noticed emanating from the right main gear. After exiting the runway the aircraft parked on Taxiway A for a visual inspection of gear by Aircraft Rescue and Fire Fighting (ARFF). ARFF vehicles followed the aircraft to the parking on apron. Further inspection found that aircraft had a burst tire and a ground staff that got close to the landing gear was sprayed by hydraulic fluid and rushed to hospital. No impact on operations.

PRAIRIE AND NORTHERN REGION

The Royal Canadian Mounted Police (RCMP) dispatch advised Edmonton flight information centre (FIC) of an aircraft accident that occurred May 1st 2017 at approximately 2344Z. A privately registered Cessna 180B came to rest in the water of Pine Coulee about 40 feet offshore. The pilot and passenger escaped uninjured and left the scene. The cause of the accident is unknown.

ONTARIO REGION

TSB REPORT#A17O0087: A Cessna 172M was downwind for runway 24 at Smith Falls, Ontario (CYSH), with an instructor and student on board. A practice forced landing (PFL) following simulated engine failure was conducted. During the PFL the student pilot overshot the runway centerline during

the turn to final approach. The instructor took control and attempted to land on runway 24, however the aircraft touched down hard with the left main landing gear on the asphalt runway surface. The right main landing gear and the nose wheel touched down on the grass beside the runway. The nose wheel dug into the soft grass, collapsed and broke off. The aircraft flipped over and sustained substantial damage. There were no injuries.

TSB REPORT#A17O0080: An amateur built FI-EVO-X (F1 Rocket) aircraft, was landing on Runway 08 at Brampton-Caledon, ON (CNC3) during crosswind conditions. During the roll out after landing, the aircraft pivoted nearly 180 degrees to the left, possibly due to a locked left wheel brake. The aircraft exited the left side of the runway surface and the right wheel dug into soft grass. The aircraft sustained damage to the right main landing gear leg and the outboard portion of the right wing. There were no injuries.

A privately registered Cessna 177 conducted an emergency landing 4NM North of Hawkesbury, ON (CNV4) due to a fuel problem. No services offered by Nav Canada.

PACIFIC REGION

C-GBWC, an Aerospatiale AS 350 B-2 aircraft operated by West Coast Helicopters, was conducting heli-skiing operations support in the Bella Coola, BC area. While manoeuvring to land at a spot, the main rotor blades struck terrain, resulting in substantial damage to the aircraft. The aircraft remained upright and there were no injuries to the pilot and 5 passengers. The flag marking the specific landing area was not visible to the pilot as it had been covered with snow, which was uneven. The pilot contacted the operator via satellite phone, another

helicopter was dispatched to the site and all were returned to the heli-skiing base of operations.

QUEBEC REGION

A privately-operated Cessna A185E was conducting a local flight from Lachute, QC (CSE4) with the pilot and one passenger on board. During the landing roll on Runway 28, the pilot lost control of the aircraft and ground looped to the right. The left wing and left horizontal stabilizer came into contact with the surface of the runway. The aircraft then left the runway on the right side and came to rest in the grass. No one was injured, but the aircraft sustained major damage.

RÉGION DE L'ATLANTIQUE

RAPPORT DU BST no A17A0026: Un DA20 effectuait un vol d'entraînement près de l'aéroport d'Havelock (CCS5), NB, avec à son bord un instructeur et un élève. Au moment d'atterrir sur la piste gazonnée à CCS5, le train d'atterrissage s'est embourbé, le train avant s'est affaissé, et l'hélice a heurté le sol. Personne n'a été blessé. L'aéronef a été lourdement endommagé.

RÉGION DE L'ONTARIO

À l'atterrissage à Smiths Falls-Montague (Russ Beach) (CYSH), ON, le train avant d'un Cessna 172M exploité par Smiths Falls Flying Club Inc. (C-GKLA) s'est brisé et l'aéronef a basculé sur lui-même. Dommages substantiels à l'aéronef. Aucun blessé ni décès. Impact: la piste de CYSH était fermée au moins jusqu'à 0000Z. Le Centre national de l'exploitation (NOC), le Bureau de la sécurité des transports du Canada (BST) et le Centre des Opérations d'Aviation ont été avisés.

RAPPORT DU BST NO A17O0080: Un FI-EVO-X (F1 Rocket) de construction amateur a atterri sur la piste 08 à Brampton-Caledon (CNC3), ON, dans

des conditions de vent de travers. Durant le roulement à l'atterrissage, l'aéronef a pivoté de près de 180 degrés vers la gauche, possiblement en raison d'un frein bloqué sur la roue gauche. L'aéronef a effectué une sortie de piste à gauche et la roue droite s'est enfoncée dans le gazon meuble. La jambe du train principal droit et la partie extérieure de l'aile droite ont subi des dommages. Il n'y a pas eu de blessures.

Un Cessna 177, d'immatriculation privée, a effectué un atterrissage d'urgence 4NM au nord de Hawkesbury (CNV4), ON, en raison d'un problème de carburant. Aucun service offert par NAV Canada.

RÉGION DU PACIFIQUE


Un Aerospatiale AS 350 B-2 exploité par West Coast Helicopters, assurait

une opération d'hélicoptère dans la région de Bella Coola, BC. Lors de la manœuvre d'atterrissage, les pales du rotor principal ont heurté le relief, ce qui a causé des dommages considérables à l'aéronef. L'hélicoptère est demeuré à l'endroit et ni le pilote ni les cinq passagers n'ont subi de blessures. Le drapeau qui marquait l'aire d'atterrissage n'était pas visible pour le pilote parce qu'il était couvert de neige, dont la surface était raboteuse. Le pilote a communiqué avec l'exploitant par téléphone satellite et un autre hélicoptère a été dépêché sur place. Toutes les personnes concernées ont été ramenées à la base des opérations d'hélicoptère.

RÉGION DU QUÉBEC

Un Cessna A185E en exploitation privée, effectuait un vol local depuis

l'aéroport de Lachute, QC (CSE4) avec un pilote et un passager à bord. Lors du roulage après l'atterrissage sur la piste 28, le pilote a perdu la maîtrise de l'appareil qui a fait un cheval de bois vers la droite. L'aile gauche et le stabilisateur horizontal gauche sont entrés en contact avec la surface de la piste. Par la suite, l'appareil a quitté la piste du côté droit et s'est immobilisé dans le gazon. Il n'y eut aucun blessé, mais l'appareil a subi des dommages importants.

À 2154Z, le centre conjoint de coordination de sauvetage (JRCC) d'Halifax (HZ) a avisé le centre de contrôle régional (ACC) de Montréal d'un écrasement au nord de Schefferville (CYKL), QC. L'aéronef en question était un Piper PA-31 (C-FQQB) exploité par Exact Air Inc. 



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CONTINUOUS DESCENT PROCEDURES

STEP-DOWN DESCENTS REPLACED WITH LONG GLIDE

BY ALAN HEPBURN



Until about a year ago, the vertical profile which you were expected to fly on an approach without vertical guidance consisted of a series of vertical steps. As you crossed each fix, you would immediately descend to, or close to, the published minimum altitude for the next leg. Thus, on the approach shown in Fig. 1 to Maniwaki, using the DASUD transition, you would descend to 2,200' as soon as you crossed DASUD, then level off until you crossed GADIV, at which point you would come down to 1,900', and so forth. This is termed a "step-down procedure".

These procedures tend to incur a high workload throughout the approach, and have been cited as a contributing factor in a number of controlled flight into terrain (CFIT) accidents. As an alternative, continuous descent on final approach (CDFA) procedures were introduced. A number of operators had been flying some variant of these procedures for years before they were introduced formally. After all, there is nothing to say

that you have to descend to minimums on each leg of the approach.

The Flight Test Guide for the Instrument Rating now says that "the use of step-down approach techniques where CDFAs are possible and practical will be considered a major error". However, there is not yet much practical guidance available on how these CDFAs should be flown. That's what prompted this article.

When flying CDFAs, you maintain a constant altitude until you intercept a pre-determined glide path, then initiate a constant descent which eventually brings you over the threshold about 50' above the ground. All flight parameters, with the exception of vertical speed, are stabilized on the level run in to the top of descent (ToD). When you reach the ToD, it only remains to reduce power and/or increase drag by lowering the gear to initiate the constant descent. Only minor adjustments are made to stay on the descent profile until you reach the MDA/DH. At that point, if you have the required visual reference, you sim-

Above: Figure 1, 2, 3.

ply continue to touchdown. Otherwise, you have the option of leveling off until you reach the missed approach point, or initiating the missed approach immediately by climbing straight ahead. The former will only be an option if you have lots of runway ahead of you.

To help define a suitable glidepath, a constant descent angle (CDA) table was added to the Canadian approach plates. You can see that at Maniwaki, the recommended ToD altitude is 2,400', and that will have you intercepting the glidepath at 5.3 nm back from the MAP, or 1.2 nm before the FAF. That 2,400' is only a recommendation, however. The choice of the actual ToD altitude is left to the pilot (or perhaps to the company's standard operating procedures, for a commercial operation). Personally, I like to pick an altitude that puts my ToD about 2 miles back from the FAF. That gives adequate time to get the descent nicely stabilized before I cross the FAF. The example shown puts the ToD 1.2 nm back from the

FAF isn't too bad, though I would opt for the 6 nm altitude, rounding it to 2,600'. However, some recommended altitudes have you starting the descent really late. For example, the recommended ToD altitude of 2,500' on the RNAV RWY 08 approach at North Bay (CYYB) has you starting the descent right over the FAF. It also puts you right at minimums in the level-flight portion. In this case, I would fly the level portion at 3,100', which would allow me to intercept the glide path just under 1.9 nm back from the FAF, making things considerably more relaxed. I must emphasize that is strictly my preference, and has no official status whatsoever. It is legal, and will meet the Flight Test Guide requirements to adopt CDFAs procedures. It also puts you 600' above minimums, so if he pulls an engine on you during the level flight portion, you have some wiggle room.

Having PBN equipment aboard makes adherence to the published CDFAs slope practical, since you know your distance to the next waypoint at all times. The CDA table, however, shows distance to the runway threshold, so there is some mental addition required.

You will also see that the gradient of the glidepath is published -3° at CYMW. 3° is nominal. If the number gets above about 3.5°, you will have to pay attention to follow the glidepath down, while something below 2.5° will feel very shallow and dragged out. The table to the left of the minimums box shows the vertical speed required to maintain the published glide path at various ground speeds. As you approach ToD, check your GPS groundspeed, then pick your target vertical speed from this table.

As noted in Part 2, a C146 certified navigator will probably provide you with advisory vertical guidance. If it does, by all means follow it. Just remember the caveat about this guidance being advisory only. There is no guarantee that it corresponds to the published glidepath angle, particularly if that is not 3°.

Now, this is all very fine until you are cleared for the RNAV RWY 24 at Smiths Falls, for example. Here, we find that the

CDA table is blank. This is by no means an uncommon situation. Apparently, the table will be blank when the approach fails to meet certain criteria, but these criteria are not publicly available.

Looking at the approach plate in Fig. 2, perhaps the FAF is a little too close to the runway to meet the unpublished criteria. Anyway, what do we do? Forget about CDFAs, or come up with some variant of it that does not depend on a published CDA table? The Flight Test Guide does not say that you will NOT be assessed as having committed a major error if you revert to step-down procedures after all.

I have developed my own procedure to handle such cases. Note that, at CYSH, the FAF is 2.9 nm back from the MAP. That means we'd like to place our ToD at about 5 nm. Now, a 3° glidepath has a slope of 315 feet per nautical mile. That makes for some pretty tricky mental arithmetic. However, a 3.1° glidepath has a slope of 333 feet per nautical mile (1,000' every 3 miles). Multiplying 2.9 by 333 is still pretty challenging, but instead, divide 2.9 by 3, and you'll get the required descent in hundreds of feet - 9.6 hundred feet, in this case. If we add 960' to the threshold crossing altitude of about 470', we find we need to fly to the ToD at 1,430', or 1,400' in round numbers, and start down 2 miles before SEAFO. We just have to be careful that this doesn't take us below 1,200' over SEAFO, but a brief increase in power as we approach the waypoint should take care of that if necessary. We'll still be better off than ignoring CDFAs entirely. Note that there is no published glideslope gradient, but the diagram would seem to indicate that the required approach is fairly steep. However, going through the math, and assuming crossing SEAFO at the published 1,200' minimum gives you a slope of 2.3° - well below nominal, so don't be fooled by appearances.

Since the CDFAs table is not published in the US, your only option if you want to adhere to the spirit of CDFAs is to use some kind of procedure like this. Again, this is merely a suggested technique, and has no official status what-

soever. In the US, they do publish their glideslopes. At Lake Placid, N.Y., for example, (Fig. 3) the RNAV (GPS) - A has a slope of 8.3°. This is undoubtedly an extreme example, yet even here the simple calculations for that 3.1° glidepath provide a useful reference.

Note first of all that only circling minimums are published. This means that they don't expect you to land straight in off this procedure. That is also why the runway number does not appear in the title. About the only way you could land straight in on runway 21 off this one is if you get visual quite early, drop full flaps, and perhaps slip like crazy.

So, we are not interested in getting down to the threshold on this approach, just on reaching 3,300' by that point. At that point we will circle (a visual procedure) to either runway 21 or runway 03.

Getting to 3,300' by the time we cross the threshold will require a loss of 2,800' in 7.1 nm. Our 3.1° glidepath would bring us down 2,130' in that distance, so we are only talking another 670'. Fly the CDFAs procedure up to the FAF, then make a modest additional power reduction, aiming for 3,300' at the MAP or just before it. If you have the field in sight as you cross the threshold, execute the circling procedure, otherwise, fly the published missed approach.

Another situation to be cautious of is where there is a minimum stepdown between the FAF and the runway. This is the case for the RNAV (GNSS) RWY 03 at Maniwaki, QC (CYMW). Here, we have minimums of 1,420' at TAGOS, 2.5 nm from the runway. If we apply my procedure, we'd start down at 6.2 nm back from the threshold, so ToD would be 2,100' above the threshold crossing height of 700' for a total of 2,800'. Just remember the caveat, and make sure you stay above 1,420' until you cross AVTAM. Since AVTAM is 2.5 nm back, you should cross it at $2.5/3 = 800'$ above the 700' threshold crossing height, or 1,500', so you should be OK. But this extra mental arithmetic is a bit challenging in the middle of a bumpy cloud, so better just to keep your hand on the throttle. **CF**

INSURANCE POLICY EXCLUSIONS

OWNERS MUST KNOW COVERAGE LIMITATIONS



Make sure insurance matches the operation and crew of the aircraft.

As discussed in the May column, there are standard exclusions in every aircraft insurance policy but some companies word or structure them slightly differently. The best bet for owners is to read and understand their policies so they know exactly how to operate their aircraft within its boundaries.

Unapproved or Unqualified Pilots: One of the more common reasons that a claim gets denied is that at the time of the accident it was being operated by an unapproved or unqualified pilot. Aircraft insurance is not like car insurance. Most policies require that pilots be approved by the Insurance Company. In addition, your policy will likely have a condition and exclusion around an approved pilot having the appropriate license, permit or rating for the type of aircraft as well as holding a valid medical. This becomes a very important consideration if you let others fly your aircraft or if you have partners in the aircraft. You could be sitting at home watching “Ice Pilots” on the television when your partner has an accident with the aircraft and coverage is denied because he forgot to renew his

medical. In order to make this a bit easier to manage, the COPA VIP Insurance program recently introduced an Open Pilot Clause (with some minimum conditions) for those occasions where you need to have your aircraft ferried or flown by a pilot at the last minute;

Financial Loss: Most private policies will exclude any coverage for financial loss brought about as a result of being unable to use your aircraft following an accident. But there are a couple of neat policies available to private aircraft owners (including COPA’s VIP Policy) which do have some coverage for trip interruption or the extra expense for renting a substitute aircraft. For example, if you have a prop strike 200 miles from home, wouldn’t it be nice to know that your policy will pay for you to get home?

Employees: Most aircraft owners don’t realize that bodily injury to employees, if injured in the course of their employment, is normally excluded from a private aircraft policy. It is not uncommon for an aircraft to be registered to the owner’s business. If one of your employees joins you on a business trip and is injured as a result of an accident in the aircraft, the liability coverage may not respond under your policy. The reason for this is

because in Canada there is an expectation that employers purchase Workers Compensation for their employees. However, Workers Compensation doesn’t always apply and may not be purchased by your company depending on the type of business or province or territory. If you use your aircraft for business take the extra time to request some contingent coverage in event Workers Compensation does not respond to a loss (this is automatically included as part of the COPA VIP Insurance Program);

Contracts: Accepting liability of a third party or waiving the Insurance Company’s right to subrogate against a third party without permission from your Insurance Company can void your insurance. Make sure you send any contracts you are asked to sign with respect to your aircraft or aircraft hangar to your Insurance Broker for review. The most common example of this would be an airport or hangar lease;

Territory Exclusions: Most private policies do not provide worldwide coverage. Be sure to review the covered territory before you plan your trip to Alaska, the Caribbean or Central America. Whereas Continental US, Canada and Mexico are standard in most policies, only a few policies, including COPA’s VIP Insurance, also include the Caribbean and Alaska;

Aircraft Use: Take a few minutes to review the definition of ‘Use’ in your policy. Typically, most private policies will define private use versus commercial use in the definition section of your policy and then exclude any commercial use. Be wary of policies that use the definition of “Private” Use to dictate what is covered or excluded. For example, your policy may exclude one or more of the following activities un-

der the definition of "Private" Use:

- rental of aircraft;
- aerobatics and formation flying;
- hunting;
- powerline and pipeline patrol;
- fire-fighting;
- intentional dropping, spraying or releasing of anything from the aircraft (i.e., watch out for this if you are participating in a flour bombing event);
- experimental flying or competitive flying;
- any flying in connection with an air show, competition, flying exhibition, or air display;

Note: None of the above are specifically excluded from the COPA VIP Policy unless they are commercial in nature (see our policy definition for more information).


Date Recognition Exclusion: many policies excluded losses just prior to

Y2K in fear of what the "00" date might do to computers and other technologies. Since then, only a few policies have reversed this exclusion. Aircraft owners with newer technologies should be aware of this potential exclusion and ask to have it put back in or choose a different carrier (i.e., COPA VIP).

In addition to these exclusions explained above, you still need to pay attention to the additional frill coverages each policy has to offer. Some are low risk "throw-ins", but most are worth the extra few dollars if you do find yourself in an aircraft accident. Insurance rates on aircraft are at an all time low, so it is an excellent time to consider spending a little bit more for these extra coverages or for increasing the liability limits you currently carry on your passengers.

Private pilots in North America enjoy one of the most generous insurance cov-

erage offerings in the world. In the last two decades, Canadian Insurance Companies have spent a lot of resources developing policies to meet the best interests of their customers. However, exclusions, conditions and specific definitions do exist and if you don't have the time or inclination to read your policy, then please discuss them with your broker and make an informed decision when purchasing your next insurance policy.

If you would like more information on these exclusions or have any other coverage related questions, please contact COPA's VIP Insurance Broker and trusted Partner, The Magnes Group Inc at 1-855-VIP-COPA (847-2672) or VIP-COPA@magnesaviation.com. 

The Magnes Group is program administrator of COPA's aircraft hull and liability program.

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ENGINE MANAGEMENT AND BIG DATA

MECHANICS AND IT MEET ON THE CLOUD



Engine monitors provide large amounts of data on engine health.

The worlds of engine management and “big data” have intersected thanks to the work that companies like Garmin, Insight Instruments and others have done. Insight Instruments pioneered the Graphic Engine Monitor (GEM). Like Garmin’s G1000 environment, Insight’s G series of GEMs are purpose built computers. Complete with a processor, RAM, SD card storage and a LCD screen, the G series has purpose built software which records data from sensors such as EGT, CHT, OAT, Oil pressure, oil temperature, fuel pressure, GPH, RPM, manifold pressure, to name a few. Combined with their TAS1000 air data computer, altitude, IAS, TAS, GS, wind components, are added to each data record stored on the SD card.

The contents of the SD card can be copied onto a computer. With one Microsoft Excel spreadsheet file for each flight, the amount of data can be excessive. Back to Big Data. In this case, the size of the file of an average flight is quite small. There’s just a lot of data to be reviewed. Most GEM manufacturers have focused on the instrument and probes, not the analysis of the data.

In comes the intersection of IT and general aviation. The data contained in the GEMs or G1000 is exceptionally useful, but typically cannot be accessed by the average pilot or mechanic. From a big data perspective, adding analysis, trending and reporting is critical to long term engine health. Historically, engine health was about learning proper engine management skills. Lean until peak and then back off. Provide a proper cool down for turbo charged engines. Avoid shock cooling. Change the oil every 35 hours and take an oil sample. Check the compressions once a year.

Engine big data analysis changes the way we operate our aircraft. Knowing the trends can help change the way pilots lean the engine. In comes the Cloud. Savvy Analysis, a subsidiary of Savvy Aviator, provides the tools to gather, analyze and provide recommendations on the operation and maintenance of an engine. For the past four years, Savvy Aviation, led by Mike Busch, has been storing and analyzing data from a variety of GEMs and aircraft types. With the data in hand, Savvy has been able to develop a cloud-based storage, presentation and analysis tool, designed to allow aircraft owners to quickly and easily understand the data from their aircraft.

Offered as a free service, the aircraft owner is able to review the data themselves. Additionally, on a subscription basis, analysts at Savvy Analysis can review and report on the data, including a fleet wide report card. This allows the owner to see how their engine stacks up to the rest of the fleet. Interpreting the flight and engine data provides recommendations both in terms of engine

performance, leaning procedures and preventative maintenance. The process begins with setting up an account with the Savvy Analysis. Simply provide an email address and information about your aircraft and engine. Using a series of drop down selection bars, the process can be done in under three minutes. With an account setup, files can easily be uploaded for your aircraft. Analysis is instantaneous and real time. For flying clubs and maintenance shops, Savvy Analysis supports many aircraft in an account profile. To date, Savvy has 8,000 customers using the cloud service.

Failing exhaust valve analysis (FEVA) can help predict a failing valve before it fails in flight. FEVA is an artificial intelligence tool created by Savvy. Many times, a sticky valve will have been evident when the engine is started. With no EGT and CHT, the valve in question will return to normal operation after a few minutes of heating. Many mechanics refer to this as morning sickness and may ignore the symptom. With an exhaust valve stuck open, raw fuel will enter the engine compartment, power will be diminished and vibration from an unbalanced engine will resonate through the airframe. I personally experienced a sticking valve in flight. Dealing with a valve problem on the ground is far more desirable. Predictive tools like FEVA can help reduce risk.

Analytics can help mechanics pinpoint problems which need adjustment or engine components which need replacement. For example, fuel flows that need adjustment or fuel nozzles that need cleaning, problems with magneto timing, failing EGT & CHT probes or harnesses and electrical system problems. Time and money can be saved through targeting the problem, rather than a trial and error approach. **CF**

A TEEN'S GATEWAY TO AVIATION

YORK SOARING ASSOCIATION OFFERS YOUTH CAMP



From kites in fifth century China to Da Vinci's replication of bird's wings, to modern day soaring, humankind has always pursued flight in its most basic form. In spite of the Wright Brothers' successful powered flight in 1903, the idea of powerless flight lives on. This dream, however evolved, adapted and restructured, lives on in what we know today as gliding. It is flight in its rawest form.

There's no oil temperature, manifold pressure or RPM to worry about. Other than sailing, there's no sport so reliant on weather, so extraordinary, so basic, so challenging as gliding. It's a sport so simple that one can glide with no electronics at all onboard. It's a sport so pure, one can accurately determine the glider's airspeed by listening to the wind rushing over the wings. It's a sport so natural that one can find themselves caught in a thermal, gaining altitude with a bird.

A glider pilot learns things that a power pilot would not have an opportunity to learn. After flying gliders, "forced" approaches become a matter of routine. Energy management, turn coordination and the fundamentals of stick and rudder become second nature. Gliding has proven invaluable in my flight training, especially when learning to fly tailwheel airplanes.

As a young pilot wanting to fly, I turned to the York Soaring Association (YSA). It is a club staffed by volunteers, permeated with camaraderie, and driven to ignite a passion for aviation. There is, however, one outstanding difference between YSA and most other gliding clubs, in that it has a youth camp. Other than the Air Cadet program, it is rare for an aviation organization to be dedicated to getting youth in the air and licensed.

YSA provides a two to three-week camp (depending on weather) for youth to eat, sleep and fly at the airfield. It's

The York Soaring Association has well established youth program.

an environment where teens meet other teens also inspired by flight. With experienced instructors, regular members, and tow pilots who are more than willing to share stories and give advice, YSA camps are a great summer experience.

During my glider pilot training at YSA, I not only learned to fly, but also learned to become a contributing member of a club. I participated in wing running, mowing the grass, as well as general upkeep of the property. I hope to continue to fly at YSA and to bring in more youth.

For those who wish to fly during the summer, get a licence, and continue to fly for much less, YSA is a great option. The club has a vision of the future that is forward thinking, and welcoming to young pilots. In the coming years, I hope other flying clubs will offer youth camps. Such programs can play a crucial role in promoting our shared passion. **CF**

THE WRIGHTS GOT IT RIGHT

OTHERS GOT OFF THE GROUND, THOUGH



Mankind has always wanted to fly but who was first to guide a heavier-than-air conveyance in controlled flight? Perhaps it was King Kai Kaoos of Persia who harnessed four eagles to his throne to fly him to distant lands.

The Wright Brothers are generally credited as the first true aviators. They had the wisdom and dogged perseverance to document and photograph every detail of their work. Their successful controlled flight on December 17, 1903 was undeniably proven. But there were others making claims before that date.

Clement Ader, a French engineer with some impressive achievements (improving Bell's telephone, and inventing a telephonic kind of stereo) turned his mind to aeronautics in the 1880s. Like most would-be flyers of those days, he was stuck with the tradition that bird flight was the only way to go, or in his case, bat flight. He constructed a giant bat-winged contraption, powered by a four-cylinder steam engine driving a four-bladed propeller. By 1890, the frighteningly impressive machine was ready to fly. The wingspan of 46 feet helped lift the MTOW of 650 pounds. Ader actually managed a powered take-off but the 160 feet of distance covered at an altitude of eight inches was uncontrolled. His claims at flight were dismissed as bat guano and the only photos of his aircraft show it on the ground.

As early as 1899, American inventor Augustus Herring made two flights in his powered glider. The second flight lasted about ten seconds along the sands of Silver Beach on Lake Michigan. A newspaper reporter who witnessed it said that Herring's feet were almost grazing the ground.

In the hot summer days of 1901, Gustave Whitehead, a transplanted German living in Bridgeport, Connecticut was reported as having made a half-mile flight at 50' AGL in an aircraft of his own design. The local newspaper, the Herald published an „eye-witness account“ of the feat four days later. The exciting story was soon taken up by prominent American publications and within a few months the world press had got hold of it.

Whitehead's flying machine was also the first roadable aircraft. He and another man drove the invention, with its wings folded, to the takeoff field at 30 mph in the pre-dawn hours. Once at the field, the aircraft was sent aloft unmanned, ballasted by sandbags and tethered by a rope for a test flight. As the sun rose, Whitehead, fully satisfied with the trial took off on his historic half mile flight, steering the machine by shifting his weight from side to side. He was quoted as saying, „within a year people will be buying airships as freely as they are buying automobiles today and the sky will be dotted with figures skimming the air.“

Whitehead's feat was in all likelihood a fantasy written by Richard Howell, a reporter for the Bridgeport Herald. Less than a year later, Whitehead himself published an article claiming a seven-mile flight but the press turned on him, calling his aircraft non-flying flops. Nevertheless there were, and still are, those who believe Whitehead was the pioneering first flyer even though the „witness“ who gave the original account to the Herald, later signed an affidavit to say it was a hoax.

Sadly for Whitehead, his claims can never be verified because he left no plans or calculations, absolutely no written records about his aircraft or his ideas. Only a few photos exist of his machines, showing them on the ground. An illustration depicting his first half-mile flight was purportedly based on a photograph which was never proven to have existed.

He built more aircraft over the next six or seven years, but none of them ever flew. Could he have forgotten how to construct another flying machine like the one he claimed to have flown for seven miles in 1902?

Meanwhile in Germany, Karl Jatho was busy testing his flying machines months before the Wrights took off. There are surviving photos and drawings of his second biplane which made a flight of 200 feet at ten feet AGL on August 18, 1903 in front of four witnesses. The ten-horse motor was capable of lifting the machine only in short hops and Jatho, unable to improve it significantly, abandoned the project.

Although Ader, Herring, Whitehead and Jatho are contenders for first flight, their machines were unable to stay aloft and were not strictly controllable. With sworn witnesses, documents and photographic proof, Wilbur and Orville Wright have gone down in history as the world's first true flyers. Maybe it's a matter of opinion. **CF**

A TRIBUTE TO REM WALKER

AMATEUR BUILT PIONEER INSPIRED THOUSANDS



To Rem, thank you for what you have done and what you have helped make available to us.

a grand total of \$3087.49. Knowing Rem, every penny would have been carefully counted. (You can read all about this aircraft in the archived May 1964 issue of Sport Aviation.) He also assisted Chapter 154, in Regina, in rebuilding a DH60M Gypsy Moth that is also displayed in the museum.

Rem helped to organize Chapter 154, and also served as president, newsletter editor and director.

In 1988 the Experimental Aircraft Association's Canadian Council was formed to represent EAA's contribution to sport flying and the homebuilt community in Canada. Rem Walker was appointed chairman. The EAA directors unanimously voted to appoint the chairman of this EAA Canadian Council as the Canadian member to the Board, and Rem served in this capacity until 2003. In Spring of 2003, Rem was honoured at the Spring Director's banquet as EAA Board Member Emeritus.

While being very active with EAA activities, Rem also served as the Saskatchewan provincial director with the Canadian Owners and Pilots Association (COPA) for 10 years.

In 2015 at the EAA Canadian members breakfast Rem received a plaque for his many years of service to Canadian EAA members, the first plaque for this honour.

To Rem, from all of us, thank you for what you have done and what you have helped make available to us in the world of aviation. **CF**

Rem Walker, left, was honoured by the EAA Canadian Council in 2015.

You will all be familiar with this feature column penned by Rem for COPA Flight for many, many years. He has formally retired from this role and the challenge has been forwarded to me from Rem. I am very much aware of the tall order this represents.

Rem Walker began his career as an officer in the Royal Canadian Mounted Police, and after eight years of service, took on a job as the western Canadian representative for Forney Welding Equipment. (Back in the 1950's my family purchased a Forney welder that is still in our possession. Most likely Rem was the salesman that sold it to us.)

Rem soloed in a Tiger Moth in 1946 and went on to obtain his private, and commercial licences and instructor's

endorsement. For many years Rem instructed students, teaching them to fly in the Estevan, Saskatchewan area.

Rem became involved with the Royal Canadian Air Cadets program, as a civilian instructor and, later with Squadron 30, to chief instructor and later to adjutant and commanding officer of 703 Squadron. During this time, he became a commissioned officer with the Royal Canadian Air Force Supplemental Reserve.

He built a Jodel D-9 and flew it for the first time on August 22, 1963. He logged more than 900 hours in the aircraft before donating it to the Western Development Museum in Moose Jaw, SK. He listed his building costs in Sport Aviation showing

NEW ENGINES FOR ULTRALIGHTS

BIG POWER FROM SMALL PACKAGES

The ultralight aircraft sector has been struggling because small engine development didn't keep pace with major advances in design and materials.

Pilots became tired of the difficulties and lack of power from most of the early engines that had been used on ultralights. Many went with more sophisticated and reliable (expensive too) power plants, and in order to accommodate those, the airplanes had to become heavier and stronger, thus exceeding the ultralight weight limits.

Canada is one of the few places in the world where there is a generous ultralight weight limit, and we had to fight hard and long to get it. But, the driver of the ultralight manufacturing industry is the market in the U.S.

I just got back from a fact-finding mission in Arizona and found, after visiting small airports in Chandler, Goodyear, Mesa, Glendale, Tucson, and Wickenburg, that general aviation is very much alive and well. There are hundreds of well-built hangers in all of these areas, with certified and amateur built airplanes in them. It isn't easy finding vacant space.

However it was hard to find actual ultralight airplanes, yet in the 1980s and 1990s the skies were buzzing with them. I don't think the market actually dried up, but that people have moved on because of safety and reliability issues. Virtually all the pilots I talked to who used to fly ultralights, say that the most "fun flying" they had related back to those days of the microlight or ultralight machines.

About five years ago powerful and reliable power plants became available for the grass roots definition of a simple, yet strong airplane. I have flown behind chain saw engines and fire wa-



17-pound 10.5 horsepower Raket engine.

ter pump engines for many hours, experiencing the looming danger of low power and possible failure.

About seven years ago I started experimenting with the Raket go cart/light airplane engines from Sweden, and then about five years ago started testing the DLE (made in China) model aircraft engines. (Prior to then no one would even talk to me about manned flight use of their engines). Part of my trip to Arizona was to visit the Desert Aircraft Engines factory. It was their RC engines that ten years ago the Chinese DLE people copied and market today.

The folks at Desert Aircraft Engines do a lot of research and development and have developed extremely reliable engines, to the point that they now supply 50 engines a month to the U.S. Airforce. The Air Force fly them in



radio controlled drones for fighters to shoot down.

It is remarkable that today it is possible to produce 17.5 horsepower out of a 10-pound engine and with amazing reliability. In my opinion that is the single most significant factor that is going to enable us to put grass roots pilots back into the sky in a very simple and strong ultralight with a very affordable price tag. **CF**

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 (CYYG): 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.

CHATHAM-KENT, ON (CYCK): Come join us at the Chatham-Kent Municipal Airport for our delicious Monday night barbecue between 1730 and 1830 hrs. They will be starting Monday, June 13 and run every Monday, excluding holidays, until Monday, September 12, 2016. (No barbecue on August 1 or September 5). We hold our barbecues rain or sunshine.

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 3/ 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 nealandnadin@hotmail.com.

GRAND FALLS-WINDSOR, NL: COPA Flight 195 Regular monthly meeting (excluding June, July and August) held 3rd. Tuesday at 1900 in the community room of IBEX Fuels, 46 Hardy Ave. All welcome whether you are a seasoned pilot, or just getting interested in aviation come on out.

HAVELOCK, NB: COPA 27-The Havelock Flying Club invites you to fly-in or drive-in for breakfast any Sunday of the year. On any Sunday during the month of October present your journey log book to enter our 2017 competition for the Delbert Alward Memorial Cup. Our winner will be announced on Sunday Nov. 5/17. The pilot flying to the most locations noted in COPA's "Places to Fly" section, as verified by his/her journey log, will win the 2017 competition. Please note we cannot accept faxed or e-mailed entries. Simply fly-in, enjoy breakfast and enter to win. For more information check out our website at www.havelockflyingclub.ca.

HAWKESBURY EAST, ON (CPG5): COPA Flight 131 monthly breakfast meeting on the 1st Saturday of the month from 0830 to 1100 hrs. Come and talk about aviation with passionate flyers, make new friends and enjoy the friendly, homey atmosphere. 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 11h. Venez parler aviation et faire de nouveaux amis dans une ambiance amicale. 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>.

KITCHENER, ON (CYKF): COPA Flight 26, Breslau Flyers. Monthly meetings are held on the second Tuesday of each month (September-June) at 1900 hrs in an upstairs classroom at the Waterloo Wellington Flight Centre. A variety of speakers present a range of interesting aviation topics. All are welcome. For more information, please contact Flight Captain Gordon Millar at gordon.millar@rog-ers.com or visit the website for the Breslau Flyers at <http://www.copaflylight26.com%22/>

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 Lethbridge-Sport-Flyers@telus.net.

LINDSAY, ON: LINDSAY, ON: Kawartha Lakes Flying Club COPA Flight 101 has a regular monthly meeting on the 1st Wednesday of each month at 19:00 at LCVI High School, 260 Kent Street West, in Lindsay. Enter through the cafeteria's east door. We meet to discuss various club events with a focus on promoting aviation interest within the Kawartha Lakes. No meetings are held in July (BBQ) and December (Christmas Party). The Kawartha Lakes Municipal Airport, Lindsay consistently has the lowest fuel prices and the Airport View Restaurant, a "pilot's restaurant," serves up what are commonly referred to as, "The World Famous Butter Tarts." The airport supports an active float-based membership. For more information, please contact Bob Burns at bobklfc@gmail.com, or visit the Kawartha Lakes Flying Club at 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

ON THE HORIZON

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 Ed Festel at 250-460-1577 or edfestel@me.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.

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 bienve-

nus. 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 W77 08 21. For more information, please call Jeff & Jackie Douglass at 613-471-1868.

RED DEER, AB: Red Deer Flying Club / COPA Flight 92 meet's 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 winnmy@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 aoellet@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@ccewireless.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!

WIARTON/GEORGIAN BLUFFS, ON: COPA Flight 68 monthly meeting is held the 1st Saturday of the month at 0930hrs at the Wiarton/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

JUNE 2017

JUNE 3, KELOWNA, BC (CYLW): Join COPA Flight 36 for a COPA For Kids event at Kelowna Airport 0800 – 1400. Contact: Jon Itterman 5250-808-1816 Info@kelownaflyingclub.com www.kelownaflyingclub.com

JUNE 3, KAMLOOPS, BC (CYKA): Join COPA Flight 82 for a COPA For Kids event. www.kamloopsflyingclub.com

JUNE 3, PITT MEADOWS (CYPK): Join COPA Flight 16 for a COPA For Kids event. Contact Trevor at 2t.fleming@gmail.com

JUNE 3, FORT ST. JOHN, BC (CXJ): Join COPA Flight 180 for a COPA For Kids event. stevehorychun@gmail.com

JUNE 3, HANOVER, ON (CYHS) Join COPA Flight 54 for a COPA For Kids event at Saugeen Municipal Airport 0930 – 1400. Contact: Barry Tschirhart 519-881-6020 barrytschirhart@wightman.ca

JUNE 3, BURLINGTON, ON (CZBA): Flight 28 is holding a COPAfor Kids event between 1000 and 1300 with a rain date of June 4th

June 3, Prince George, BC: COPA Flight 79 is hosting a Fly-in breakfast at the Central BC Flying Club. 0800 - 1200. Longest Flight prize, draw prizes. Contact John Hebb at johnhebb@telus.net

JUNE 4, SMITHS FALLS, ON (CYSH): COPA Flight 100 Fly-in Breakfast. 0730 – 1130. Go to www.smithsfallsflyingclub.com or call 613-283-1148

JUNE 4, ALMAGUIN HIGHLANDS AIRPARK, ON (formerly South River/Sundridge Airport CPE6): Spring Fly-In. Sausages and Pancakes 0900 – 1100. \$6.00 followed by tours of the airport and a Power Point presentation on the history of the Airport. This is a rain or shine event, If you can't fly, drive, bike or walk, the pancakes and presentation are a go.

JUNE 4, STRATFORD, ON, (CYSA): COPA Flight #69, Perth County Flying Club, 2017

ON THE HORIZON

FLY-IN, DRIVE-IN Breakfast at the Stratford Municipal Airport. 8 am – 12 pm noon. Pancakes with local maple syrup, peameal bacon, coffee, tea, juice. By donation with proceeds to Stratford General Hospital Foundation MRI FUND. billverellen@gmail.com <http://www.perthcountyflyingclub.ca/>

JUNE 4, CARMAN, MB (SOUTH): CJS7 The Carman Flyers' Group will hold its annual Airport Day again this year. Attractions planned include glider from Winnipeg Gliding Club, model aircraft display, flight simulator for would-be pilots, aircraft static displays, and lots of contests and activities for kids. Brunch served from 9:00 am – 1:00 pm.... Just \$6 with kids under 12 free. Manitoba Flying Farmers eat free. Saskatchewan and Ontario FF OK also. Info contact J. Carley (204) 745-3122.

JUNE 8-11, LONDON, ON: Canadian Aviation Historical Society 54th Annual Convention and General Meeting. Join authors, historians, pilots, engineers and enthusiasts for speakers on civilian, industrial, and military topics, tours of local aviation attractions, and a banquet. The conference theme will be "Celebrating Canada's Aviation Heritage." Most convention activities will be held at the Best Western Stoneridge Inn and Conference Centre. For more information, go to www.cahs.ca; cah-convention@gmail.com; or 204 293-5402.

JUNE 10, CHARLOTTETOWN, PE: Join COPA Flight 57 for their COPA for Kids Event. Rain Date: June 11. Contact Brian Pound at pound@pei.sympatioc.ca

JUNE 10, MELFORT, SK: Join COPA Flight 182 for their COPA For Kids event. Contact Trent at trent.rae@fyidoctors.com

JUNE 10, POKER RUN TERMINUS, EDENVALE AERODROME ON, (CNV8): 99s POKER RUN 0900 -14:30, All proceeds go towards the 99s scholarship fund. Poker Hands \$10 each or \$30 for 5 hands. Participating airports: Terminus - Edenvale CNV8, Brampton CNC3, Burlington CZBA, Buttonville CYKZ, Peterborough CCPQ, Oshawa CYO0, Lindsay CNF4, Simcoe Regional CYLS. To donate a prize contact Bev Fraser, bevs@canadian99s.com For more information, please contact: robin@firstcanadian99s.com or 705.309.3007

JUNE 10, PITT MEADOWS, BC (CYPK): 99s Poker Run, Pitt Meadows and 8 other airports. Open to all pilots, everyone welcome. Lots of fun & prizes. Co-ordinates N49 12 58 W122 42 46. Rain date June 17. Please visit our web site at www.bccoast99s.com, find us on Facebook, or email bccoast99s@gmail.com

JUNE 10, TILLSONBURG, ON (CYTB): Canadian Harvard Aircraft Association Fly Day/ Open House. Come hear the ROAR of the Harvards as they take to the skies! 0900 to 1600 hrs Admission by donation. For more info, please contact Pat Hanna at p_hanna@harvards.com

com (519-212-6021) or visit our website at www.harvards.com

JUNE 11TH, CARP, ON (CYRP): EAA Chapter 245 Fly-In Breakfast and Open House. 0730 - 1030. Price; Adults \$8.00, Children under 12 \$5.00. For info call Ken Potter 613 791 6267 or treasurer@eaa245.org

JUNE 11, BONNYVILLE, AB: Bonnyville Flying Club is hosting its annual Fly In / Drive In Pancake Breakfast served from 7:00am to 11:00am regardless of what the weather delivers on the day of. Hope to see you there.

JUNE 11, MANIWAKI, QC (CYMW): We invite you to the Fly-in at Maniwaki airport. 1100 - 1400. Lunch will be served as of 12:00. Asphalted runway (4921' x 150') 03/21 Unicon 122.8 Fuel 100LL available Mogas available in limited quantity (Shell nearby). Note: we will need a few volunteers, if you are interested or for all questions or comments, FlyinCYMW@gmail.com or 819-449-6103. <https://www.facebook.com/events/1561520573858435>

11 JUIN, MANIWAKI, QC (CYMW) : il nous fait plaisir de vous inviter au rendez-vous aérien à partir de 11h00. Un diner sera servi à partir de 12h00. Piste asphaltée (4921' x 150') 03/21 Unicon 122.8 Essence 100LL disponible. Mogas disponible en quantité limitée (Shell à proximité). Note: nous aurons besoin de quelques bénévoles, si vous êtes intéressé ou pour toutes questions ou commentaires, FlyinCYMW@gmail.com ou 819-449-6103. [https://www.facebook.com/events/1561520573858435/](https://www.facebook.com/events/1561520573858435)

JUNE 11, DISLEY, SK (CDS2): E.A.A. Chapter 154 fly-in drive in breakfast 0800 - 1100 hrs. For more info phone Vic at 306-731-2249 or Ron at 306-751-1064.

JUNE 11, ST-LAZARE, QC (CST3): COPA Flight 43/St-Lazare Flying-Club will hold its traditional Fly-In breakfast, 0730-1130, rain or shine. Info: Leo 450-424-6355, Michel 514-694-2129.

11 JUIN, ST-LAZARE, QC (CST3): Le Club COPA 43/Aéroclub de St-Lazare tiendra sont rendez-vous aérien traditionnel, déjeuner de 7:30 à 11:30, qu'il fasse soleil ou qu'il pleuve (CST3). Info: Leo 450-424-6355, Michel 514-694-2129.

JUNE 11, COBDEN, ON (CPF4): COPA Flight 124, Champlain Flying Club, host their annual Fly-in/Drive-in/Walk-in Breakfast and open house from 0700 to 1100 hrs. Please contact Bob McDonald at bobkim.mcdonald@gmail.com or 613-432-8496

JUNE 11, INNISFAIL, AB (CEM4): COPA Flight 130, Innisfail Flying Club Breakfast 0700 to 1100 hrs.

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. Rwy 08-26 paved, 13-31 grass.

JUNE 17, SIMCOE REGIONAL AIRPORT, (CYLS): Ninety-Nines Fly-Out Lunch 12:00 -14:00hrs. Join the First Canadian Chapter 99s at their monthly fly out lunch to the restaurant at Simcoe Regional Airport. RSVP robin@firstcanadian99s.com or 705.309.3007
JUNE 17, EXETER, ON (CSX7): Join COPA Flight 177 for a COPA For Kids event. 0900 - 1200. Contact Summer at typapple@tcc.on.ca

JUNE 17, MIDLAND, ON (CYEE): Join COPA Flight 73 for a COPA For Kids event. 0800 - 1400. Contact leigh.rigden@gmail.com

JUNE 17, WIARTON (ON) (CYVV): Join Flight 68 for the A & A Extravaganza. 1000 to 1600. Hangar Market, old cars, motorbikes and aircraft.

JUNE 17, LANGLEY, BC (CYNJ): COPA Flight 175 Langley Aero Club Annual Fly-In at Langley Regional Airport (CYNJ). Aircraft judging, Seminars, Exhibitors, Homemade pies, Silent Auction, Canadian Museum of Flight, and more! Website <http://langleyaeroclub.ca>. Contact Bruce Prior at b.prior@ieee.org.

JUNE 17, OLDS/DIDSBUY, AB (CEA3): COPA Flight 142 Fly-in and Car Show. Pancake Breakfast 0800 - 1100. Come see Antique Willy's Jeeps, hot cars, trucks, motorcycles, tractors. Olds Air cadets 50/50 draw. Discounted fuel. More details at <http://www.odfa.ca/news.php>

JUNE 17-18, SHERBROOKE, QC (CYSC): Les Faucheurs de Marguerites, COPA Flight 37 is proud to invite all COPA members and the aviation community to its 23rd annual fly-in hold at the Sherbrooke airport. A lot of aircraft of all kinds, a fly market, static displays, workshops (metal, composite, weight & balance), exciting conferences and seminars, homebuilt/aircraft restoration contest, commercial exhibit, aircraft manufacturers, aircraft clubs, Saturday night special dinner. Free camping on site. Real Paquette 819-878-3998; send us an e-mail at lesfaucheurs@hotmail.com; or visit our website at 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 tenu à l'aéroport de Sherbrooke. Au menu : beaucoup d'aéronefs de toutes sortes, marché aux puces, avions en démonstration statique, ateliers de construction (composite, métal, poids et centrage), conférences et séminaires, concours de construction/restauration d'aéronefs, comptoirs commerciaux, manufacturiers d'avions, clubs d'aviation, souper-party du samedi soir, restaurant sur place. Tours d'avions et héli-

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Membership Card Category: this entry will be used as the background image of the new COPA membership card.

Rules:

- 1) Photos must be taken in Canada during 2017 and include at least one Canadian-registered aircraft.
- 2) Photos must be in high resolution in either JPEG or RAW format. The minimum file size considered will be one megabyte and the largest 20 megabytes.
- 3) Routine colour correction and other minor Photoshop adjustments are fine but no composite photos or extreme manipulation, please.

Entries must be submitted to: russ@copaflight.ca
by October 31, 2017.



Photo credit: Tyler Pearson

coptères disponibles. Camping gratuit sur place. www.lesfaucheurs.com; envoyez-nous un courriel à lesfaucheurs@hotmail.com; ou appelez Réal Paquette au 819-878-399.

JUNE 18, (FATHER'S DAY) FAIRVIEW, AB (CEB5): Dunvegan Flight #174 Annual Fly-In Breakfast 0800-1200h. Fairview Airport. Notes: After restoration, the inaugural flight of Canso PBY 5-A, C-FNJE is being planned for the day of the annual fly-in. <http://www.savethecanso.com/>

JUNE 18, VEGREVILLE, AB, (CEV3): COPA Flight 191 and Vegreville Flying Club will hold their annual Fly-In / Drive-In Pancake Breakfast. Breakfast starting at 0800. For information: Stu at 780-222-8282 or check out our website at www.vegflyclub.com

JUNE 18, ERICKSON, MB (CKQ6): Father's Day Fly-In. Breakfast from 0800 - 1100. For more information call Dave Walker at 204-636-7803.

JUNE 18, VARGAS ISLAND, BC: BC General Aviation Association/COPA Flight 194, is hosting a fly-out to the iconic Vargas Island Beach on the West Coast of Vancouver Island. This flyout will happen the day after the Langley Fly-In. To register for updates on this event ie. changes in time, weather alternates etc... please register your email address. More info: www.bcaviation.ca/vargas2017.html

JUNE 18, PICTON, ON (CNT7): COPA Flight 53, our famous Father's Day Breakfast Fly-in returns. Served from 0800 to 1100 am, \$8 for our wonderful breakfast. PPR not required for his event. Contact: Dave Main. 613-661-3278. Prince-Edward-Flying-Club.com

JUNE 18, LLOYDMINSTER, AB: COPA Flight 113 Lloydminster Flying Club Annual Fly In / Drive In Pancake breakfast and COPA for Kids Day. Breakfast begins 0800. Contact Kevin-306-821-7617, k2reiter@gmail.com

JUNE 18, CORNWALL, ON (CYCC): COPA Flight 59 invites you to their annual Father's day Fly-In breakfast at the Cornwall Regional Airport, 19403 Airport Road, Summerstown ON. Breakfast served from 09:00AM, cost \$7. Pilot's line for those who fly-in. For more information please contact Claude at claudesaint-martin@sympatico.ca or (450) 269 3473.

JUNE 21, HANOVER, ON (CYHS): C F SNOWBIRDS CELEBRATE THE BRUCE 150TH air show, featuring, Turbo Beaver flyby, aerobatics from Gord Price and his Yak, WW1 aircraft in a dog fight and the C F SNOWBIRDS. All are welcome for this free air show starting at 4 p.m. Drive or fly to the Saugeen Hanover Airport. Check NOTAMS for air space closure. www.saugeenairport.com or Southern Ontario Director Phil Englishman 519-377-3777.

JUNE 23-24, KELOWNA, BC: A sight to behold, CYLW will be the happening place

ON THE HORIZON

for all Aviators and aviation enthusiasts alike as hundreds of planes are expected to arrive for the national AGM and AVICON Trade Show! There will be plenty to see for the general public as well as special events for the delegate Aviators. Click here for further information.

JUNE 24, LINDSAY, ON (CNF4): Join COPA Flight 101 for a COPA For Kids event. Contact Bob at bobburns@i-zoom.net. www.klfc.ca

JUNE 24, SARNIA, CHRIS HADFIELD AIRPORT (CYZR) - COPA Flight 7 is hosting a fly-in breakfast for all Aviators and Co-pilots Saturday 24 June 0800 - 1030. Bring an appetite but bring your cameras too because there will also be a WWII B-17 Bomber parked on the ramp. You can tour the bomber and maybe even talk to the pilots who are stopping over for a few days. They may also still be offering promotional rides if you have the funds to help pay for gas. For more details, email copaflight7@hotmail.com.

JUNE 24, SUMMERSIDE, PE (CYSU): Join COPA Flight 125 for a COPA For Kids event. Contact Dave at drdaveaviator@hotmail.ca

JUNE 23-24, HALIBURTON STANHOPE ON (CND4): This will be the 23rd consecutive year that an E.A.A. Young Eagles sanctioned event will be held at the Haliburton Stanhope airfield. Friday 1600 - 2000. Saturday 0900 - 1400. For more information contact Cam Loucks at 705-754-2611 or cloucks@algonquinhighlands.ca.

JULY 2017

JULY 2, DELORAIN, MB (CJJ4): Fly-in breakfast 0800 - 1100

JULY 05, BRAMPTON AIRPORT, (CNC3): Ninety-Nines Fly-Out Lunch 12:00 - 14:00 hrs robin@firstcanadian99s.com or 705.309.3007

JULY 6-9, YELLOWKNIFE, NT: The Midnight Sun Fly In Association will be hosting the 2017 Midnight Sun Fly In www.midnightsunflyin.com

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! info@andersonaviation.ca

JULY 9, OWEN SOUND, ON (CYOS): 8am-4pm 11th Annual Wings and Wheels Event/ COPA Flight 144, 60+ aircraft expected, first 25 pilots get embroidered "Wings" hat, all pilots free lunch, mystery location win ICOM Handheld transceiver courtesy Aviation World. Last year 330+ classic cars, this year enjoy award winning Elvis act by Peter Irwin, band live on stage 'Memphis Rebels', food court onsite, vendors, avgas and jet fuel, incoming 123.00 ground 122.400. Canadian Harvards, CWHM Catalina PBV flying Boat, DC-3 for pub-

lic rides. Information Steve Meades, 'oldguys@bmts.com' or text 519-375-1446

JULY 9, BANCROFT, ON (CNW3): COPA Flight 119, Annual Fly-in Pancake Breakfast from 0800 until 1200. Gary Gaudreau gary@bancroftflyingclub.ca.

JULY 11 & 12, SHOAL LAKE, MB (CKL5): Celebrate our 25th Anniversaries with us at Shoal Lake Airshow 2017 with the Snowbirds, Bill Carter, Pete Mcleod and more! Full story at www.slairstow2017.ca. Plan now to attend!

JULY 14 - 16, 70 MILE LAKE, BC: COPA Flight 72 BC Floatplane AGM www.flyingu.com for an overview of the ranch & its amenities.

JULY 15-16, PETERBOROUGH, ON (CYZA): The Peterborough Airport and COPA Flight 34 present an air event/fly-in. Saturday 8-5 and Sunday 8-4. The dinner/dance banquet will start with cocktails at 5:30 on Saturday evening, dinner at 6:30. The B-17G (Sentimental Journey of the "Flying Legends of Victory Tour"), will arrive at noon on the 10th of July. The B-17G will be parked in front of the Airport terminal for viewing tours (\$5) during the week from 9am to 6pm.

JULY 15, PORT ELGIN, ON (CNL4): Join COPA Flight 172 for COPA for Kids event at Port Elgin Airport. 1000 to 1400. Rain date July 16. Contact: Steve McDougall 519-385-2867 steve.mcd@bmts.com www.copa172.com

JULY 15, NEW GERMANY, NS (CCA2): COPA 196/The Bluenose Flying Club New Germany Lake N44.55, W64.74. (weather day July 16), 9th Annual Pilot's Picnic. Comm 122.8 Contact Mervin Zinck (902)-521-5388

15 JUILLET, SAINT-ANDRÉ-AVELLIN, QC (CAA2): La corporation des pilotes vous invite à leur 5ième déjeuner aérien. Le déjeuner sera servi de 8:30h à 12:00h à l'intérieur du hangar principal de l'aérodrome. Venez visiter notre belle région, parler aviation et faire de nouveaux amis dans une ambiance amicale. Piste en gazon. Bienvenue aux campeurs sous-l'aile. Nous aurons aussi une exposition de véhicules antiques. Pour information : 819-983-8454 ou paulam@live.ca ou CFS-CAA2.

JULY 15TH, SAINT-ANDRÉ-AVELLIN, QC (CAA2): The corporation of pilots of Saint-André-Avellin invites you to their 5th Annual Summer Fly-in. Breakfast will be served inside the aerodrome's main hangar from 8:30 hr to 12:00 hr. Come, visit our beautiful area, make new friends and talk aviation in a friendly, homey atmosphere. There is a grass airstrip with plenty of parking. Welcome also to under-the-wing campers. We will also have an antique car show. For more information: 819-983-8454, paulam@live.ca or CFS-CAA2.

JULY 15, TILLSONBURG, ON (CYTB): Canadian Harvard Aircraft Association Fly Day/

Open House. Come hear the ROAR of the Harvards as they take to the skies! 0900 to 1600 hrs. Admission by donation. Contact Pat Hanna at p_hanna@harvards.com (519-212-6021) or visit our website at www.harvards.com

JULY 16, VULCAN, AB (CFX6): Vulcan flying club annual fly in breakfast 0800 to 1100. Jesse Bjornson 403-485-3696.

JULY 16TH, IROQUOIS, ON (CNP7) The Iroquois Flying Club's Special 51st Annual Fly-In Breakfast beside the beautiful St. Lawrence 8:00 a.m. to 11:30 a.m. Seaplane dock near the airport. Information: 613 657-1646.

JULY 16, CAMPBELL RIVER, BC (CYBL): 4th annual WINGS 'n' WHEELS fly in and car show. Camping allowed - breakfast starts at 0700. Expecting military displays and flypast plus a B25. Sat evening July 15th hangar Dine and Dance - advance tickets only. Call or email Bill 250-287-6259 bill@sealandaviation.com

JULY 19, GRAND FORKS, BC (CZGF): The Grand Forks Flying Association would like to inform you that we are on the Snowbirds demonstration team schedule. <http://www.rcaf-arc.forces.gc.ca/en/snowbirds/schedule.page>. The show will start @ 1600. Please be early, Notam will close airspace. Camping under the wing or RV will be available on site if needed. For more information James 250-442-9424 or email jttraynor@hotmail.com

JULY 22, VERNON, BC (CYVK): Join COPA Flight 65 for a COPA for Kids event 0800 - 1300. Rob McDicken at 250-306-0526 or c4k.vernon@gmail.com

JULY 22 - 23 HALIBURTON STANHOPE ON (CND4): Ultralight And Homebuilt Aircraft Fly In / Drive In Breakfast 1000 - 1400. Breakfast hosted by the Haliburton Stanhope Airport Committee. Contact Cam Loucks at 705-754-2611 or cloucks@algonquinhighlands.ca.

JULY 24-30, OSHKOSH, WI: Join COPA July 25th for the great Canadian Cook-out, thanks to Magnes and AIG, where all Canadian pilots are invited to gather under the tent. There will be many door prizes, food and drinks for everyone to enjoy.

JULY 30, RUSSELL, MB, (CJW5): COPA Flight 138/Russell Flying Club Annual PANCAKE BREAKFAST. 0800 - 1200. **Flying Farmers eat for FREE!** 4000' paved runway. Cheap avgas. Overnight parking/camping welcome. More info by emailing wrvile@gmail.com

**SUBMIT YOUR EVENTS
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GIRLS TAKE FLIGHT! AT OSHAWA

VOLUNTEER-DRIVEN EVENT FLIES 200

BY MICHAEL MARTIN



An all-female Porter Airlines crew brought a planeload of participants to Girls Take Flight! at Oshawa Airport for a day of aviation immersion. The lucky passengers and hundreds of others enjoyed a day of flying, seminars and educational displays.

PHOTO CREDIT TOP, CENTRE AND BOTTOM RIGHT, MICHAEL MARTIN. LEFT, COCO KY

Both little Faye and her older sister Greta tell their mom Wendy that they both want to be pilots when they get older. Today will be Faye's first flight in a small airplane, but Greta was old enough last year to participate in the Girls Take Flight! event, so today will be her second flight. She is just as excited this year as she was last year.

Little Faye stared in awe at the Porter Airline Captains and First Officers looking ever so impressive in their uniforms.

"She did not know that girls could be pilots," Greta said.

This is exactly what Lesley Page and her team of 150 volunteers at Oshawa Airport hoped for when they invested a full year to prepare for this event. "It's a lot of hard work, but the smiling faces on these young ladies makes it all worthwhile," Page said. "Just six percent of the pilots worldwide are woman, and that is just wrong."

Porter Airlines is a shining example of this needed change to integrate more women into aviation. They employ many women as captains and first officers as well as in numerous other important roles within their business.

Porter flew 50 girls to Oshawa Executive Airport in a Canadian-built Bombardier Aerospace Q400 turboprop aircraft and it remained on display for other young ladies to dream about flying too.

The focus of this volunteer-driven event is to introduce girls between the ages 8 to 18 to the world of aviation. Statistically, females trail in the science, technology, engineering, and math (STEM) disciplines and this event is aimed to share the opportunities, possibilities, and career paths available to all young women and to ignite an appetite for aviation. About 200 girls flew in this event. **CF**



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SKY HARBOUR READY FOR BUSY YEAR

FLIGHT 45 INVOLVED WITH COMMUNITY EVENTS

BY FRED BRUINSMA

Goderich, Ontario's Sky Harbour Airport is a designated airport for Huron County's 2017 International Plowing Match (IPM) near Walton. Pilots and passengers can fly into the airport and taxi to the end of Runway 10 to enjoy breakfast at Flippin' Eggs.

COPA Flight 45 members will be there to shuttle fly-in visitors to the IPM site where they can see all things agriculture, home, landscaping and crafts. When ready, COPA 45 drivers will again shuttle pilots back to their aircraft. Sky Ranch is open for lunch or an ice cream cone. It's a great way to attend the centennial IPM.

In 1938 Sky Harbour Airport was established and in October 1940, EFTS #12 (Elementary Flight Training School) was opened to provide training for the RCAF and RAF away from the threat of war. As well Port Albert Navigation School, Clinton Radar School and Centralia Air School were established. Huron County was the only county in Canada to have four aircrew schools. In 1996, the Sky Harbour Gallery opened to display uniforms, equipment, logbooks and photos of the school. There was a theatre there to view a video of that era. In 2015 the Sky Harbour Gallery was moved to the Huron County Museum on North Street. At the same time the Port Albert collection of Eugene McGee was moved from his home to the expanded military gallery at the museum.

COPA 45 is an active aviation group that holds monthly meetings every second Wednesday, and the Sky Harbour Modellers hold their meetings the last Wednesday, mostly in the newly renovated clubhouse which was the former



weather station. COPA 45 hosted the BBQ for the Hometown Heroes, a fundraiser for the local hospital. COPA 45 members participate in fly outs to area airports, air tours, and the annual COPA conventions, last year in Yarmouth NS and this year in Kelowna BC.

Our members volunteer at EAA's (Experimental Aircraft Association) Sun 'n' Fun in Lakeland FL and AirVenture at Oshkosh. Goderich's Keith Hopkinson, Gus Chisholm (posthumously) and Jim Armstrong were honoured by EAA Canada for their contributions to homebuilt aircraft. Hopkinson's aircraft is in the Canada Aviation Space Museum and Chisolm's plane is still flying at the Guelph airport. Armstrong's homebuilt is at his Brussels farm.

For Canada's 150th anniversary, some pilots are planning to fly into 150 airports, first heading west to Kelowna B.C. and then east to the Stanley, Nova Scotia Fly-in on Labour Day weekend.

The Sky Harbour Modellers hold a fly-in every August for the public. When weather permits this group flies their radio controlled aircraft at the airport.

Goderich's Sky Harbour Airport is close to a lot of local attractions. Visitors can fly in and enjoy food at the local restaurants, there are nature trails to hike or bike. There are several bikes at the terminal to ride the trails, go to the beach or into town, nearby golf courses, mini golf, and Point Farms Provincial Park. **CF**

Pints With Pilots

PHOTOS BY GUSTAVO CORUJO



There was a full house at the Brampton Flying Club April 21 as COPA and the club hosted Pints With Pilots.

The well-attended social event was held in conjunction with COPA biannual board of directors meeting in which directors from across the country chart the future direction of the organization.

COPA CEO and President Bernard Gervais gave attendees an update on

the many changes that have taken place within COPA in the past year.

Local representatives, including BFC President Allan Paige and local COPA National Director Phil Englishman, welcomed the COPA delegates and added some local anecdotes.

As part of the event, attendees were given a tour of the newly renovated Great War Flying Museum, which is also based at Brampton. **CF**



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HARVARD ASSOCIATION AWARDS NIGHT


PHOTOS BY GUSTAVO CORUJO



The Canadian Harvard Aircraft Association held its annual awards banquet in late April in Tillsonburg, Ontario.

The event is held as a fundraiser, with a big auction and other activities to help the association pursue its mandate to keep the much-loved Second World War trainer a part of Canada's aviation scene.

The organization owns eight Harvards, two of which are undergoing restoration. It also has a Tiger Moth and a Yale.

Among the attendees at this year's event was Golden Hawks founding leader Fern Villeneuve. 



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99s Poker Run Set

FLY TO SEVEN ONTARIO AIRPORTS



Pilots and passengers are urged to enter the 99s First Canadian Chapter's Poker Run Saturday, June 10 with the June 11 as a back-up rain date.

The main purpose of the Poker Run is to have fun, get some cross-country time, have a purpose to fly somewhere, meet some of your fellow pilots and at the same time raise some money for the 99s. Entrants can show up at any one of the participating airports (Burlington, Buttonville, Brampton, Oshawa, Peterborough, Lindsay, Lake Simcoe Regional) early in the morning to ensure plenty of time to finish at Edenvale Aerodrome before 2 p.m.

Volunteers will be at each airport and will explain how it all works to partici-

Volunteers will be ready to register participants in the 99s Poker Run in southern Ontario June 10.

pants. The process is also explained at www.firstcanadian99s.com.

The 99s are women pilots who belong to an international organization of woman pilots started by Amelia Earhart. The money raised goes mainly to flying scholarships and donations to important aviation endeavours Canada wide.

Donations are welcome but participation in the Poker Run is an ideal way to contribute. It is one way of thanking the flying community for all the support the 99s have received and provide a fun-filled day to all. **CF**

PHOTO COURTESY 99S FIRST CANADIAN CHAPTER



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BIG NEWS FROM COPA SOON

BOARD OF DIRECTORS MEET AT BRAMPTON

PLANE TALK BY JOE HESSBERGER

In late April, I flew to Toronto for COPA's 2017 April board of directors meeting. After an interesting day the 15 directors office staff and President Bernard Gervais were taken by bus to the Brampton Flying Club where we were hosted by the club for dinner and a tour of their facilities.

This club is an amazing place. The best part is that the club owns the airport, two runways, 24 airplanes for the flying school, multiple private hangars and a museum and all of it is mortgage free. And what a museum it is: fantastic! There were a number of First World War airplanes including an original German one and several other full scale and smaller ones and a superb workshop. In the workshop I saw an original rotary engine of some kind. I had seen and used plenty of radial engines before, in Beavers, Otters, Norseman aircraft and DC-3s but never a rotary one.

In the museum building were original flight suits and uniforms and even one that must have been worn by a German pilot. On your next cross Canada flight make Brampton a stopover. You will not be disappointed.

As for the meeting, good things will happen soon. Details will be unveiled June 23-24 at Kelowna during the COPA AGM. In addition to the big announcement, there is something for everyone at the AGM. Pamela Carey-Nelson, the chair of the organizing committee together with the capable staff at the COPA head office in Ottawa, have prepared an event second to none.

The folks at B.C. General Aviation (COPA Flight 194) produced a video called Hangar Flying the B.C. Moun-



The Great War Flying Museum is a treasure trove of artifacts from the First World War and operates a fleet of replica aircraft.

tains. This is a jam session of experienced mountain pilots and it is provided for the folks who might feel apprehensive about flying in to Kelowna this summer. Look for it at bcaviation.ca

Where have all the pilots gone? It is said the aviation industry in North America is 20,000 pilots short. Some airlines are parking airplanes because they simply do not have the crews to operate them.

I recently had the honour to speak at the BC Aviation Council's executive meeting in Vancouver. I briefed the members about COPA's latest initiative with the flying schools across the country, in encouraging new aviation students to sign up with COPA for a free one-year membership. The objective



is to entice more students to become COPA members and in turn become more aware of the opportunities in the industry.

In the course of the resultant discussion I voiced the opinion that within the present system of personnel licensing and subsequent employment process there is a disconnect because newly licensed pilots are unable to make a living wage. I suggested that

one possible answer to that, may be the establishment of an industry wide standardized apprenticeship program. This is by no means a novel idea in other industries and has been in place for decades in Europe. I realize that the development and implementation of such a program in Canada and the wider North America, is a daunting task but it is not impossible.

The idea would be that operators would agree that young ab-initio candidates would be hired and, after a thorough vetting program, be contracted for a certain period to begin their education in the aviation industry. During this time they would be trained in all aspects of their chosen aviation career, and at the end of the period would receive the required certification. This would then enable the individual to obtain employment with the sponsoring organization, or any other organization, making a decent wage. During the term of training the student would receive a stipend from the employer. Once all the training has been successfully completed, the individual would be prepared to enter the workforce as a competent and valuable employee.

Consider the Multi-crew Pilot Licence (MPL). The MPL was an initia-

tive by the International Civil Aviation Organization (ICAO) in the early 2000s. Transport Canada quotes in their document: More about the Multi-crew Pilot Licence (MPL), and I paraphrase "Those changes are now reflected in Annex 1 (ICAO SARPS) and also their (Procedures for Air Navigation Services — Training (PANS-TRG)) document, which came into effect November 23, 2006. Of particular significance is that this publication provides guidance for the implementation of a new internationally recognized pilot licence called the Multi-crew pilot licence"

The latest amendment to the document "More about the Multi-crew Pilot Licence (MPL)", was March 08, 2017. It is clear that the MPL is in fact an internationally recognized document.

Transport Canada specifically stated that the implementation of the MPL program did not intend to deal with the pilot shortage that is currently plaguing the industry. I do however believe that this program, in conjunction with provincial and/or federal government approval, if implemented at the general aviation level, would also encourage young people, and especially their parents who often pay for their children's education, to consider aviation as a lifetime career choice.

The folks at B.C. General Aviation (COPA Flight 194) produced a video called Hangar Flying the B.C. Mountains.

The Transport Canada documents: Multi-crew Pilot Licence Training Program Manual and Multi-crew Pilot Licence Flight Test Guide may be downloaded from the TC website.

Joe Hessberger is a former Transport Canada Civil Aviation Inspector and was an ICAO Flight Operations Expert for the ICAO Technical Co-operation Bureau. He was involved with the development and implementation of the MPL internationally. **CF**

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

Joe Hessberger, the old, bold Pilot is a COPA Director for BC and the Yukon.



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Father-Daughter Float Flying

A DAY IN THE GULF ISLANDS IN A CESSNA 182

STORY AND PHOTOS BY DAN WALDIE

It's not every day that I get to go flying with my daughter Bonnie so when she invited me to come up and have some fun with her and her friend Graham Palmer in her gorgeous 182 on floats I jumped at the chance. Bonnie is a Calgary-based Dornier 328 first officer for Central Mountain Air and was in my hometown of Victoria to get some float time and to visit her kids, who were enrolled in sailing school.

To get flying with her and Graham in her gorgeous Skylane was something I was looking forward to for a long time. The day couldn't have been any nicer to fly around the southern Gulf Islands especially in a floatplane. It was CAVOK with light wind out of the northwest.

Bonnie and her husband Robin had recently upgraded the 182 from 230 horsepower to a 270-horsepower Continental O-470-50 P.Ponk with a wicked looking Hartzell Super Scimitar three-blade prop. It also has a spiffy new paint job that makes the plane look like it just came out of the factory.

I met Bon and Graham at the Pat Bay float base on a gorgeous morning with headset bag and camera bag awkwardly slung over my shoulder. Dodging the goose land mines on the seaplane ramp I was just in time to see Graham launch C-GRTI with the tug.

After getting squared away in the back seat and belted in and headset on I got my camera out and put the 20mm on hoping to get some great shots. Although not the golden hour the contrasting colours were spectacular in the sunshine. It was one of those days when it was hard to not take a good photo.

Bon started RTI and let it warm up then did the run-up before Graham got



takeoff clearance for Shawnigan Lake. We were going to do a "splash and go" but Bon wanted to say hello to a girlfriend who lives on the lake. After a beautiful landing at Shawinigan, Bonnie step-taxied to the west arm where her friend lives.

There was lots of traffic on the lake and we were constantly looking out for ski boats, jet skis and boaters in general. Most of these people have no clue how to deal with a floatplane that suddenly appears on the lake and we were having to put up with a lot of wake from various craft.

After a visit, we left Shawnigan and headed out over Cobble Hill to Duncan and Crofton. Graham was thinking Bon should get some practice landing at Thetis Island but boat traffic at Telegraph Cove was a bit much so we crossed over the "Cut" to come down Trincomali Channel on the west side of Valdez and Gabriola to Active Pass. Flying at 300-500 feet is a new thing for me but there is not much point going higher when you have floats and the view is spectacular.

The wind was picking up and by the time we got to the outer side of Mayne Island we were getting a strong wester-

Author's daughter Bonnie with Graham Palmer and he Cessna 182 on floats on a memorable B.C. day.

ly tail-wind that pushed us along quickly. Crossing over Boat Passage to South Pender we talked to Victoria Tower and got clearance for low-level crossing of the Spit to Cordova Bay where Bon set RTI down nicely and spun it around to back into the beach.

After getting the obligatory photos and doing some PR for the Victoria Flying Club with some of the people on the beach we hopped back aboard for the takeoff and short hop over Sannich Peninsula to Pat Bay. Graham talked to Victoria Tower for clearance to Pat Bay where Bon set RTI down gently after dodging an RCMP boat that cut right in front of us on final.

What an incredible morning! We flew 1.8 hours and Bon had time to get to the sailing school to pick up grandson Holden and take him to Cowichan Lake for a picnic lunch that couldn't be beat. Holden really enjoyed pumping the floats out so perhaps he will make a great seaplane pilot himself one day. He's a very lucky little guy indeed. **CF**

ARCTIC TOUR OFFICIALLY LAUNCHED

OTTAWA NEWS CONFERENCE EXPLAINS GOALS

COPA was invited to the official launch of the Canadian Arctic Aviation Tour 2017 in Ottawa in early May. “Elevate, Educate, Celebrate” is their motto, expressing the spirit and purpose of this tour as explained by Flight Operations Manager Ken Fowler, who is also a member of Team Rocket, one of the central performers on the tour.

The CAAT will be a summer-long air show tour that will bring excitement, entertainment and celebration to every community in Canada’s North, all through the magic of flight. That’s 97 air shows on a tour covering 16,700 nautical miles from Fort Liard, Yukon on June 2, to Nunavut’s capital, Iqaluit on August 18. Many locations define the word remote and are only accessible by air.

The CAAT will have a core team of air show performers, with others joining the tour where and when they can, in addition to support staff that include a SAR Tech and air show announcer.

Joining Team Rocket for portions of the tour to date are fellow aviators Ross and Bud Granley in their Yak-18 and Yak-55, Dave and Drew Watson in their Harvards, and Canada’s only female air show pilot Anna Serbinenko to name a few. Even the Royal Canadian Air Force and Canadian Armed Forces will be supporting the project with appearances by the CF-18 demonstration team in Whitehorse, Watson Lake, Yellowknife and Hay River, and search and rescue demonstrations at numerous locations using the Twin Otter and Hercules. They are also working on securing the SkyHawks Parachute Team at a few still-yet-to-be-named locations.

That it is one of the most ambitious Canada 150 projects is an understatement.



ment. We all know air shows are weather dependent and can be a major let down when Mother Nature does not cooperate. Furthermore, this tour of almost 100 communities will be conducted north of the 60th parallel making logistics a lot of work. However, this tour has many other objectives outside of the Air Show component. Here is where I would add the word “Inspire” to the tour’s motto.

While this will undoubtedly be an unprecedented experience for most of those living in these communities, the CAAT 2017 organizing committee wants to do more. They want to make a difference!

This will be accomplished through the Voices of the North legacy project which will live on in schools and communities well beyond the air shows. <http://caat2017.com/outreach/>

In my case and many COPA members I have spoken to, as a young child, aviation was a dream career that inspired us



to work hard and achieve our goals in life. This tour will expose many living in these remote communities to aviation, inspiring the younger generation towards a goal in life.

This quote is the reason “The mind, once stretched by a new idea or new experience, never returns to its original dimensions.”

To learn more about the Canadian Arctic Aviation Tour 2017 go to this link <http://caat2017.com/> **CF**

STANLEY HOSTS VIMY PILOTS

CROSS CANADA TOUR UNDER WAY



One of the highlights on the Atlantic flying calendar had an added attraction in May.

The annual Stanley Sport Aviation Victoria Day Fly-In Breakfast was scheduled to host the seven airplanes of Vimy Flight May 20-21.

The aircraft and their volunteer pilots are starting a six-month cross-Canada barnstorming tour across the country and COPA flights are stepping up to host them on their way.

While hospitality is a hallmark of COPA involvement in all things aviation, there is an important educational component to the Vimy tour and local flights can help that by arranging local events that allow the pilots an audience to deliver the message from Vimy.

As we've reported, five of the seven aircraft flew over the Vimy monument in France April 9 as part of a massive ceremony to commemorate Canada's coming of age as a nation.

The Battle of Vimy Ridge marked the first time that a major military initiative was planned and executed entirely with Canadian leadership and troops.

More than 100,000 Canadians in four divisions fought an ugly battle that gained them that strategic piece of ground after failed attempts by the French and British.

Canadian pilots of the Royal Flying Corps flew spotting and reconnaissance missions in Nieuports and Sopwiths similar to the replicas being flown by the volunteers.

They Vimy pilots will move westward with scheduled stops in Ottawa for Canada Day and Airventure 2017 in Oshkosh in the summer.

COPA flights able to help out the effort are asked to contact the following Vimy team members to coordinate visits. ☐

Maritimes:

Larry Ricker — larryricker777@gmail.com

Quebec and Ontario: Gord Cooper — gccooper@yahoo.ca

Prairies:

Rod Erman — erman.nieuport11@gmail.com

BC: Paul O'Reilly — navalaviator@shaw.ca

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Father **AS STUDENT**

A GOOD INSTRUCTOR HELPS A LOT

STORY BY DAVID POWELL | PHOTOS COURTESY PAIGE POWELL

You need many qualities to learn to fly and dedication is one of them. The result of my first flying lesson was: severe spatial disorientation, a bad headache, and the ignominy of having to carry my lunch back to the crew room in a paper bag! >>

Like Son,
LIKE FATHER



That was almost forty years ago when I was a member of a University Air Squadron in the U.K. Looking back on those lessons I wonder how we ever learned anything. The instructors were not chosen for their instructional skill but seemingly for their unsuitability in the so-called “real” Royal Air Force flying jobs.

My experience was mild compared to the poor unfortunates who, following some faux-pas, were made to walk back from the threshold. It was a very long walk as we were flying at one of Britain’s longest runways, built to serve the needs of such iconic aircraft as the Bristol Brabazon and Concord.

Swap the RAF’s Bulldog trainer for a Cessna 150 and the ridiculous, head crushing military helmet for a lightweight modern headset and I discovered that learning to fly was fun. The

right-hand seat was taken by James, my son, and it was time to get serious, stop being a passenger, and get a licence.

I was no stranger to the Cessna. I had many hours in the aircraft during the years it was used while James progressed through his own flight training to finally earning his instructor qualification and starting work with the local flying college in Peterborough.

Our first flight was out to the practice area where James crammed in almost the entire syllabus in one huge lesson. He felt that my career as an RAF engineer and a long association with aircraft meant that my old brain could assimilate everything aviation, all at once, in one go! Obviously, the acquisition of fine motor skills took a bit more than one lesson but old skills were refreshed as the circuit was practiced and land-

James and David Powell are also working on a restoration project together.

ings eventually became landings instead of controlled crashes!

In parallel with the flying were theory and that other strange Canadian requirement: Transport Canada paperwork. The first hurdle was to overcome the colour vision limitation that resulted from my aviation medical. The test booklet at the doctor’s office was so old and faded that it was impossible to make out the numbers despite having perfect “military grade” colour vision. Not to worry, it was fixed with application of money and tests at the local optometrist.

The first few hours of dual instruction were a great experience. Looking back it is tempting to say they were fun but at the time the concentration tended

The first few hours of dual instruction were a great experience

to mask the fact. I realized how much there was to attain when James would demonstrate a circuit procedure and it felt like we were going 'round on rails. What could possibly be difficult? Well, apparently, everything. I think I could make circuits of almost any shape and size except those perfect ones that we have in our mind's eye.

Landings? No one seemed to be able to explain how that important little bit was done but eventually, after much patience and clenched teeth from my instructor who also had to fix anything that got busted, the landings started to come sweetly together.

James eventually got around to talking about a solo flight. "He's obviously fed up with all the comments from his friends at the airport" I thought, which usually went like this: "Hey, saw you at the airport. Were you having trouble with your landings?" It didn't help that we also sound identical over the VHF so all my radio transmissions were mistaken for those from James.

However, the day came when a good circuit was followed by another, and a third one, and a fourth. We taxied back to the ramp and James briefed me on going for a solo circuit. He was professional and thorough and even included actions to take should one of the Seneca students get disabled on the runway ("Just fly to Lindsay and land there") but the final admonition was "don't break it."

Five minutes later I was a student pilot with just one landing on my own. Fantastic. It was easy to see why the solo was seen as a big hurdle. However, it was going on hour-long flights over the stunning scenery of Kawartha Lakes to consolidate and practice the dual instruction that proved to be the most enjoyable.

I'm not yet fully qualified but am definitely enjoying flying instruction. A big thank you to my instructor. ☑

JOIN COPA AT OSHKOSH: CELEBRATE CANADA'S 150TH BIRTHDAY



Building on the success of last year's "All-Canadian Cookout", COPA, in partnership with the Magnes Group, AIG, and XXX, is presenting Celebrate 150: Chart a Course for Canada at this year's EAA Airventure in Oshkosh, WI. This year's event will be on Tuesday, July 25 from 5-7pm at the air-conditioned Partner Resource Centre. Join fellow aviators and celebrate all things General Aviation in Canada. Thanks to Montreal-based Dieu to Ciel Microbrasserie, we are pleased to announce that in addition to our regular beer, we are offering a selection of Canadian craft brews. This is the one party you won't want to miss!

TUESDAY, JULY 25, 2017

At the Partner Resource
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5:30PM - 7:30PM



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The draw will take place at the June 2017 Convention in Kelowna.

*Like Son,
LIKE FATHER*



Bonding **IN THE AIR**

TEACHING DAD TO FLY A GREAT EXPERIENCE

BY JAMES POWELL

It was a cold, sunny, blue sky day at Peterborough airport. The winds had increased more than forecast and were variable from 200 to 250 degrees at 12 knots gusting 18. This had me a little worried, but after the fourth excellent landing without any assistance, we taxied clear of the active runway and I got out of my 1963 Cessna 150. >>



David Powell launched solo into the wild blue yonder in February of 2017.

“Ok Dad, remember, it’s going to take off a lot quicker without me. Go fly a circuit and come back without breaking it!” I shut the door and walked away wearing a massive smile. What a strange feeling.

I was watching someone else fly away in my plane and the fact that the person at the controls was my dad, who I have been teaching to fly was a very special moment.

My parents have taught me just about every basic skill that I have, or have influenced me to pursue hobbies, careers and education. My father was an aircraft engineer in the Royal Air Force, and so was his father. Growing up around airplanes and the air force certainly got me hooked on aviation. I am a passionate general aviation pilot and aircraft owner, I have my AME license, operate a small business maintaining aircraft, and I teach flying at a college.

So, what is it like to teach your parent? Well, for me, it has been a lot of fun and very rewarding. My father and I have an excellent relationship, we both have good senses of humor, and I have a lot of patience, something I wish he had when he tried teaching me advanced mathematics. Assigning homework to your parent can certainly provide a level of satisfaction, especially if they do not complete it on time.

It has also meant that we are spending a lot of time together. As life becomes more busy, I think it gets harder and harder to spend time with the people that really matter to you. He has been a

fantastic student: motivated and eager. After spending a full career maintaining aircraft, he is very proud to now be flying them. He was certainly very happy when he got out of my little Cessna at Peterborough airport. Now my mother has come for a few lessons, and I think it’s going to be as equally rewarding.

As he has mastered more complex exercises, and now shorter and narrower farm runways, I have felt very proud. It’s wonderful to share my joy of flying with family and friends. In fact, there is nothing better than to fly with a truly eager individual. I love taking my two friends from University, Sonja and Devon, flying because of how much they enjoy it. Now I can share not only that but also the ability for my dad to fly himself and that’s fantastic. I think this is something that is very important for keeping general aviation alive. We need family, friends and community involved in aviation. We have places to go, and people to visit.

The only negative of teaching my dad to fly has been the more frequent disappearance of my airplane. As my good friend Adam said: “Well now you know how your parents felt when you turned 16 and they never saw their car again”.

Even this negative makes me smile and has certainly been a motivator to finish the restoration on my Cessna 195. I have certainly been putting my latest student hard to work, helping with the restoration. **CF**



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- Attending our convention to net-work and engage with fellow aviators

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www.copanational.org



Avis de convocation à l'assemblée générale annuelle

Veillez prendre note que l'assemblée générale annuelle des membres de l'Association canadienne des propriétaires et pilotes d'aéronefs sera tenue à la Campus de l'Université de Colombie-Britannique Okanagan à Kelowna C-B, le samedi 24 juin 2017 à 9h30 pour les motifs suivants:

1. Afin de recevoir les états financiers de l'Association, du Fonds pour la liberté de voler (Fonds d'action spécial) et de la Fondation en Sécurité de vol pour la période se terminant le 31 décembre 2016. Les états financiers pourront être consultés en ligne: <http://www.copanational.org/financials.cfm> après le 23 avril, 2017;
2. Afin de recevoir les rapports des directeurs;
3. Afin de ratifier toutes les actions prises par les directeurs et les dirigeants depuis la dernière réunion annuelle des membres;
4. Afin de nommer les vérificateurs et autoriser les directeurs à fixer leur rémunération;
5. Afin de traiter toute autre affaire qui pourrait être dûment soumise à l'assemblée ou à tout ajournement de celle-ci.

Notez bien: Les membres qui ne peuvent assister à l'assemblée générale annuelle en personne peuvent compléter et retourner la procuration ci-jointe.

Par ordre du conseil d'administration,

Daté ce 24^e jour de mars 2017.

Jim Bell, Secrétaire

Les états financiers (disponibles après le 23 avril, 2017) seront disponibles au bureau national de la COPA et seront également disponibles lors de l'assemblée générale annuelle.

PROCURATION

MOI, LE SOUSSIGNÉ

(Inscrire votre nom)

En tant que membre en règle de l'Association canadienne des propriétaires et pilotes d'aéronefs, par la présente je nomme,

(Inscrire le nom de la personne)

ou en son absence, le Secrétaire de la COPA, en remplacement du soussigné, comme mandataire pour assister à la réunion, participer et voter au nom du soussigné à l'assemblée générale annuelle à être tenue **le 24 juin 2017** ainsi qu'à tout ajournement d'une telle assemblée, de voter et d'agir au nom du soussigné en rapport à tout sujet qui pourrait être apporté devant une telle assemblée, de la même manière que le soussigné pourrait le faire s'il était personnellement présent, le soussigné reconnaît, accepte et confirme la validité de cette procuration et tout ce que ça peut légalement accorder en vertu de la présente.

Numéro de membre: _____

Signature du membre

SOUMETTRE À LA COPA AU PLUS TARD LE 10 JUIN 2017

75 rue Albert, bureau 903, Ottawa, ON K1P 5E7

télécopier 613-236-8646

hmclaren@copanational.org



Notice of Annual General Meeting

Notice is hereby given that the Annual General Meeting of the members of the Canadian Owners & Pilots Association will be held at the University of British Columbia's Okanagan Campus in Kelowna BC, on Saturday, June 24, 2017 at 9:30 am for the following purposes:

1. To receive the financial statements of the Association, Freedom to Fly Fund (Special Action Fund) and Flight Safety Foundation for the period ended December 31, 2016. They can be viewed at <http://www.copanational.org/financials.cfm> after April 23, 2017.
2. To receive the reports of the Directors;
3. To ratify all actions of the Directors and officers since the last annual meeting of members;
4. To appoint auditors and authorize the Directors to fix their remuneration;
5. To transact such further business as may properly be brought before the meeting, or any adjournment thereof.

Notes: Members who are unable to attend the Annual General Meeting in person, please complete and return the proxy form.

By order of the Board of Directors.

Dated the 24th of March, 2017.

Jim Bell, Secretary

The financial statements (available after April 23, 2017) are also available at COPA headquarters and will be available at the Annual General Meeting.

PROXY

I, THE UNDERSIGNED

(print name)

being a member in good standing of the Canadian Owners & Pilots Association, hereby appoint,

(print name)

or failing him/her, the secretary of COPA, as proxy for the undersigned, to attend, act and vote for and on behalf of the undersigned, at the Annual General Meeting, **held on June 24, 2017**, of the members of the association and any adjournment thereof, and to vote and otherwise act thereat for and on behalf of the undersigned in respect of all matters that may properly come before the meeting, in the same manner as the undersigned could do if personally present thereat, the undersigned hereby ratifying and confirming and agreeing to ratify and confirm all that such proxy may lawfully do by virtue hereof.

Membership No.: _____

Signature of Member

SUBMIT TO COPA BY JUNE 10, 2017

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hmclaren@copanational.org

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FEATURED LISTINGS FOR JUNE, 2017



1979 PIPER TURBO ARROW IV - REDUCED, CALL! 2,999 Hrs TT; 1,659 Hrs SMOH; 20 Hrs SPOH; Gorgeous Turbo Arrow IV with 20 SPOH Hartzell 3-Blade Prop, >1000 lbs Useful Load, Autopilot, JPI Engine Monitor, Hangered, All Logs Since Manufacture, Refurbished Leather Interior and Fresh Annual! Aviation Unlimited 905-477-0107 ext 225 (2247.14227)



1961 DHC-2 BEAVER, 115512 TT 15 SMOH by AeroRecip, prop about 50 SMOH May 2010, only 500 SN on floats (fresh water), alternator, new glass, IMRON paint 9/10, interior 8/10, 7 seats, fold-down 3-place center, GPS, VHF, mode C, 4-place intercom, one owner since 96 \$370K CAD. Email: harley.lang@netspectrum.ca for PIX and details. (2535.14338)



2013 - SMITH CUB - 180

Max Takeoff Weight : 2200 pounds
TTSN : less than 100 hrs A & E
Engine is a fuel injected 180HP IO-360B1A
Propeller is a McCauley AFA 8444, suitable for float operation
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2002 PITTS S2C AMATEUR BUILT Custom built to outperform all other 2 seat Pitts Biplanes. TTSN Airframe 529.2/ Engine 381.9. Hartzel Claw Prop, 330hp IO-540 engine built by Greg Panzl. New factory fuselage, Ultimate wings factory built by Gordon Price, Full span ailerons with 360-degree roll rate, New EI panel with digital gauges, Ferry Tank. Smoke, No expense spared on maintenance. This aircraft was featured on the Reality TV show "AIRSHOW" on Discovery Channel. Aircraft currently located in Canada but we will deliver or ship anywhere in the world. A bargain at \$115,000 USD. 306-241-2793 or cyberflyer300@gmail.com (2782.14341)



1954 CESSNA 170B, 3180 TT, 481 SMOH, Continental O-300A, 2 props: floats 310 hres/wheel 698 hres, Edo 2000 with new hatches and paint, new windshield and side windows, new upper & lower nose bowl, xpdr mode C, Bendix radio, 4 places intercom, annual dec. 2016, int. 9/10, ext. 8/10, winter covers, all logs. Federal skis AWB 2500 available. Asking \$75 000 CDN. Call Jacques 819-686-9771, email: jacpatenaude@gmail.com (2842.14217)

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2011 GRAND CARAVAN TTSN 1100 Hrs. G-1000, Pod, Loaded. Price 1.49M USD



1979 XP ON WIP AMPH Wing-X, S-Tec, IFR EQP. 179K CDN



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1976 CESSNA 172M. 2520 TTSN, 500 TTSE0, 0360 A1A fixed pitch prop, very fast. lots of avionics. \$70,000. 250-395-6659 (2769.14200)



1973 AEROSTAR 600, TTSN 5090, LE-541, RE-1069, SPOH 82 (2016), Garmin GNS530W/430W, GMA347, GDL69A, Insight strikefinder, Insight graphic engine monitor, Monroy ATD-300 traffic watch, XM weather, HSI, ADF, engine heaters, passenger DVD player, over 200 knot cruise, NDH, always hangered, 2017 annual, \$135,000 CDN, 416.254.3581 (2798.13918)



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2012 Turbo Skylane 182T, G1000/GFC700 AP, Active Traffic c/SVTI	\$262K/Half Share C/YK!	1977 Mooney 201, 5616TT, 216 SMOH, Speed Mods!	Call!
2007 Cirrus SR22 Turbo G3, 1240 TT, TKS Delce, Recent Import!	\$260,000 USD	1977 Mooney 201, 3854 TT, 487 SM, Garmin 430W, Repainted 2010!	\$80,000 USD
2006 Turbo 182T, 1468 TTAE, G1000, TAS600 Traffic, SVT!	\$215,000 USD	1976 Grumman Tiger, 1471 TTAE, Original! Hangered! Annual 12/16!	\$42,000 USD
2003 CirrusSR20, 2670 TT, 465 SM, DualIGN650 GPS!	\$159,000 USD	1976 Piper Lance, 2774 TT, 1743 SM, King w/HSI/ALTIII AP!	\$89,900 USD
2002 Piper Super Cub Replica, 187 TTAE, Amphibs/W/ Gear!	\$99,900 USD	1976 Duke, 7504 TT, 1050/550 SM, Garmin GMX, Excellent Maintenance!	\$120,000 USD
2002 Mirage 800TT, 205SMOH, Dual 530's, Traffic, Knowlnc!	\$530,000 USD	1975 Beech Sierra, 2166 TT, 694 SM	\$44,900 USD
2001 DA40, 1/7th Share, Based St. Hubert, 530W/430W, 1300SM	\$25,000 CAD	1974 Cessna 172, 2339TT, 2013SM, King & Garmin! Trainer!	\$30,900 CAD
2001 Diamond Eclipse, 4827TT, 1278 SM, Garmin GNS530! Commercial!	\$99,000 USD	1974 414 6905TT, 1183SM, Full De-Ice	\$150,000 USD
2001 182T, 1300 TT, King/CLN94, KM0550,HSI, WX500 WX!	\$179,900 USD	1974 Baron 58, 3965 TT, 750 SM, Garmin 530WAAAS, Full De-Ice	\$170,000 USD
2001 C172R, 2100 TTSN, 187 SMOH, King w/CLN94 GPS	\$124,900 USD	1973 T310Q, 2805 TT, Garmin GTN 650!	\$59,900 USD
1998 C182S, 2598TT, 463SM, NewProp! Garmin GTN750!	\$195,000 USD	1973 Baron B55,4330TT, 1300SM, FIKI, GTN750, GTN650, and much more!	\$225,000 USD
1982 Mooney Rocket 305, 3170TTSN, CONT TS10520	\$150,000 USD	1972 Navajo '600, Normally Aspirated, 5044TT, 1377SM	\$140,000 CAD
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate!	\$295,000 USD	1971 Navajo310, 7511TT, 796SM, FullDelce, VGs!	\$159,000 USD
1981 Mooney 231/252 Conversion, 3875 TT, 85 SMOH!	\$109,900 USD	1968 Mooney M20F, 2190 TT, 145 SMOH, Speed Mods, King Digital	\$72,500 CAD
1979 Seminole, 13308TT,525/2100SM,Commercial!	\$79,000 USD	1966 TwinCom, 8194 TT, 1189/1089 SM, Props/16	\$73,000 USD
1979 C310R, 8595TT, 1414SM, FIKIw/NewBoots (2012)!	\$119,900 USD	1964 TwinComanche, 7939TT, 1253SM, KingDig, Q-Tip, Hangered	\$59,900 CAD
1979 C414A, 6462TT, 250/750SM, W/Gs, Winglets!	\$399,900 USD	1953 Cessna 180 Floatplane, 5574TT, 820SM, Horton STOL!	\$75,000 CAD

FEATURED LISTINGS FOR JUNE, 2017



1973 C177 RG 3483 TTSN 406 ELT JPI Fuel Flow JPI engine monitor Sandia STX 165 Transponder Panel mounted 296 GPS s-Tec 40/50 A/P and more, all recertified 2016 Engine and prop completely overhauled 2016. Annual done Aug 2016. All logs and invoices available. Price reduced \$78,000 CDN. Email: konaab@shaw.ca (2632.14339)



2001 DIAMOND DA40 1/7 SHARE partnership at St. Hubert CYHU. 1300 SMOH, Fully funded engine reserve. Garmin 530 WAAS, 430 WAAS, 396 with XM weather. KAP 140 autopilot. Redone Leather Interior. Annual inspection done March 2017. Exceptionally well maintained! \$25,000. da40forsale@gmail.com (2779.12903)



1959 180 HP RETRACTABLE GEAR PIPER COMMACHE, Beautifully restored, 4961 TT, 1687 SMOH, (had recent bottom) newer Hartzell c/s due 2020 All ADs up to date (incl 10 yr horizontal stab AD) recent annual, good avionics and radios, IFR capable, 6+ hrs range @ 23 sq. asking \$49,500 Cndn. OBO Brian Nelson 604-807-0200 or email to brian@tidytanks.com (2445.14192)



1975 PIPER CHEROKEE 6/300 HP – CALL FOR PRICE! 2,807 Hrs TT; 1,200 Hrs SMOH; 280 SPOH; Dual Garmin GNS-430, Chelton AP-3C Autopilot, Micro Aerodynamic Inc. VGs, GTX 327 Trpdr, 406 ELT, >1400 lb Useful, Refurb'd Paint/Interior, 3 Blade Prop, Always Hungared and much more!!! Aviation Unlimited 905-477-0107 ext 225 (2247.14228)



C 185 F. IFR Garmin 650 GTN, Aspen pro, STec 50 autopilot, Garmin 327 transponder, Garmin 340 radio, Garmin audio panel, Horton STOL, VG's, Alaska Bushwheel Tailwheel, Mains 8.00 x 6.5 Engine 1573 SMOH, 800 SPOH, GAMI injectors, 7 bolt case, VAR crank, all TCM cyl, 3 blade McCauley 776 hr since new Dec 2009. All ADs complied with. 6393 hrs. Many Spares. Email: sorenchristiansen2@gmail.com (2742.14077)



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2007 CHALLENGER II AULA, Excellent condition, 2 time Montebello show plane award, 400 TTSN, fresh 582, Puddlejumper Amphibs, Turbulence Skis and Interior, BRS1050, Icom ICA200, Sigtronics Intercom, Garmin 296, covers. \$27,000. 613-258-5374, email: challenger.mmp@gmail.com (2421.14071)



2006 Z300 less than 200 hrs A&E 0-320 150 HP Night rated 4 place hangerd 3 point belts dig fuel-cht-egt intercom New annual oil filter more \$ first over 20000. 780-763-2214. storchnives@gmail.com (2387.13719)

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FEATURED LISTINGS FOR JUNE, 2017



1947 PIPER PA-12, 4219 TTSN, Lycoming 0-320-C2B, 150hp, 21hrs SMOH (2015) by Aerorecip, EDO 2000 floats, Federal 2000 Skis w/Teflon Bottoms, Cleveland wheels & brakes, McCauley Prop (model 1A175), spare Sensenich Prop, 2 long range wing tanks 36 (US) gallons, recovered (Stits) in 2004, complete metal underbelly, metal ceiling in cockpit & metal back partition of baggage compartment for ease of inspections, 4 new (2014) lifetime struts, new (2015) digital Tach, new generator (2015), new mags (2015), new carb (2015), extended baggage compartment, ext rod tube in rear, 3 place seating, new front seat, dual controls, gross weight 1838 lbs - empty weight 1207 (on floats), always AMO maintained. Log books back to 1970, single owner/pilot since 1991. \$69k (CND) paryniuk@gmail.com (2749.14087)



EXCELLENT 1996 SOCATA TOBAGO 200-XL, 1212 TT, 1010 SM, Garmin 530-Xpdr-Sat WX; King Digitals, New 406 ELT, GEM, Sky-tech Starter, Recent Int.Recent Annual, Excel Maint, Hangared, \$119,000. 905-454-2110. (695.14294)



1981 CESSNA 421C 5475TT, 1339SMOH, RAM, Garmin WAAS 430@530 Trans 327 and 330 Autopilot, Fire ext, Altitude alert, G4 Insight, Shadin fuel flow, Speed brakes, Props OH 2011, \$415,000 OBO. Welland Aero Center. Bruce 289-929-2349 (2707.14154)



1967 MAULE M4 210C, 1453 TTSN, 160 STOH, 36 SPOH, ELT, new starter and gen., vortex, full glass doors, new gas lines, CAP2000, ext/int 8/10, well maintained. \$54,000 OBO. 819-797-2557, raynauldpol@hotmail.ca (2776.13830)



2000 T206, 750TTSN, Whip3450, Co-pilot Door, King Radios, Sandel SN3308, EDM800 JPI, KAP140 Autopilot, Radar Altimeter, SSB, KMO150 Moving Map with Integrated Stormscope, Always in Heated Hangar, 450,000CAD, 819-856-0090 (2780.13911)



C-GEYQ, 1976 CESSNA 177B. TTSN 4116, 180HP O360A1F6D, TTSN 180hrs, PROP TTSOH 5hrs, GNS430WAAS, NAVCOM, STEC30, GNSS, 2ILS, Garmin GTX327, JPI EDM700, IFR, FUEL 60USG, \$92,000CDN. Int 8/10 Ext 8/10. Hangared CSE4, Normand.blouin31@gmail.com (2763.14302)



2002 RV-8 SUPER 540 Spectacular custom, professionally built aircraft by the expert craftsman of Vintage Fighters. All work performed to the same level as their award winning WWII fighter restorations. Custom items include Lycoming IO540C4B5 rebuilt by Bud Brown of Offenhauser racing fame, flat wrap windshield, Hartzell HC-C2YR-1BF with high performance F8477D-6 blades and stunning paint by Sky Harbour. I purchased from the builder in 2004, 360 hours since new. Email: 441robmartin@gmail.com. Serious inquiries only at US \$145,000. (2834.14201)



2009 AEROCOUCPE, HOMEBUILT CATEGORY. 335 TT 0-200 Crank, C-90 Cam in C-85, spin on filter. CHT/EGT, Icom Radio, intercom, Mode C. 1450 Gross. Retract shoulder harness. As featured in RAA mag. Always hangared. Sale includes Cyclo polisher and material, Bruce custom cover. \$36,500 OBO. email: fraserlane@rogers.com 519-941-7668 (2510.13738)



1968 CESSNA 177 - \$49,900 USD 3,439 Hrs TT; 550 Hrs SMOH; 331 Hrs SPOH; Beautiful Racing Red Cardinal with Aspen Avionics, Dual Coms, Horton STOL Kit, Monarch Premium Fuel Caps, Hangared, No Damage History and much more!! Aviation Unlimited 905-477-0107 ext 225 (2247.14229)



2006 PITTS MODEL 12, 395 TT, M14P 360HP, 0-time MTV-9 Prop, All Kimball HP Mods, Hooker Harnesses, Garmin 150XL, GTX320, PMA1200, 406ELT, Dig Fuel, Clean Kit, Airwolf Oil, Preheat, Cabin Heat, 2 Chutes, 54 Gal Fuel,!! Gal Smoke. All Logs, NDH. Beautiful. Many extras. \$149,000 USD. 250-307-3058 symmansaero@gmail.com (2795.13910)



1969 PIPER AZTEC PA23-250 C-GWGJ, TT 5372, 347/998 SMOH, 14/14 SPOH DUE 2020, Bendix/King Audio Control (KMA 24 TSO), Radios (KR 155 TSO), ADF (KR 87 TSO), ADF (KR 85 TSO), DME (KN 64), Narco Transponder (AT 150 TSO), Altimatic IIIB Cruise, Paint 6/10 (no corrosion), Interior 8/10, All AD's completed, One Owner since 1984 - Hangared. Comes with fresh annual. \$99,000 CDN. Call 506-857-2325 e-mail tetaylor@nb.aibn.com (2832.14190)



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1977 XP R172KB, Edo floats Full IFR TT 2776.1 NDH 0 since MJOH Edo Floats 2400 2 McCauley prop. 514 342-1893, cell. 514 386-3478 Plane hangared in St-Hubert. (2810.13994)



1966 CITABRIA 7ECA TTSN 3731hrs, 0-235 1772hrs. Aluminum Spar and new fabric on wings. One radio, no transponder, Oleo Struts. \$26,000 CND dollars. Contact Garnet - 780-914-0073 (2836.14203)



CESSNA 182P - 1973. 3530 TTSN, 1456.5 SMOH (TBO : 2500). EDO 2960 Floats. Propeller-landplane : McCauley 2CA34C204-C, SPOH :317.9 due 2015, Seaplane : McCauley C2A34C204-C, SPOH : 0.0. Audio panel King KMA-20, 2 radios comm/nav, Bendix/King KX155, 1 DME transceiver Bendix/King KM62, 1 transponder Bendix/King KT75 Garmin. Micro vortex generator kit (STC #SA00834SE) on wings and tail surfaces, BAS shoulder harness (STC #SA2067NM), Horton stol-craft kit (STC #SA2285CE), L/H aileron trim tab by Aero-trim (STC #SA1297SO), Brakett air filter, Fuel drain mod kit (SKC206-24), Electronic international fp5 fuel flow transducer (STC #SA00068SE), Insight engine analyser, Engine heater Reiff Corp., Engine modified IAW Texas skyways (STC SE8949SW), 250hp TBO @ 2500hrs, Engine mount Seaplane West, Replaced RH fuel cell in 2012, Replaced engine rubber mount. Annual February 2017. \$125,000. Call Robert Adam, 819-732-6066 (bus), 819-727-6223 (cell), 819-732-6189 (home). Email : radam@cabreamos.com (2753.14294)



1948 AEROCOUCPE, TT 1431, SMOH 258, C-85 good condition, \$16,500. Call 780-910-2403 (2871.14337)

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FEATURED LISTINGS FOR JUNE, 2017



BEECH SIERRA 1977 5052 TT. 1500 SMOH, GNS 430, GMA 340 Audio Panel, GTX 327 Xpdr Mode C, Annual March 2017. \$78,000.00 Email: michelbeauregard1@hotmail.com Tel: 514-466-0970 (2848.14248)



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). \$16,000 OBO. 780 905-9601, Email: bstephenson@qps.ca (2695.14340)



1959 COMMANCHE 250 TT3000, SM300, VFR panel, dual coms, fuel flow TPDR, 3B prop TT198, just overhauled, excellent recent interior, always hangared, terrific machine \$47,900 250-470-9410 or Marc@whitemorelawcorporation.com (2853.14273)



1965 CLASSIC CESSNA 180H, 4839 TTSN, Engine 1246 SMOH, Prop 0 SOH, Annual 01/12/16, Oil consumption 20 hrs/litre, 800X6 tires, Long range tanks, Repainted, Cabin ceiling redone, Camera hatch door for baggage compartment, Always hangared. \$90,000 plus GST. Call 403 394 2245 or Cell 403 642 7631 (2866.14324)



1971 CESSNA 172L, 2994 TT, 948 SMOH, Prop 115 SN, VHF, xpdr Mode C, Garmin 195, excellent condition, always hangared, last 17 years in heated hangar. Reason is moving and health. \$49,900. Call 204-388-4576; email: bfbalk@mymts.net (2865.14318)



HELICOPTER - 2004 ROTORWAY EXEC 162F, 164 TT, 150 hp. Registered in Canada, Amateur built Aircraft, built by Rascall Industries LLC Wisconsin. \$60,000 cdn with trailer. dcarpet@sympatico.ca (2854.14280)



1973 CITABRIA 7GCBC, s/n422-73, 1655 TT airframe and engine. Lyc160hp 505 SMOH by ATC Orillia May 2008. Total airframe rebuild July 2008 with all logs and work list available from Central Aviation, Metal spar wings with Crosswind Stol kit, VGs, Always hangared in North Bay Ontario Canada. Prop new Sensenich 74DM6S-8 s/n A61551 May 2008. Avionics all new 2008, Garmin SL40 AV10 antenna, Garmin GTX 320A transponder, Ameri-King AK350 blind encoder, Garmin GA56 GPS antenna, Pilot and passenger headset/mic jacks, Artex ME406 ELT, All STC, ADs and SBs complied with, last annual July 2016. Paint and interior with all new windows 2008 and 10/10 \$85,000 CDN. 2000 Cap floats like new with American STC SA00445AT \$14,500 CDN. Photos available on request. HST is extra in Canada. Ron Miller 705-498-3133 milleraviation@thot.net (2818.14196)



1957 PA-18A 160 HP, 3900 TT, 2000lbs, Wipline 2100 amphib, 31" Alaska Bush wheels, Borer prop, many more stc's. \$120,000 USD Email: hallrm.mike@gmail.com Phone 250-578-0035 (2850.14252)



1979 CESSNA 172N 1493.6 TT, Engine Avco Lycoming O-320-H2ad, VOR, ADF, DUAL, Nav/Com ELT AK450, Mode C, Interior 9/10, Exterior 8/10, Last annual 08/30/2016. Asking \$68,500 CAD. 819-430-3799. bineaumarcel3@gmail.com (2863.14315)

FEATURED LISTINGS FOR JUNE, 2017



2009 VANS RV9A. 175TTAF Lycoming 160hp 640SMOH. Dynon D100. Damage history professionally repaired using Vans parts. Flightline Interior. \$74000 Can. compares to \$53500 US. grant@springwaterwoodcraft.com (2856.14282)



KITFOX 6 2015 HOMEBUILT. Only 26hrs flying time; Rotax 912 ULS; Garmin Aera 510 Americas; 312791 ACK-E-04 406MHZ ELT; Garmin 327 XPDR M-C Transponder; Ameri-King AK-350 Encoder 30K; Model 4000 Engine Information System Instrument; all logs; Annual May 2017; Always Hangered; manual tow bar. Tail wheel included; lost medical \$76K CND. Call 705-498-0317. david@blanchfieldroofing.com (2859.14297)



1996 SCHWEIZER 300CB, 2622 total hrs. Recent annual heavy inspection, May 2016-05-09. Including float kit. Asking \$125,000 US. Contact: 418-566-5839 or 418-560-2802. (2449.14174)



1980 CESSNA 185F, 300HP, 10270TT, 1370 SMOH, 1070 SPOH, EDO 3430 floats with hatches, Hydraulic wheel skis, Navcom RT385A, 4 Place Intercom Programmable 2 way FM radio, Cessna ADF 406 ELT Fixed Appollo GPS, Aircraft meticulously maintained. \$137,000 204-623-5784 lgmelko45@gmail.com (2829.14179)



1999 TITAN TORNADO II AULA Excellent condition. Rotax 912 ULS - 100Hp - 362hrs, Built by Titan - 2places, Electric trim/flaps, Slipper clutch, Heavy duty starter, Cruise 120mph, \$21,000USD, 418-982-7463 or carolinel33@hotmail.com (2858.14296)



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. (2403.13274)

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1974 CESSNA 172M- 1665.4 Tt, 97.5 S.M.O.H. (0-360 180HP, MAI 2010) Propeller S.P.H. 0.0 (Hartzell Top prop 80" newly rebuilt March 2017). Bendix/King KY 97A Com. Bendix/King KT 76A Transponder C. Flightcom 403 Intercom. Baumann BF 2550. Wing Xtension. Wheels Gear. *** No Sales Tax. Annual Done In Feb. 2017, 958 Lbs Useful Load, Ready To Fly !!*** \$124,000.00

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FEATURED LISTINGS FOR JUNE, 2017



1969 CESSNA 172K TTSN 2188.1, Sportsman STOL, V.G. Kit, Powerflow Exhaust, Float Kit. Lycoming O-320-E2D. New camshaft and high compression cylinders 180h.p. Fresh annual inspection. 870 lbs useful load. \$65,000 obo. 780-922-2842 (2876.14354)



1965 COMANCHE 260, 4617 TT, 1930 SMOH, 1139 since prop strike/rebuild. IFR certified, fresh annual with tail A.D. 204-648-4649 ddewar@goinet.ca (2384.13904)



1964 MOONEY M20C, 2852 TTSN 708 SMOH 69 SPOH, Fresh Annual, Great flying airplane, \$59,000 CAD, Gladstone, MB. tntoews@gmail.com 204-368-2266. (2623.14283)



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, \$61,000 USD. 519 852-1964 ON (2676.14081)



1978 BONANZA A36, 1745 TTAE, Original Paint & Interior in Pristine Condition! Collins Microline Avionics with Century III Autopilot, 6 Place with Club Seating/Desk! Front Seat Sheepskin Seat Covers! \$ 119,900 USD. Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.14230)



1973 CHEROKEE 6/300, 7 seats, 4860 TT, 840 SMOH updated paint and interior, 1360 lbs useful load, \$99,900 USD Email: hallrm.mike@gmail.com Phone 250-578-0035 (2850.14251)



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FEATURED LISTINGS FOR JUNE, 2017



1947 BEAVER MK 1, 14952.3 TT, 253.7 SMOH, 22.9 SPOH, NAV/COM GNS 530, EDO 4580 with hatches, long range tanks, dual control, 4 place intercom, wheels, bubble windows, private owner. \$329,000.00 450-438-3551 (2745.13653)



1986 RUTAN LONG EZ. 483 TT, Lycoming O-235-L2C. 11 hrs SMOH. 406 ELT, xpndr, Flightcom 403 intercom. \$28,000 CDN. Hangared at CYRP. 613-836-3968 or 613-295-7451 cell. Email: andycibuy@gmail.com (2461.13890)



CESSNA SEAPLANES.
www.boisvertaviation.ca (2253.13987)



1946 AERONCA 11AC 65 HP. This plane was just stripped to the airframe, sandblasted, primed, painted and recovered by an experienced rebuild and AME. Both wings are fully rebuilt and cabin completely reupholstered. New wheel pants. Professionally painted. No electrics. Total time airframe 3283 hours. Half time engine was inspected by Aerotec Engines, Halifax and parts replaced where necessary. Slick mags. \$26,000.00 USD. Photo is facsimile. Contact John or Deryck at Brewer Aviation, Ch'town, PEI. 902 370 2194 or cell 902 626 5262. email jbrewer@eastlink.ca

www.breweraviation.ca



SUPERCUB FOR SALE 1956 PA-18A Owner Maintenance Floatplane, frame up restoration finished in 2010. (AeroSport) wide deck 0320 (175HP on mogas). Wheel gear & skis too. Email: logan@xplornet.com Looking for about \$85K (2812.14019)



1962 CESSNA 172C C-FNWX, 4332 TTSN, Lycoming O360 AIA 180 HP 429 SMOH Hartzell 80" C/S prop. 0 S.O.H. Robertson STOL with Hings Alrons, L.R.F. tanks, Garmin GPS 296. \$85,000 OBO. 250-996-8287 (2499.13893)



1968 PIPER PA28-140 TTSN 2587, SMOH630, TTNP52 9/10 Int&ext. Comes with fresh annual. Always hangared @ PR7. \$41500 OBO info:henryv@euro-parts.ca (2818.14326)



CHAMP 7AC - 36 K 0200 continental high 70/80, Spars replaced, approx 450 smoh,icom panel mount,1400 floats 800 tires, skis, New windshield, 3200 tailwheel, fresh annual on sale. Wing tanks. Call Brian at 1-705-374-5655 Freymondaviation@amtelecom.net or Steve 905-429-1029 (2877.14355)



1969 CHAMPION 7GCBC, 0-320, 469 SMOH, hangared, good fabric, tight Edo 2000's, wheels, sea prop, fresh annual, flaps, good performance, \$62,000. 1-709-427-9745 or rolandbryans@msn.com (2870.14336)



1977 BAKENG DEUCE, Lyc O-235 engine, 872 SMOH. VFR Panel, AK-451 406/121.5 ELT, lcom IC-A6 comm, Canopy or Open Cockpit option. Asking \$18,000 CDN. Contact Kevin at 905-715-3438 or kticknor@bell.net (2783.14300)



TRADE OR SALE FOR FLOAT PLANE, 1960 PA24-180, 3650TT, 350SMO, prop150. Basic panel, Com 11B, Nav 11, KR87 ADF, GX55 GPS, Txpdr/encoder. Tail AD done 6/2016, Bungies 6/2015. \$42,000 OBO, 204 345 6860, stenbergglarry@gmail.com (2841.14215)



2007 RANS S-6S AULA 265 TTSN, Rotax 912S, 3 blade prop, electric elev trim, FC10 flight data, digital attitude gyro, hangared at Stanley, NS. \$55000, 902-402-5725, eagleeye1@rogers.com (2835.14202)



1953 CESSNA 170B. 3,792.0 TTSN, 1,071 S.M.O.H, 415.0 Prop McCauley, Nav /com Narco mode C/XPDR, clean 8/10 in/out. \$52,000 cdn. Well maintained. All logs. Serge Giroux: 450-434-6732 or serge.giroux098@sympatico.ca (2873.14344)



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FEATURED LISTINGS FOR JUNE, 2017



1972 PIPER CHEROKEE 6/300, 6260 TTAf, IO-540 700 SMOH, 3 blade Hartzell 135 SMOH, current IFR and annual, \$76,500 usd. Mike (204)296-5389, mike@jetzaviation.com, www.jetzaviation.com (2839.14213)



2006 MURPHY MOOSE, 130TT, M14P radial engine 360Hp (supercharged), MT 3-blade prop MTV-9-B-C, Wipline 3450 Amphib floats, drooped wing tips, VG's, AME built, no salt water. \$200K. call 250-695-6325 (2855.14281)



1966 CESSNA 150F, TT 5695, 407 SMOH, com, mode C transponder, annual Feb16, good paint interior, good tires, prop 407 SMOH. \$25,000. Based in Brockville cgcdp66@ca.inter.net, 613-925-4475, cell 613-246-2223 (2860.14205)



1950 PIPER PA-20 150 3351.7 TT. 188.2 SMOH. 188.2 SPOH. Full panel Terra nav/com. GPS, ELT, Wide Gear. Hangared since 1989. \$19,500. OBO. OM. Andrew 519-925-3356 (2816.14348)



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1970 CHEROKEE TTAf 2685 Hrs - NDH, Hangared CYRP, Airframe, Interior Excellent, Recent Major Engine Rebuild, Carb, Mags, Hoses, Battery, Mogas STC, Lots of TLC, A Real Cherry, \$29,500 Min. Serious Enquiries, 613-836-2829, cherokee1970@rogers.com (2864.14316)



1967 CESSNA 150G 11623 TTSN, Engine 1708, Horton Stol, Auto Gas STC, Icom radio, Sigtronics intercom with headsets, Transponder, 406ELT. \$15500.00. Cottam Ont. 519-839-4369 (2699.14245)



TP 206A, EDO 3500 AMPHIBS, amateur built category, best of everything used during build, too many options to list, contact for more information 189,900\$ or B.O. Contact williams_3@sympatico.ca (2838.14208)



1958 FORNEY F1 AIRCOUPE, 1593 TTAf, 877 TTE, 85 TTP, less than 20 hours on Cylinders. Airtex ME406 ELT, Microair VHF & TXP, Garmin GPS. \$28,000 (offers). Dennis Forster - Home: (204)256-8232, Cell: (204)293-0795. E-Mail margf@shaw.ca for more photos. (2777.13828)



1964 BEECHCRAFT BONANZA S35, 2469 TT, 388 SMOH, Collins Avionics, IFR, Dual Yoke, Cleveland Brakes, Last Inspected June 2009, Not Hangared, Sold as is where is, Needs some restoration, prop overhaul, thorough inspection, paint, \$48,000 Cdn. OBO. Email: brad.sproull@gmail.com (2878.14357)

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040 - CESSNA

1963 CESSNA 185A IO520 300HP, 6870 TT, 667 SMOH, EDO 2960 complete with hatch, wheel gear, Kehler hydraulic skis, bubble windows, extended baggage area, VG kit, Robertson STOL, tip tanks, full droop tips, JPI EDM 930 engine monitor, dual COM, AT50A transponder, Artex 406 ELT, Garmin 296 panel mount GPS, Apollo GPS, remote compass, split back seat, wing covers, elevator cover, engine tent, jig for lifting, booster cables, new paint in 2010, ext. 9/10, int. 8/10. Well maintained and ready to go. Great performer on wheels, skis or floats. Interested in trade/cash for Cessna 172/182 om wheels. Text or phone 204-641-4270 (2826.14169)

1977 210M, 2591.7 TAFT, Engine 262.6 TSMO, Prop "0" TSMO, New: teflon engine and gear hoses, tires, tubes, brakes, interior, cabin insulation. Fresh annual. See details at thomasaviation.com (2681.14031)

040 - CESSNA

1976 CESSNA 421C 6022 TT, 421/613 SMOH, Ram, Garmin 430 WAAS, S-Tec 55X Auto pilot, MX-20, Fire bottles, Heated Glass, Spar Mod, Asking 225,000 USD will trade. Call 416 543-3251 (2849.14249)

1971 A-185-E, 6360 TTSN, 130 SMOH, 130 prop, Horton STOL, new paint and interior, fire wall batt, 4 place intercom. Bubble windows, Garmin com, KY97 com, Garmin transponder. Panel mount 796 GPS, 406 ELT. Always hangered. \$155,000. Call Boyd @ 250-262-7162 (2867.14325)

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. Airplane is also available on wheels. \$149,000. 705-232-8301. Website: cgrux.weebly.com (2715.14004)

1959 CESSNA 150, 7717 hr TTSN, 0-200 A engine 350 hr SMOH. Always hangered. Good condition. Narco com. Brantford, ON. 519-752-7009. Asking \$15,900. E-mail: carlieghglass@aol.com (2413.14306)

075 - FLOATPLANE

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100 - HOMEBUILT

RV-6 180HP, RV-4, AVID floats, Midget Mustang, Zenith 250, Tripacer, Swallow, 75HP Continental, 80HP Franklin, several Lycomings, wings, landing gear, exhaust, etc. (519)453-2579 flyontario@gmail.com (2368.13586)

ESTATE SALE - R.V.6 Newly Rebuilt 0-320 less than 10 hrs. Full panel prop 80inch pitch. Four short test flights. Owner has passed away. No reasonable offer refused. 506-773-6694 or tripacerfnxe@yahoo.ca (2872.14342)

1981 ZENITH CH300, TT 583, Lyc. 10 320, 307 since professional rebuild, sensenich prop 124 tsn, KY197 com, GPS 100, 121.5 ELT., asking \$16,000 can. Email rmelvanin@yahoo.ca (2802.14305)

120 - MOONEY

1990 MOONEY M20K 252 718.0TTSN well equipped with TKS and STEC 60-2 AP with altitude pre-select. See details at www.thomasaviation.com (2861.14027)

1961 MOONEY M20 B, 2847 TT, 3 blade prop, contact (403) 540-7500 (2823.14317)

135 - PIPER

1958 PIPER TRIPACER 2400TT, 1120SMOH, KX155 nav/com, ext8/10, int9/10, good shape, current c/a, 150hp, always hangered, new tires, tubes, bearings, seats, rugs, starter, battery, tack, intercom. Blue/white \$29,000 1-306-745-2689 or email: denismayit@sasktel.net (2861.14306)

1974 PIPER AZTEC "E" 9558 TT, 1600/1800 SMOH Full de-ice, Garmin 530, A/P, Dual brakes, Asking 75,000 USD. Call 416 543-3251 (2849.14250)

135 - PIPER

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185 - ULTRALIGHT

BUSH CADDY MODEL 80 AUL. 0-200 Continental 100 HP, Warp Drive Prop, Intercom, 2 yr. old epoxy paint, 2 yr. old aluminum floats. \$38,500. Email: ihor.hawryluk@meglab.ca (2819.14121)

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261 - DESTINATIONS



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AQUA 3526 FLOATS complete with 206 rigging and paper work, fresh re-seal and paint, all new AN hardware, fresh water use only, 7500\$ or B.O Contact nwilliams_3@sympatico.ca (2838.14207)

285 – FLOATS FOR SALE

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Classified Ad Deadline for July: June 6th



When: July 5 to July 9 (4 days, 5 nights)

Where: Mirage Aventure - CPM3 - Northern Quebec (N53 48, O 072 50.5)



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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	SFREMAN/
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&Bturn & bank
FREMAN,	TBIturn & 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
LycLycoming (engine)	

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