



AUGUST 2017

**COPA** *Flight* The Journal of the Canadian Owners and Pilots Association

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**COVER ART:** Summer light illuminates the Towerview parking area at Kelowna International Airport during the Copa Convention and Trade Show.  
*Photo by John Lehmann*

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## THE NEW COPA LOGO

Very Well Received

**In the last magazine, I explained the reasoning behind the new logo and a bit of why and how it was chosen. After one month and getting the feedback, we can tell you it is a major success! The timing between the magazine reaching you at home and the unveiling at the COPA convention in Kelowna was perfect, it all happened at the same time. At our convention, we presented a video with COPA's voice, Chris Hadfield, introducing the new look, something you can find on our web site. In front a crowd of over 200 delegates, the presentation was received with cheers and kudos from everyone.**

Proud of their new logo and sporting new polos with the design, the board of directors was greeted with loud applause and cheers after another presentation of the video during the COPA update session on Saturday morning before the annual general meeting. Great response! Another element showing the success of the logo is that we sold a whole lot of promotional items at the convention, with people asking for more and on the waiting list until we get more material produced. Send us your feedback on this new energy, new symbol.

### COPA AT WORK – PROPELLER OVERHAULS FOLLOW-UP

Following up on last month's propeller overhaul exemption we are working on for piston engines involved in non-commercial operations, we have compiled the data and found nothing to support the mandatory 10 year prop overhaul, either here in Canada or in the United States. It's not really surprising. We have prepared the documentation and will

soon start looking at this with Transport Canada (TC), reducing cost of compliance while obviously not sacrificing safety. Members have been asking us for years about this. Follow the news in our E-News and on our website.

### ECONOMIC IMPACT OF GENERAL AVIATION IN CANADA

In last month's column, I wrote about the value of GA in Canada. To incite you to go to our web site and read the information, I want to point out a few key messages you should all know: the total economic impact in the country is estimated to be approx. \$9.3B and each general aviation aircraft represents 0.57 Full-Time Equivalent (FTE) job. So every GA aircraft you see out there means just over half of a full time job and generates over \$280,000 of total economic output. Curious as to how this works out? Go to our website and look at the study.

### GENERAL AVIATION SAFETY CAMPAIGN

While in Kelowna, we launched a three year program called the General Aviation Safety Campaign (GASC), emanating from a very unfortunate incident in the area that took place a few years ago. TC approached COPA to see if we could help and work with our members and we gladly said yes. I felt it was important to include all the associations in the country and so all of our sister associations that were contacted also gladly joined in the focus group to help define the initiatives that we will be working on. More details can be found on <http://www.tc.gc.ca/eng/civilaviation/opssvs/general-aviation-safety-campaign.html>. **CF**

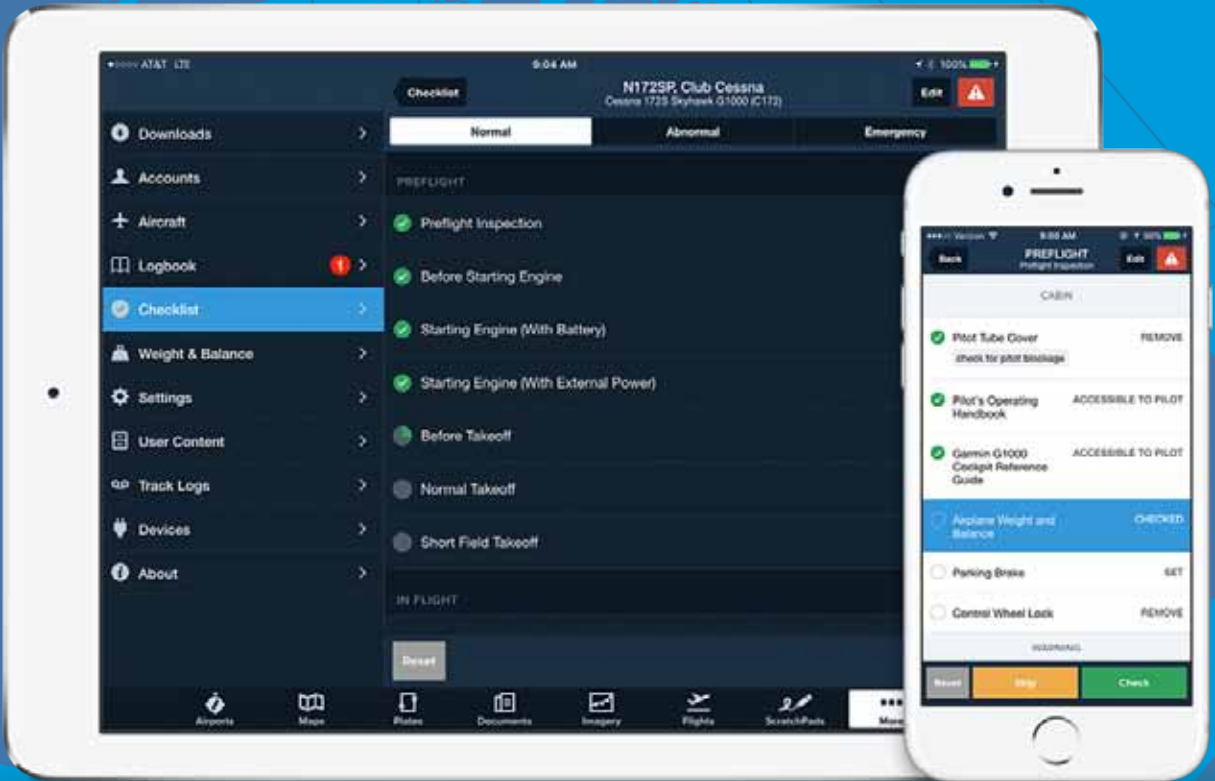
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# NOUVEAU LOGO DE COPA:

Très bon accueil

Dans le dernier magazine, j'ai tenté d'expliquer, en long et en large, la logique derrière le choix de ce symbole, de même que les tenants et aboutissants qui ont conduit à son adoption. Après avoir pris connaissance des réactions au cours du dernier mois, nous pouvons maintenant vous confirmer que l'opération s'est révélée un succès total! Le moment n'aurait pu être mieux choisi pour lancer notre nouvel emblème: vous en avez pris connaissance à la maison, en ouvrant votre magazine, pratiquement à l'instant même où le logo était dévoilé à Kelowna, en Colombie-Britannique, devant les participants au Congrès annuel de COPA, soit plus de deux cent délégués enthousiastes et exubérants. Il fallait le faire! A l'ouverture des assises, nous avons projeté une vidéo au cours de laquelle notre porte-parole Chris Hadfield présente avec brio nos nouvelles couleurs. (Ce clip extraordinaire peut d'ailleurs toujours être visionné sur notre site web.)

## COPA AU TRAVAIL – SUIVI SUR LES RÉVISIONS D'HÉLICES

Dans le sillage de nos représentations du mois dernier sur la pertinence de la révision obligatoire des hélices aux dix ans dans les contextes des opérations non-commerciales, nous nous penchons maintenant sur la question des révisions de moteurs à piston utilisés dans le même contexte. Nous avons colligé les données appropriées, que ce soit ici ou aux États-Unis, pour constater l'inexistence totale de motifs justifiant la révision obligatoire des hélices au dix ans. Il n'y a là rien de vraiment étonnant... Nous avons planché sur la documentation et nous serons bientôt en mesure d'examiner ce contentieux en compagnie des gens de Transports Canada, dans le but de réduire les coûts des mesures de conformité, sans compromettre la sécurité, comme il se doit. Nos

membres nous demandent déjà depuis longtemps de travailler ce dossier.

## IMPACT ÉCONOMIQUE DE L'AVIATION GÉNÉRALE AU CANADA

Dans ma chronique du mois dernier, j'abordais le rôle joué par l'aviation générale dans l'économie du pays. Pour vous encourager à visiter nos pages internet, afin de vous renseigner sur ce sujet, je veux attirer ici votre attention sur quelques aspects de cette question avec lesquels vous devriez être familiers: l'impact total de l'aviation générale à travers le pays est estimé à environ \$9,3G et chaque aéronef de cette catégorie d'activité aéronautique fournit l'équivalent de 0,57 emploi à plein temps (EPT). Ce qui veut dire que chaque appareil de l'aviation générale que vous apercevez à l'horizon créé un peu plus que la moitié d'un emploi à plein temps et génère un produit économique total de plus de \$280 000. Vous voulez comprendre comment ça fonctionne? Venez nous voir sur le web et téléchargez l'étude complète.

## CAMPAGNE DE SÉCURITÉ DE L'AVIATION GÉNÉRALE

Pendant notre séjour à Kelowna, de concert avec Transports Canada, nous avons lancé un programme de sensibilisation d'une durée de trois ans, connu sous l'appellation de Campagne de sécurité de l'aviation générale, une démarche entreprise à la suite d'un incident malheureux survenu dans la région il y a déjà quelques années. TC avait pressenti COPA comme partenaire, en espérant notre contribution et celle de nos membres à cette initiative, ce que nous avons accepté spontanément. J'ai cru alors qu'il serait important de pouvoir compter sur la participation de tous les autres organismes formant la communauté aéronautique canadienne. **CF**



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-Aviation Consumer magazine

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# DC ONE-X



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Some believe Gustave Whitehead beat the Wright brothers for powered, controlled flight.



### ✉ WHITEHEAD WAS FIRST

As a relatively long time COPA member (and past contributor) I have to comment on Eleanor Eastick's column (July, 2017 COPA Flight) on the "who flew first" non-debate.

To any reader interested in aviation history, I recommend John Brown's web site (<http://www.gustave-whitehead.com>) on Gustave Whitehead.

Here's a quick summary of the facts presented by Brown.

It is really quite illogical to mix the Ader motorized flight in the debate as it is universally recognized that Ader's flight was not a controlled flight.

Many COPA readers may not realize that Otto Lilienthal and Whitehead both had plenty of documented controlled flights in gliders of Lilienthal's design in the late 1800s. However, the issue at stake is not controlled flight but controlled flight with a motor. Whitehead's aircraft was never meant to be "driven" on the roads. His aircraft was indeed fitted with two engines, one for the propellers and one for a motorized trolley meant to provide acceleration for take off while staying on the ground as the aircraft would simply lift off the trolley.

That in itself was rather ingenious and is certainly fitting as Whitehead had demonstrated a command of engine design driven by acetylene among other fuels.

One should also note that the Smithsonian National Air and Space Museum only presented the Wrights as "first in flight" in 1942. Until 1928, the organization was presenting its own director

as "first in flight" for having fallen in the water off a rail on the deck of a ship. Another noteworthy fact is that the Wrights requested, and the Smithsonian /NASM agreed to sign a contract foregoing any possibility for the museum to ever present any information that could be interpreted as a threat to the Wright brothers' claim to have been first in flight. Those interested will find copy of that contract on John Brown's web site.

After consulting John Brown's data, Janes Aircraft of the World recognized Gustav Whitehead as the rightful bearer of the "first in motorized controlled flight" title and this organization no longer recognizes the Wrights as first, even though it distanced itself from its editor in chief. It is also worth noting that two reproductions of Whitehead's design did fly in Connecticut and Germany. Whitehead had emigrated from Germany and translated his name (he was born Gustav Weisskopf).

Whitehead was born in Bavaria, in the same village as the great grandfather of long-time COPA member Roland Weisskopf (mechanic, commercial/bush pilot, glider pilot, instructor), who died last year and whom was known by numerous Canadian aviators, throughout Québec and Ontario as well as by some in the Caribbean.

His ancestor did have a brother whose first name was Gustav and while Roland never was able to be absolutely certain that Gustav was indeed his relative I'm convinced they were as some passions do "fly" in genes.

*Pierre Leduc*

## 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](mailto:russ@copaflight.ca). by the first of the month for inclusion in the next magazine.



# NOMINATE YOUR FAVOURITES

COPA'S MEMBERS' CHOICE AWARDS



**Nominations are now open for the COPA Members' Choice Awards. Recognize a business or an organization that has gone above and beyond in their contribution to General Aviation in Canada.**

Nominations are being accepted in the following categories:

- Airport Management
- Airport Restaurant

- Aircraft Maintenance (incl. engine, propeller, and avionics specialty)
- Aviation Event (COPA for Kids not eligible)
- FBO or Fuel Retailer
- Flight Training Unit
- Medical Examiner
- Pilot Supply

Nominations must be made by a proposer and must have a seconder.


The proposer and the seconder must be current COPA members and not be employed or have an interest in the company being nominated.

Nominees are not required to be current COPA members. Nominations close September 1st, 2017 and can be made at <https://www.copanational.org/en/memberschoice/>

Nominees will be announced in the October COPA Flight. Voting will open online, on COPA's website October 1st. Paper ballots will be made available upon request. Only current, paid members of COPA are eligible to vote.

For more information, visit our website: <http://www.copanational.org/memberschoice>

Or contact our office:

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# AROUND THE WORLD IN A HELICOPTER

CANADA DAY DEPARTURE FOR C150 GLOBAL ODYSSEY  
STORY AND PHOTOS BY PHIL LIGHTSTONE

Global Odyssey launched from Vaughan, Ontario with fanfare July 1.



**On July 1, father and son team Robert and Steven Dengler, departed a helicopter base in Vaughan Ontario (CNB2) beginning their circumnavigation of the planet. In celebrating Canada's 150th birthday, the Denglers are accompanied by retired Bell Helicopter test pilot Dugal MacDuff on an epic journey. MacDuff has tens of thousands of hours in helicopters and is one of the original Bell Helicopter test pilots consulting with design engineers during the development phase of the Bell 429. With three helicopter pilots onboard, the team has a lot of options, especially with the long days of summer.**

The C150 Global Odyssey (C150GO), has taken over 2,000 man hours in planning over seven months. The journey will require approximately 160 hours of flight time over 40 days and will also set a few world records. Not only is this the first Canadian helicopter to circumnavigate the world, but also the first father-son team. Working with the FAI and Guinness World Records, the Denglers are expecting their efforts to be officially recognized.

Planning the trip required time and patience. The C150GO team met frequently with Russian officials and spent many hours working through diplomatic and administrative processes to get all

the required approvals. It was a journey through a process, and involved three district Russian organizations.

The planned route takes the team through the Russian interior. One senior Russian official told Steven that he'll be seeing parts of Russia that for many Russians would be a dream vacation. Planning ahead, the team produced team commemorative pins to hand out to attendees at the various airports and receptions. Russians are fond of collecting and trading pins. During the course of planning, Steven spoke with many people, and found a common bond of friendship and an attitude of helpfulness. Local knowledge is critical to maneuvering



*C150GO has taken over 2,000 hours in planning over seven months.*

the longest of which is 398nm. Working with Bell Helicopters, the Bell 429 has been equipped with a bladder ferry tank. The helicopter is able to cruise at 20,000 feet, however, the team is anticipating most of the flight to be flown at 2,000 feet AGL.

The Bell 429 is equipped with the latest avionics and instrumentation, including Honeywell's Aspire 200 Satcom system powered by Inmarsat satellite connectivity, turning the helicopter into a wireless hotspot able to deliver 320 Kbps of bandwidth. With real-time access to the Internet, the flight will be streaming live to their social media links, as well as having access to email, chat and video. Real-time flight tracking is delivered by SpiderTracks and the Iridium satellite network.

With an anticipated 160 hours of flight time, the Denglers were required to setup the logistics to service the Bell 429 during the trip. With required 50 hour inspections and service, Bell Helicopters Prague maintenance facility will conduct the first inspection. The second inspection will occur in Russia and the third in Whitehorse.

C150GO's social media links can be found at:

Facebook: /c150go


Instagram: c150go

Twitter: @c150go

Live Position: <https://is.gd/c150go/>

Web: c150go.ca

C150GO is a registered charity, with 100% of the donations going to True Patriot Love Foundation and Southlake Regional Healthcare Centre (Foundation). The team expects to be back at National Helicopter's heliport in Vaughan on August 6, with a circumnavigation completion ceremony at noon.

More information can be found at [C150GO.ca](http://C150GO.ca) 

around local pitfalls. The team will pick up a Russian navigator to aid in their flights through Russian airspace.

A crowd of more than 100 people gathered at National Helicopter heliport at 6:30 a.m. on Canada Day for the send-off. During the pre-flight activities, the well-wishers had an hour to talk to the team and receive autographed posters commemorating the lift off as well as photographs with the helicopter and team members. After a few brief speeches, the helicopter was rolled out of the hangar under a gloomy sky. The sun made a short appearance, enhancing the photo and video opportunities. On hand were representatives from the local Legion

who presented the team with a ceremonial wreath which will be presented to French and Canadian representatives at the Canadian National Vimy Memorial in France. The team's first stop on Day 1 was the Canadian Aviation and Space Museum in Ottawa.

The trip will cover 20,000 nautical miles, take 35 to 40 days and 14,000 U.S. gallons of fuel to complete. The flight will stop in 103 airports in 14 countries.

The Denglers' Bell 429 twin turbine helicopter cruises at 140 KTAS and consumes roughly 100 gals of fuel per hour with a range of 411 nm with standard tanks. There are a few legs which will exceed the standard fuel requirements,

## Incidents + Accidents

### PRAIRIE AND NORTHERN REGION

**A privately operated Aerospatiale AS350 B3** helicopter, was conducting a local pleasure flight. Shortly after lift off into the hover, the pilot lost control and the helicopter collided with the ground. The hydraulics isolation switch on the collective was in the off position. The helicopter sustained substantial damage and the pilot, who was the sole occupant, received a minor injury. No ELT signal was received by the SARSAT system and there was no post-impact fire.

### ONTARIO REGION

**TSB Report#A1700127: a privately owned and operated Acro Sport II** amateur built aircraft, was conducting a flight from Haliburton/Stanhope Muni, ON (CND4) to Barrie-Orilla/Lake Simcoe, ON (CYLS). During cruise flight, the engine (AVCO LYCOMING IO-360-A1A) began to lose power. The pilot performed a precautionary landing in a field and, after touchdown, the aircraft flipped over. The pilot was wearing a five point harness and was not injured. However, the aircraft was substantially damaged.

**A Cessna 182J skydiving aircraft** with one pilot and 4 parachutists onboard was departing Cookstown (CCT2) when during the take off roll the aircraft became airborne, bounced several times and control was lost. The right wing contacted the ground and the aircraft slid and spun on the grass surface. The aircraft was substantially damaged and 2 passengers received minor injuries.

**The privately owned Piper PA-24** aircraft was on approach to RWY 24 at St. Catharines/Niagara (CYSN) with the pilot and passenger. After selecting landing gear down and receiving a green down and locked indication the aircraft

proceeded to land. Approximately 600 feet after touchdown, the nose landing gear began to collapse followed by the main landing gear. The aircraft skidded to a stop on the runway. The two occupants exited the aircraft and were not injured. The aircraft was substantially damaged.

**Trenton joint rescue coordination centre (JRCC)** advised that a privately registered Lake LA-4-200 had crashed in the river east of Cornwall. The aircraft was towed and the Ontario Provincial Police (OPP) took charge of the operations. No impact to operations.

**A privately operated amateur-built Pipistrel Virus SW** aircraft, was conducting a flight from Armstrong, ON (CYYW) to Red Lake, ON (CYRL). At approximately 4500 feet ASL, the engine stopped without warning and the propeller was noted to be in the feathered condition. The pilot pressed the starter button in an attempt to restart the engine, but there was no propeller movement. It was reported that there was approximately 30 litres of fuel remaining. An emergency was declared with Red Lake Radio and the fuel and magnetos were selected off. The pilot manoeuvred the aircraft to a forced landing in a clearing connected to a logging road, approximately 21 nautical miles East of CYRL. During the landing, the aircraft was substantially damaged. The pilot was seriously injured but was able to exit the aircraft. The 406 ELT activated and there was no post impact fire. An aircraft in the vicinity located the crashed aircraft and was able to direct a helicopter to the site to rescue the pilot.

**A privately operated Mckinley William V Nieuport 11** aircraft, was on a local test flight at Brampton-Caledon, ON (CNC3)

in preparation for the Canada Day celebration. During the landing, the aircraft's landing gear exited the runway on to the grass infield. The aircraft subsequently ground looped and flipped over. The pilot was not injured and assisted with putting the aircraft back on to its landing gear due to fuel leaking from the tank. The landing gear, engine cowling and wing tip were damaged.

### PACIFIC REGION

**The privately operated Cessna 172M** was en route from Tofino, BC (CYAZ) to Langley, BC (CYNJ) with the pilot and three passengers. While transiting the North Shore the engine lost power and stopped. The pilot advised ATC and conducted a forced landing in an industrial area on the foreshore of North Vancouver, BC. The aircraft struck a bridge guardrail, chain link fence, power line and tree before coming to rest. All four occupants were taken to hospital. One passenger sustained serious injuries and the pilot and other two passengers sustained minor injuries. There was no fire and no ELT signal was transmitted. On site examination of the aircraft showed that the right wing tank was empty and the left wing tank contained a small amount of fuel.

**A privately operated Piper PA-28-140** aircraft, was conducting a flight from Penticton, BC (CYYF) to Green Lake, BC (CBG2). While attempting to land with a quartering tail wind at CBG2, the pilot aborted the landing approximately 20 feet off the ground and executed a go-around manoeuvre. During the initial climb, the aircraft was unable to clear trees at the departure end of the runway. The aircraft then collided with terrain and nosed over. The pilot and the passenger sustained minor injuries and the aircraft was substantially damaged.

**A privately registered Kolb Twinstar**

Mark III Basic Ultra-light aircraft, was conducting a flight from a private airfield east of Creston, BC (CAJ3) with a pilot and a passenger on board. Shortly after the departure, the engine experienced a loss of power and the pilot executed a forced landing in a field. The aircraft sustained significant damage and the passenger sustained minor injuries.

**A privately registered advanced ultra-**

light Quad City Challenger II crashed behind a barn at 573 Deep Creek Road, Deep Creek, BC.

**A privately registered Piper PA-18-**

135, en route to Courtney Airpark, BC (CAH3), flipped over while landing on the Courtenay River in BC at approximately 2011Z.

**QUEBEC REGION****a privately registered Pezettel PZL-104**

Wilga 35, from St-Hyacinthe (CSU3), QC, crashed in a parking lot near 835 Boulevard Laurier West, Saint-Hyacinthe, a business next to CSU3 airport. Aircraft damaged, no one injured. No impact on operations.

**A Cargair Ltd. Piper PA-23-250**

(C-GDUL), on a local flight from Chicoutimi/St-Honoré (CYRC), QC, declared an emergency after landing on Runway 30 because its nose wheel had given way. Emergency services required. Impact: No runway available between 2000Z to 2011Z. Runway 18/36 reopened by the operator. Several VFR aircraft were placed in orbit. A Max Aviation Beech B100 (C-GPJL/MAX140), from Montréal/St-Hubert (CYHU), QC, to Chicoutimi/St-Honoré (CYRC), QC, conducted a missed approach for Runway 30. The emergency ended at 2050Z. **CF**

**RÉGION DE L'ONTARIO****Un Acro Sport II de construction**

amateur et d'exploitation et d'immatriculation privée effectuait un vol de Haliburton/Stanhope Muni (CND4), ON, à Barrie-Orilla/Lake Simcoe (CYLS), ON. Pendant le vol de croisière, le moteur (AVCO LYCOMING IO-360-A1A) a commencé à perdre de la puissance. Par mesure de précaution, le pilote a atterri dans un champ, mais l'aéronef s'est renversé après avoir touché le sol. Le pilote portait un harnais de sécurité à cinq points et n'a pas été blessé, mais l'aéronef a subi des dommages importants.

**Un Cessna 182J exploité par Sky-**

dive Toronto, a décollé de Cookstown (CCT2) avec un pilote et quatre parachutistes à bord et, lorsque l'aéronef s'est envolé durant la course au décollage, il a rebondi à plusieurs reprises et il y a eu une perte de maîtrise. L'aile droite a heurté le sol et l'aéronef a glissé et effectué des rotations sur la surface gazonnée. L'aéronef a été considérablement endommagé et deux des passagers ont subi des blessures mineures.

**Un Piper PA-24 privé était en**

approche de la piste 24 à St. Catharines/Niagara (CYSN) avec un pilote et un passager à bord. Après la commande de sortie du train et avoir obtenu le voyant vert « train sorti et verrouillé », l'aéronef a entrepris l'atterrissage. Environ 600 pi après le toucher des roues, le train avant a commencé à s'affaisser, suivi du train principal. L'aéronef a dérapé avant de s'immobiliser sur la piste. Les deux occupants ont pu sortir de l'aéronef et n'étaient pas blessés. L'aéronef a subi des dommages considérables.

**Le centre conjoint de coordination**

de sauvetage (JRCC) de Trenton a avisé

qu'un Lake LA-4-200, d'immatriculation privée, s'était écrasé dans le fleuve à l'est de Cornwall. L'aéronef a été remorqué et la Police provinciale de l'Ontario (OPP) a pris charge des opérations. Aucun impact sur l'exploitation.

**Un Pipistrel Virus SW privé de**

construction amateur assurait un vol d'Armstrong (CYYW), ON, à Red Lake (CYRL), ON. À environ 4 500 pi au-dessus du niveau de la mer (ASL), le moteur s'est arrêté sans avertissement et l'hélice s'est mise en drapeau. Le pilote a essayé d'appuyer sur le démarreur afin de relancer le moteur mais l'hélice n'a pas bougé. Il restait environ 30 litres de carburant. Une urgence a été déclarée sur la radio de Red Lake et le carburant et les magnétos ont été désactivés. Le pilote a exécuté une manœuvre afin de réaliser un atterrissage d'urgence dans une clairière adjacente à un chemin forestier, à environ 21 milles marins à l'est de CYRL. L'aéronef a subi des dommages considérables pendant l'atterrissage. Le pilote a été gravement blessé mais a pu sortir de l'aéronef. L'ELT sur 406 MHz s'est activée, mais il n'y a pas eu d'incendie suite à l'impact. Un aéronef volant à proximité a réussi à localiser l'épave et à guider un hélicoptère vers le site afin de procéder au sauvetage du pilote.

**RÉGION DU PACIFIQUE****Un Cessna 172M reliait Tofino (CYAZ),**

BC, à Langley (CYNJ), BC, avec le pilote et trois passagers à bord. En vol au-dessus de la rive nord, le moteur a perdu de la puissance et s'est arrêté. Le pilote a avisé l'ATC et exécuté un atterrissage forcé dans une zone industrielle de la basse plage de North Vancouver, BC. L'aéronef a heurté la glissière de sécurité d'un pont, une clôture à mailles losangées, une ligne électrique et un arbre



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## Incidents + Accidents

avant de s'immobiliser. Les quatre occupants ont été conduits à l'hôpital. Un des passagers a été blessé gravement tandis que le pilote et les deux autres passagers ont subi des blessures mineures. Il n'y a pas eu d'incendie, et l'ELT ne s'est pas déclenché. L'inspection sur place a révélé que le réservoir d'aile droit était vide et que le réservoir d'aile gauche contenait une petite quantité de carburant.

**Un Piper PA-28-151 a signalé avoir vu** un Cessna 150H (C-GACZ) exploité par Collège d'Enseignement Général et Professionnel de Chicoutimi de Penticton (CYYF), BC, à Green Lake (CBG2), BC, s'écraser à CBG2. Des informations subséquemment recueillies auprès d'autres pilotes au sol ont permis d'apprendre que les deux personnes à bord (POB) avaient subi des blessures mineures et été transportées à l'hôpital.

**Le détachement de la Gendarmerie** royale du Canada (GRC) a appelé le centre d'information de vol (FIC) pour l'informer qu'il avait reçu un rapport de BC Ambulance concernant l'écrasement d'un petit aéronef à proximité de Lister, BC. Les appels subséquents ont indiqué que l'aéronef était un ultra léger Kolb Twinstar Mark III d'immatriculation privée. Les deux personnes à bord ont subi des blessures légères, et les services d'urgence se trouvaient sur les lieux. Le Centre conjoint de coordination de sauvetage (JRCC) de Victoria et le gestionnaire de postes du centre de contrôle régional (ACC) ont été avisés. L'aéronef n'avait aucun plan de vol et n'avait établi aucun contact radio selon les enregistrements.

**Un ultra-léger de type évolué,** modèle Quad City Challenger II, d'immatriculation privée s'est écrasé derrière une grange au 573, chemin

Deep Creek, Deep Creek (Colombie Britannique).

### RÉGION DU QUÉBEC

**Un appareil de type Pezetel PZL-104** Wilga 35 en exploitation privé et équipé de flotteurs, effectuait un vol selon les règles de vol à vue à partir de St-Hyacinthe, QC (CSU3) à destination de Clova, QC. Peu après le décollage du bassin d'eau de CSU3, l'avion a perdu de l'altitude et s'est écrasé dans le stationnement d'une entreprise situé de l'autre côté de la route qui borde l'aéroport. Un signal ELT a été transmis et reçu. Le pilote a été légèrement blessé.

**Un Piper PA-23-250 exploité par** Cargair Ltée., effectuant un vol local depuis Chicoutimi/St-Honoré (CYRC), QC, a déclaré une urgence après l'atterrissage piste 30, car sa roue de nez avait cédé. Services d'urgence requis. Impact : Aucune piste disponible entre 2000Z et 2011Z. Piste 18/36 rouverte par l'exploitant. Plusieurs aéronefs VFR mis en orbite. Un Beech B100 exploité par Max Aviation (C-GPJL/MAX140), effectuant un vol de Montréal/St-Hubert (CYHU), QC, à Chicoutimi/St-Honoré (CYRC), QC, a effectué une approche interrompue piste 30. Fin de l'urgence à 2050Z.

**Un Cessna T210N exploité par Orizon** Aviation Québec (C-FKZC) et effectuant un vol de Québec/Jean Lesage (CYQB), QC, vers Rimouski (CYXK), QC, s'est écrasé dans un champ à 500 pi de la route 132, au sud de Matane. Les services d'urgence ont été appelés et envoyés sur les lieux, où ils ont trouvé trois personnes blessées. Le Centre national de l'exploitation (NOC) et le centre conjoint de coordination de sauvetage (JRCC) de Halifax ont été avisés. Aucun autre impact sur l'exploitation. **CF**

# TRANSPORT CANADA ENFORCEMENT ACTIONS

## ATLANTIC REGION

› A person operated an unmanned air vehicle in flight without a special flight operations certificate (SFOC) or an air operations certificate. CAR 602.41, \$1,000.

## QUEBEC REGION

› A person operated an unmanned air vehicle contrary to the provisions of a special flight operations certificate (SFOC) issued by the Minister. CAR 603.66, \$750.

## PACIFIC REGION

› A person operated an aircraft over a built-up area at an altitude lower than 1 000 feet above the highest obstacle within a horizontal distance of

2 000 feet from the aeroplane. CAR 602.14(2), \$750.

› A person operated an unmanned air vehicle in flight without a special flight operations certificate (SFOC) or an air operations certificate. CAR 602.41, \$1,000.

## RÉGION DE L'ATLANTIQUE

› Une personne a utilisé un véhicule aérien non habité sans être titulaire d'un certificat d'opérations aériennes spécialisées ou d'un certificat d'exploitation aérienne. RAC 602.41, 1 000\$

## RÉGION DU QUÉBEC

› Une personne a utilisé un véhicule aérien non habité sans se conformer aux

dispositions du certificat d'opérations aériennes spécialisées délivré par le ministre. RAC 603.66, 750 \$

## RÉGION DU PACIFIQUE

› Une personne a utilisé un aéronef au-dessus d'une zone bâtie à une altitude inférieure à 1 000 pieds au-dessus de l'obstacle le plus élevé situé à une distance horizontale de 2 000 pieds ou moins de l'avion. RAC 602.41, 1 000 \$

› Une personne a utilisé un véhicule aérien non habité sans être titulaire d'un certificat d'opérations aériennes spécialisées ou d'un certificat d'exploitation aérienne. RAC 602.41, 1 000\$ **CF**



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**F**urther, faster, higher might be your flying aspirations but insurance realities have a way of bringing upwardly mobile pilots down to earth. Any shopping trip for a more capable aircraft should start with your insurance broker.

An experienced broker will be able to advise you what various underwriters will require for minimum pilot qualifications, common checkout requirements, and an estimate of annual insurance costs for various types of aircraft. While you may have the monetary resources to move from a Skyhawk to a Baron 58, without the proper ratings, flight time and training you may find insurance is cost-prohibitive or even impossible to obtain. The time to find this out is now, not after you've entered into a sales agreement!

Once you've established some realistic expectations, it's time to lay out a logical plan for developing your pilot skills to meet the needs of the new aircraft and your insurance company. Your transition plan may include a combination or additional ratings, dual flight in-

Moving up in the world of aviation has insurance implications.



struction, solo time without passengers and even simulator time. And don't forget to include your recurrent training plans.

Having a comprehensive plan beforehand, rather than simply asking your insurance company, "What'll it take?" shows that you're invested in making a safe, logical transition and that you don't want to get in "over your head". In short, it shows that you're the kind of pilot the companies want to insure.

Be prepared to pay higher premiums until you complete training and build some time in the new aircraft, perhaps

for a couple of years or more. There are some things you can do however to keep the initial premiums more reasonable and minimize the period of time your policy is surcharged.

Accept reasonable changes by the underwriter to your transition plan and make sure you forward documentation of your flight training as you complete it. If recurrent training is called for, do it when required. Avoid asking for extensions of deadlines. And best of all, fly your new airplane. A current, frequent-flying pilot with high make and model time is what every underwriter is looking for. **CB**

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**P**ilots usually focus on Aviate, Navigate and Communicate but there is an unseen and unheard menace waiting to incapacitate the pilot and passengers.

On February 2, 2017 Dan Bass departed Duluth Minnesota in his 1969 Mooney with a cracked exhaust that allowed carbon monoxide into the cockpit. Shortly after takeoff, and with the autopilot flying the aircraft, he succumbed to the CO and passed out. The aircraft flew on autopilot and reached 13,000 feet. The autopilot flew the aircraft until fuel exhaustion and the aircraft landed in a field going about 110 knots. The aircraft was substantially damaged and Dan was hurt but lived to tell his story. There were many warning signs of CO poisoning and hypoxia but because it diminishes cognitive skills, they were ignored.

Breathing CO reduces the body's ability to carry oxygen in your blood. At low altitudes, CO will cause tiredness, headaches, shortness of breath and impaired motor functions. At high-

er altitudes, CO poisoning symptoms include dizziness, chest pain, poor vision and difficulty thinking.

As CO attaches to your hemoglobin, your blood is not able to carry the full payload of oxygen. CO is pervasive and it can remain in the body for days after exposure. Higher altitudes amplify the effect of CO and oxygen deprivation. Switching to supplemental oxygen will help, but not eliminate the impacts of CO poisoning. As hypoxia settles in, mental function is progressively impaired.

A thorough annual inspection of exhaust components is essential to keep exhaust flowing where it should flow but even the best maintained aircraft can have exhaust problems. A good CO detector in the cockpit can give a pilot the advance warning needed to take action before he or she is incapacitated and there are some sophisticated examples on the market

Guardian Avionics began manufacturing carbon monoxide sensors in 1999 and has more than 10,000 sensors in GA aircraft. Cessna, Diamond and Cirrus

have included Guardian AERO 452 CO sensors as standard equipment since 2006, fully integrated into the Garmin G1000 stack.

Guardian's TSO'd AERO line of detectors incorporate sensitive CO sensors. AERO will begin alerting at 50 parts per million (ppm). AERO is able to alert three different ways, an 85 dB audio tone, a light and an audio tone delivered through the audio panel. It will alarm if the CO level exceeds 50-70 ppm for more than five minutes and will provide an instant alarm if CO spikes above 300ppm within one minute. That provides ample time for the pilot to ventilate and land at the closest practical airport. A number of AERO models are equipped with a built-in pressure sensor, providing an alert as the aircraft climbs through 10,000, 12,500 and 14,000 feet reminding aircrew and passengers to don supplemental oxygen.

Panel mounted and remote stand-alone units are also available. The remote sensor supports panel mounted light, audio panel connectivity and integration into a variety of PFD, MFD,

GPS radios and engine analyzers. With a standard RS-232 connector, wiring is straight forward. Average installation time can be between one and two hours.

The AERO 553 is intended to replace an existing chronometer and includes timing and monitoring functions such as clock, flight timer, stop watch, inside/outside air temperatures, battery voltage, cabin altitude and density altitude.

The CO sensors must be replaced every five to seven years. Aircraft owners have the option of ordering a factory overhauled replacement and then swapping out their original unit and returning it for a \$100 USD core value. Guardian has arranged a discount for COPA members at [www.GuardianAvionics.com](http://www.GuardianAvionics.com). Please use discount code "GuardianCO" to receive a 20 percent discount.

Sensorcon ([www.Sensorcon.com](http://www.Sensorcon.com)), manufacturers a portable CO detector, about the size of a cell phone. With a lanyard and belt clip, the detector is programmable to specific personal limits, will generate an audible alarm and vibrate. The detector tracks CO exposure levels over a 24-hour period. Sensitivity is as low as 5 ppm, but requires an annual recalibration. This tool keeps the pilot safe in the air but acts as a diagnostic tool while on the ground. There is a 20 percent discount for pilots. Use the discount code aircraft2017.

Many aircraft owners rely on chemical based CO detection cards. A simple and inexpensive card, is affixed onto the panel with double sided tape. A small disc will change colour from pale yellow to dark brown as CO penetrates the cabin. These detection cards require frequent replacement and can take 30 minutes to change colour. A conscious effort must be made to look at the card and then react.

Utilizing technology to create an early warning facilitates a conscious decision process. As with Aviate, Navigate, Communicate, an audible alarm combined with a red light starts an immediate decision process which can prevent incidents like those Dan Bass experienced. ☐



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# A BRIEF HISTORY OF WEATHER

FOLKLORE GAVE WAY TO SCIENCE IN 1600S



Mechanical barograph plots barometric pressure changes.

If it weren't for weather, many people wouldn't have anything to chat about. It's the foundation of small talk and an easy fill-in when the conversation falters. But for aviators, especially the VFR rec pilots among us, weather is all-important. Armed with a forecast and an understanding of how the atmosphere works the pilot can avoid deteriorating or unsuitable weather. VFR into IMC can be deadly.

The ability to foretell the coming weather is something mankind has strived for since the dawn of history. It's likely that early humans peeked out from their cave homes and took a guess at what the day might bring in terms of rain or wind or any condition which would affect the hunter and the hunted. The type of cloud in the sky, the direction of the wind, even the flight of birds and insects must all have given a forecast of sorts. We still, perhaps subconsciously use these primeval cues even with the METAR/TAF at our fingertips.

Around 340 BC, Aristotle, who coined the term meteorology, wrote a book all about the subject which en-

compassed anything in the upper atmosphere between the earth and the moon. This included clouds, rain, lightning and comets. Almost everything he said was off the beam but his work was revered for more than 1,000 years when weather forecasts were based on superstition, folklore and astrological signs. Throughout the ages, a heads-up on weather has been advantageous to travellers, farmers and many others whose lives and livelihood depended on climate conditions.

Homespun theories were seriously unhelpful in predicting the coming weather. A more scientific approach was necessary and in the fifteenth century the first hygrometer was developed to measure the humidity of the air. A hundred years later, Galileo invented the thermometer and soon afterwards, in 1643, another Italian, Torricelli made his first barometer; now it became possible to quantify subjective personal observations.

These new instruments heralded the birth of empirical meteorology, but it remained far from an exact science. Technology and communication improved over the next two centuries and life got

busier and more complex. Official Met Offices sprang up in Europe and North America. In Britain in 1861 the first daily weather forecast and weather maps were published. By 1911 there were Morse radio transmissions of weather observations; now it was possible to pass on atmospheric data quickly from a wider area to improve forecasting.

In Canada the need for specific aviation weather had long been recognized and a dedicated section was set up in the Toronto weather office for that purpose in 1928. Canadian pilots apparently were hollering more loudly than anyone else for meteorological services and new observation stations were established and staffed by technicians at airports. The field of atmospheric science was advancing along with increasing aircraft use but regrettably the 1930's economic depression put a hold on progress until the second world war.

Weather forecasting became particularly important during the Second World War for the armed forces, especially for military aviation, but reports were not for civilians. All public weather forecasts in the UK, Canada and the US were stopped or severely limited lest they be of help to the enemy.

The biggest success of the military met office was the timing of D-Day on June 6, 1944. This was thanks to an accurate prediction by RAF Group Captain James Stagg who pin-pointed the one-day window of suitable weather coinciding with a full moon. (The extra light was needed for pilots dropping paratroopers.)

The data that led to the momentous prediction was gathered by monitoring the weather across the Atlantic now under the control of the allies. From a base in Scotland, Halifax bombers were sent out on ten-hour sorties flying at 1500 feet ASL. Every 50 nautical miles, readings were taken of cloud type, bases, tops,

# Have You Checked the Weather?



visibility, wind speed and temperature. The aircraft also descended to sea level to record the pressure and all the readings were repeated at regular levels up to 1800 feet ASL, ending with another sea level reading at the end of the run.

The data gathered were security coded before being transmitted to the base station for the creation of the all-important prediction for northwest France. The forecast for June 6, 1944 is considered history's most important weather forecast.

Modern forecasting techniques have improved in accuracy and scope with earlier detection of thunderstorms, icing severity and even clear air turbulence up to 40,000 feet. Dangerous weather can delay or cancel flights resulting in millions of lost revenue but such loss pales in comparison with the number of lives saved by severe weather warnings. **CF**

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- Iron Creek, AB/ Flt 157
- Val d'Or, QC/ Flt 192
- Avalon, NL/ Flt 97
- Edmonton, AB/ Flt 176
- Saint John, NB/Flt 193
- Bluenose, NS/ Flt 188
- West Peace, AB/ Flt 184
- Sunshine Coast, BC/ Flt 197
- Rideau Lakes, ON/ Flt 56
- Wetaskiwin, AB/ Flt 51
- Neuville, QC/Flt 198
- St. Georges, QC/ Flt 46
- Toronto Island, ON/ Flt 32
- Westlock, AB/ Flt 139
- Estevan, SK/ Flt 3
- Langley, BC / Flt 175
- Saskatoon, SK/ Flt 10

# BEST PILOTS LEARN THE BASICS

## ULTRALIGHTS THE IDEAL TRAINING PLATFORM



The more-powerful four cylinder engine makes a big difference on a little airplane.

*To be better pilots we need to have a real sense and feel for the machine.*

Sullenberger deadsticked his Airbus A320 to a safe water landing on the Hudson River. Both were glider pilots.

Glider experience by itself won't necessarily make any of us a better pilot because, unless it is a powered glider, the tow plane or ground winch becomes a significant source of power to provide enough altitude before the glider begins picking up thermals.

In my opinion the best training to become a better pilot, in any airplane, takes place in the left (or only) seat of a powered ultralight aircraft. My first airplane back in 1971 was an ultralight, even though it was a duly certified and registered 1947 Aeronca Chief 11-AC (CF-TLQ). It was slightly heavier than the 1,200 pound Canadian advanced ultralight of today, but at our field altitude of 3,400 feet and with a tired Continental 75-horsepower engine it had much less performance than most modern ultralights.

I remember on a flight from Cardston to Lethbridge the tower wanted me to get to 4,000 feet ASL (1,100 Ft. AGL) and in the 50 mile distance, fire walled all the way, I was not able to get any more than 3,700 ft ASL.

In a low-powered airplane you are forced to be a better pilot because you cannot drive it. You have to fly it! Ground effect has to be understood and used. Developing techniques to manage the flight and landing carefully, relying on skill rather than power, will enable any plane and pilot to fly again another day! **CF**

Last month I mentioned that we were going to be test flying new engines on the prototype twin engine ultralight we are designing and building. We went from 170 cc two cylinder 17.5 horsepower engines to 222 cc four cylinder 21.5 horsepower engines, and what a difference it made. At our field altitude of 3,400 feet and my weight of 260 pounds a little extra power goes a long way. A better and less expensive way to get more performance would have been to take my personal weight down to 200 pounds, however that was not about to happen soon, so the alternative was to hang more horsepower on the aircraft.

Recently while training a new pilot, I started thinking about what makes a good pilot. We can always read more books, go to more seminars, and/or take more hands-on training from a

flight instructor. Is that going to make a significant difference toward developing a skill level where one will be able to become a part of the airplane and read its reactions to the elements around us (wind and weather) before that gust of wind or muffed landing puts us into a situation where we have to take dramatic steps to recover? It is like the oldtimer in the retirement home who was asked what steps he would take in the case of a fire and his reply was: "Damn big ones!" We want to be proactive in the control response of our airplane rather than only being re-active.

To be better pilots we need to have a real sense and feel for the machine we are flying and the techniques that must be used in unusual circumstances. In 1983 Capt. Bob Pearson deadsticked his Boeing 767 to a safe landing at Gimli and in 2009 Captain Sully

# A LITTLE CANADA AT OSHKOSH

EAA PAVILION HOSTS SEMINARS, SOCIAL EVENTS

The EAA Canada Pavilion was hopping at AirVenture 2016 and will offer even more activities this year.



*Here, we host and showcase some of Canada's unique talents, expertise, and aircraft.*

case some of Canada's unique talents, expertise, and aircraft.

This year we will be showcasing the Vimy Flight aircraft. We will also have a number of forums of interest to the Canadian attendees. One of our most popular forums is on cross-border flying, and brings together both Canadian and American pilots. It's usually standing room only.

Two additional features need to be mentioned. We will open our pavilion on Monday morning with a typical all-Canadian Tim Horton's coffee and donut session. So come around, meet and greet, and enjoy a free coffee and donut.

Also, don't miss the Wednesday morning hot breakfast. This feature has become very popular and is free to our Canadian EAA members. You will need to get a ticket which is available at our pavilion, but come early since these tickets go quickly.

Our breakfast will feature a special speaker. This year, Allan Snowie will tell us about the honour flight of the six First World War One replica fighters that were transported from Canada to Vimy France for this occasion. Some of these aircraft will be on display at our pavilion throughout the week.

As Michael Martin described, there is an incredible amount to see at EAA AirVenture and it's difficult to see it all. We invite all Canadians to stop by our pavilion to say hello and to see what we have to offer. **CF**



I'd like to add to Michael Martin's excellent article on EAA AirVenture Oshkosh published in July's edition of COPA Flight.

EAA's Canadian Council is comprised of six members from across Canada and its purpose is to support

our Canadian members and to liaise between our members and EAA.

At EAA AirVenture, we set up and host a Canadian pavilion, (Lots 400 and 401). This pavilion is situated in the centre grounds adjacent to the International Tent. Here, we host and show-

# 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](http://www.aerobaticscanada.org) for details and more information about the club, events, contest results/photos and contact information.

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

**CHARLOTTETOWN, PEI (CYG):** COPA Flight 57/PEI Flying Assoc. Every Saturday at 0800 hrs join our members for breakfast at Razy's Roadhouse, 161 St. Peters Rd., Charlottetown. Also on the first Saturday of the summer months we have our Saturday Fly-in & Burgers from 1200 until 1400 hrs. No Ramp or landing Fees. For more information or to arrange a ride from Apron 2, please contact Brian at 902-626-6963 or Barry 902-626-5882, [pound@pei.sympatico.ca](mailto: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](mailto:info@classicaircraft.ca). Visit our website at [www.classicaircraft.ca](http://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](mailto: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 Linticum at 306-421-7629 or [nealandnadine@hotmail.com](mailto:nealandnadine@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](http://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](mailto: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](mailto: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](mailto:eaahighriver@shaw.ca). Visit our website at [www.eaahighriver.org](http://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 18:00; meeting starts at 19:00. Join us for news and updates, guest speakers and fellowship! For more information, please contact John Iltmer at [Info@kelownaflyingclub.com](mailto: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@rogers.com](mailto:gordon.millar@rogers.com) or visit the website for the Breslau Flyers at <http://www.copaflight26.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](mailto: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](mailto:bobklfc@gmail.com), or visit the Kawartha Lakes Flying Club at [klfc.com](http://klfc.com).

**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](mailto:bd5ron@gmail.com) and visit [www.mordernflyingclub.com/events.html](http://www.mordernflyingclub.com/events.html)

**NANAIMO, BC (CYCD):** Welcomes you! Nanaimo Flying Club holds regular meetings; Third Sunday of every month 09:30, followed by guest speakers & lunch. Meet & greet breakfasts or brunches held first Saturday of every month. Keep the dust off your wings; join our "Truancy Squadron" callout offering week-



# ON THE HORIZON

ly 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](mailto:president@nanaimoflyingclub.org). Visit our website [www.nanaimoflyingclub.org](http://www.nanaimoflyingclub.org).

**OKOTOKS, AB (CFX2):** Foothills Flying Club, COPA Flight 81 regular meeting at 19:30, last Monday of the month, Okotoks Elks Hall, 58 Elizabeth St. Okotoks AB. For more information, please contact Robert at [capocruz@gmail.com](mailto:capocruz@gmail.com) or 587-226-9753

**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](mailto: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 bienvenus. Pour plus d'information contactez Maurice 819-360-0706 ou Andre 819-329-2830.

**PICTON, ON (CNT7):** COPA Flight 53, breakfast on the second Sunday of every month starting at 8:00 a.m. April-December. Located at the Prince Edward Flying Club, co-ordinates N 43 59 21 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](http://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.slflyingclub.com](http://www.slflyingclub.com). Email [sflflyingclub@gmail.com](mailto:sflflyingclub@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 [orwinmy@telusplanet.net](mailto:orwinmy@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](mailto:fred@acronav.com); V.P. Alain Ouellet at 416-709-2020 or [aouellet@icecanada.com](mailto:aouellet@icecanada.com)

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

## AUGUST 2017

**AUGUST 5, 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](mailto:p_hanna@harvards.com) (519-212-6021) or visit our website at [www.harvards.com](http://www.harvards.com)

**AUGUST 5-6, WINNIPEG-LYNCREST, MB, (CJL5):** Springfield Flying Club is moving their Annual mid-August BBQ to Sun Aug 6 to coincide with visit of Vimy Flight to Winnipeg. Those flying in early can camp out on field Sat Aug 5. Will have a campfire and singalong. Main event Sun Aug 6 from 1000-1600. Food vendors, antique cars, BCATP aircraft, club members planes, Winnipeg Gliding Club display and of course the Vimy Flight aircraft and crews. Prize draws and 50-50. Special draw for pilots flying in. More info at <https://www.facebook.com/SpringfieldFlyingClub/> and [www.lyncrest.org](http://www.lyncrest.org).

**AUGUST 1-25: GOVERNOR'S CUP CROSS CANADA AIR RALLY:** Celebrate Canada's 150th Anniversary with a group of International Flyers! 10 provinces! 1 Territory! Join us for 1 day, 2 days, one section or the entire Air Rally. This event will help finance the Aeronautical Training program in 2 Canadian schools. [www.airrally.com](http://www.airrally.com) or [info@airrally.com](mailto:info@airrally.com) 450-969-2247

**AUGUST 6, KILLARNEY MANITOBA (CJS5):** Killarney Flying Club Annual Fly-In Breakfast. 0800 - 1200. Bob buys breakfast for any pilot flying in that mentions they saw this ad in "On The Horizon". Contact or text Bob 204-523-6316 or [bobsair@hotmail.com](mailto:bobsair@hotmail.com)

**AUGUST 9-11, ABBOTSFORD, BC:** The Canadian Business Aviation Association (CBAA) has partnered with other major aviation groups to create a one-of-a-kind event that marries the best of CBAA's convention, exhibit and static with one of North America's biggest airshows and a major aerospace conference. Open to all, with a focus on corporate and non-scheduled commercial operations of all sizes, CBAA 2017 sessions are geared towards pilots, crew, operations managers, maintenance, schedulers & dispatchers and more. For more information, visit [www.cbaa-aca.ca](http://www.cbaa-aca.ca).

# ON THE HORIZON

## **AUGUST 11-13, HAVELOCK NB (CC55):**

The Havelock Flying Club/COPA Flight 27 invites you to our 2017 Annual Fly-in. To celebrate Canada's 150th and our Havelock Flying Club's 50th Anniversary we are offering a Canso Canadian Silver Coin to the Pilot flying in from the furthest location. Breakfasts on both Saturday and Sunday mornings, Auction and Suppertime Pig Roast on Saturday. BBQ at Lunch hour. Camping Sites available. [www.havelockflyingclub.ca](http://www.havelockflyingclub.ca)

**11-13 AOÛT, LAC ETCHEMIN, QC:** RVA libAIRté. Contactez 581-307-8062 ou *franc.hauselmann@cocktails-solutions.com*

## **AUGUST 12, STAYNER, ON (CNV8):**

"The Gathering of the Classics" Canada's largest wings n wheels event, Edenvale Aerodrome Aug 12, rain date Aug 13. Contact [info@classicaircraft.ca](mailto:info@classicaircraft.ca)

**AUGUST 12, ALMAGUIN, ON (CPE6):** COPA for Kids event. Flight 23 North Bay Location Almaguin highlands airpark Time 9:00-12:00 Pre-register with south river / Sundridge sunflower festival. No rain date

**AUGUST 12, WELLAND, ON (CNQ3):** Join COPA Flight 149 for their COPA For Kids flight day. Rain date August 19th. Time will start approx. 0900. Drinks and cookies for children after their flight. Contact 905-321-5592 for more information.

**AUGUST 12, HARBOUR GRACE, NL:** COPA Flight 97 will be hosting "Let's Go to Harbour Grace Event" at the Harbour Grace Airfield. WX dependent. Contact Minette, Navigator at [mgrose@nf.sympatico.ca](mailto:mgrose@nf.sympatico.ca) (709 - 682-1302) or visit the COPA Flight 97 Facebook group. Also visit our website at [www.copa97.ca](http://www.copa97.ca). (please note only public events are posted on the website)

## **AUGUST 12, NOTAWISSI LAKE, QC:**

Bernie's 8th Seaplane Splash-In. Seaplanes and helicopters welcome on the Notawissi Lake (North 47-06-30, West 75-27-40). 110 nm north of the Ottawa airport (CYOW). 1100 to 1500 <https://notawissi.com/en/index.php> Bernie: 819-465-2069, [bernieavion2007@hotmail.com](mailto:bernieavion2007@hotmail.com) or Andre 819-568-2359, [info@pontiacairpark.com](mailto:info@pontiacairpark.com) (August 13 rain date)

**AUGUST 12, SAULT STE MARIE, ON (CYAM):** Join COPA Flight 66 for a COPA for Kids event 0900 - 1400. Contact Terry Mortimore at 705-206-1164 or <http://www.copassm.com/>

## **AUGUST 12, EDENVALE, ON (CNV8):**

1000 - 1600. Join the Edenvale Classic Aircraft Foundation at the Edenvale Aerodrome an hour north of Toronto, on Highway 26 mid way between Barrie and Collingwood for

their 29th annual Gathering of the Classics. This is the largest classic wings and wheels event in Canada. All manner of planes, cars and motorbikes attend. Warbird, jet and helicopter flights will be available. There will be static displays of all sorts, a Saints & Sinners beer tent, a variety of food choices, and more for the whole family. Rain date Sunday August 13. Details are on [www.classicaircraft.ca](http://www.classicaircraft.ca). Contact ECAF at [info@classicaircraft.ca](mailto:info@classicaircraft.ca) or (705) 818-2223 or Facebook ECAF.

**AUGUST 12, VEGREVILLE, AB (CEV3):** Join COPA Flight 191 for a COPA For Kids event at Vegreville Airport 0900 - 1200. You must pre-register for this event on our website at [www.vegflyngclub.com](http://www.vegflyngclub.com) all of the information and forms are available here.

**AUGUST 12, GRANDE PRAIRIE, AB (CYQU):** Join COPA Flight 184 for their COPA For Kids event 0900 - 1500. Rain date August 19. At the Happy Gas - Hangar 2 at the Grande Prairie Airport. You must pre-register for this event on our website at [www.wpa.ca](http://www.wpa.ca).

**AUGUST 13, EXETER, ON:** COPA Flight 177 is holding the 4th Annual Charity Poker Run supporting the Youth Flying Scholarship. The listing of participating airports, rules and Player poker sheets can be found on the COPA Flight 177 website (<http://copaexeter.ca>). Players must play the final hand at Sexsmith Airport (CSX7) no later than 13:00. BBQ lunch provided at Sexsmith (by donation). Preregistration appreciated by emailing or calling Chris at [redfearnca@gmail.com](mailto:redfearnca@gmail.com) or 226-777-3080.

**AUGUST 13, WESTLOCK, AB (CES4):** The Westlock Flying Club (COPA Flight 139) will be holding its annual fly in breakfast on Sunday, August 13th from 07:00 - 11:00 at the Westlock Airport (CES4). \$8 per person, \$20 per family of 4, free for children 5 and under. We hope to see you there! For more details, contact Robert Lawrence at 780-349-2554.

**AUG 13, EDENVALE AERODROME ON, (CNV8):** FCC 99s Annual Ladies Fly-In Tea. Ladies, join us for a great afternoon with other female pilots at our annual Tea in the hangar. \$10 p.p. RSVP is mandatory. For more information, please contact: [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

**13 AUGUST, HAWKESBURY EAST, ON (CPG5):** COPA Flight 131 / Hawkesbury Flying Club annual BBQ and Corn Roast from 11:00 AM to 1:00 PM, rain or shine! Hotdogs, corn on the cob, soft drinks and more. Fly-In or drive in, everyone welcome! We are located at a General Aviation and Ultralight friendly airport 3435 County Road 17, Hawkesbury, Ontario. For more information call Steve Farnworth 613 632-3185, email: [HawkesburyFlyingClub@gmail.com](mailto:HawkesburyFlyingClub@gmail.com) or see our web site [www.HawkesburyFlyingClub.ca](http://www.HawkesburyFlyingClub.ca)

## **13 AOÛT, HAWKESBURY EST, ON, (CPG5):**

COPA Club 131 / Hawkesbury Flying Club, Rendez-Vous aérien annuel, épiluchette de blé d'inde: de 11h00 à 13h00, beau temps-mauvais temps. Hotdog, blé d'inde, liqueurs douces et plus. En avions ou en voiture, tout le monde est bienvenue! Notre aéroport est facilement accessible à l'aviation Générale et aux ultralégers. 3435 Chemin du Comté 17, Hawkesbury, Ontario. Pour plus d'information, vous pouvez communiquer avec Steve Farnworth 613 632-3185, par courriel: [HawkesburyFlyingClub@gmail.com](mailto:HawkesburyFlyingClub@gmail.com) ou, voir notre site web [www.HawkesburyFlyingClub.ca](http://www.HawkesburyFlyingClub.ca)

## **AUGUST 13, SAINT-JEAN-SUR-RICHELIEU, QC (YJN):**

COPA Flight 160 Fly-In St-Jean 2017, International Balloon Festival site. In case of bad weather, this event will be cancelled. For further information, please visit our new website <http://apphyjn.com/> or contact Richard /Nicole Legault [legault.nr@vid-eotron.ca](mailto:legault.nr@vid-eotron.ca) (450-466-8613 Quebec).

## **AUGUST 18- 20, PLATTSVILLE, ON (CLB2):**

Ultralight Pilots Association of Canada (UPAC) Annual Convention. Join us at Lubitz Field (CLB2) for this exciting grass roots aviation event. Drive-in and fly-in visitors come for a weekend of flying, seminars, workshops, prizes, live entertainment, exhibitors, demonstration flights, fly mart, fun and camaraderie. Camping for tents, campers and motor homes (no power or water). Café Les Aires is open all weekend. There is no charge for camping, admission, or exhibitors, but we ask for donations to cover expenses such as porta-potties. [www.upac.ca](http://www.upac.ca)

## **AUGUST 19, MOOSE JAW, SK (CJS4):**

Breakfast served 0800-1100. Comm: 122.8. Please use 122.8 for fly-in and local skydiver traffic. Further Information: [cfudc@hotmail.com](mailto:cfudc@hotmail.com) or Gerry at: (306) 692-8932

## **AUGUST 19, ROCKY MOUNTAIN HOUSE, AB (CYRM):**

Flight 166 Rocky Mountain. 0800 to 1200 Includes Breakfast and An Aircraft Parts swap meet (bring a part to sell, or buy a part on display).

## **AUGUST 19, PICTON, ON (CTN7):**

The Prince Edward Flying Club, (COPA Flight 53) is hosting its annual free COPA for Kids Program, Saturday, August 19th, at Picton Airport. Start time is 9 a.m. (Rain date: August 20th). Any youngster interested in participating in this free event must pre-register by contacting Jacqui Burley at Loch-Sloy Business Park. 613-476-3064. Registration forms are available at the main office of Loch-Sloy, 343 County Road 22. Completed forms are due by no later than August 11th.

# ON THE HORIZON

## **AUGUST 19, OLIVER, BC (CAU3):**

COPA Flight 158 is hosting our Annual Fly-In-Breakfast from 0800 until 1100 hrs. Coffee, fruit, juice and breakfast. \$10.00 Everyone welcome. For more information please contact David Forst at 250-488-5710 or [sofc.oliver@gmail.com](mailto:sofc.oliver@gmail.com)

## **AUGUST 19-20, FAIRMONT HOT SPRINGS, BC (CYCZ):**

Sixth annual airport free fly in. Come and enjoy all the amenities of the Columbia Valley and what the Airport has to offer. Co-ordinates N50.90.15 - W115.52.24, ATF 123.200 5 cent fuel discount. Free BBQ 1430 hrs August 19 2017, Pancake breakfast August 20 2017. 50/50 charity draw and any requested activities if possible. Fairmont Goldsmiths has graciously donated a custom pendant for a silent auction. All monies raised are for the Chris Rose Therapy Center for Autism. Free camping on site for a hundred or so. Everyone flying in receives the coveted CYCZ key chain. For discount codes and alternate accommodation please contact Shawn Jestley (250) 345 - 2121 or [sjestley@fhsr.com](mailto:sjestley@fhsr.com)

## **AUGUST 26, LACHUTE, QC (CSE4):**

Flea Market Fly-In and Lunch from 10:00 to 14:00. Hosted by the members of APAL, all aviators and the general public alike are invited. If you are interested in putting articles of aviation for sale please sign up two weeks prior to the event. To sign up and for more information please contact [RVA-LACHUTE@VIDEOTRON.CA](mailto:RVA-LACHUTE@VIDEOTRON.CA). See you in Lachute.

**26 AOÛT, LACHUTE, QC (CSE4):** Rendez-vous aérien avec Marché aux Puces pour aviateurs et lunch de 10:00 à 14:00. Les membres de l'APAL invitent tous les pilotes et le grand public. Si vous désirez mettre des articles d'aviation à vendre svp vous inscrire deux semaines avant l'événement. Pour vous inscrire et de plus amples informations contacter [RVA-LACHUTE@VIDEOTRON.CA](mailto:RVA-LACHUTE@VIDEOTRON.CA). Bienvenue à Lachute.

## **AUGUST 26, TILLSONBURG, ON (CYTB):**

Canadian Harvard Aircraft Association Wings & Wheels Open House. Vintage warbirds and vintage cars cover our ramp from 0900 to 1600 hrs. Admission by donation (car owners pay to register). Contact Pat Hanna at [p\\_hanna@harvards.com](mailto:p_hanna@harvards.com) or visit our website at [www.harvards.com](http://www.harvards.com) Rain Date: August 27.

## **AUGUST 26, POWELL RIVER, BC (CYPW):**

The Westview Flying Club will be hosting a fun golf tournament on August 26. The Myrtle Point Golf Club will be the main venue. A gathering of pilots, aviation enthusiasts and those who like to ruin a good walk in the outdoors by golfing. Details to follow. Contact: Brent McKenzie at [barnstormingcanuck@hotmail.com](mailto:barnstormingcanuck@hotmail.com)

## **AUGUST 26, WATERLOO, ON (CYKF):**

COPA Flight 26 will be hosting its annual fly-in as part of Aviation Fun Day at the Region of Waterloo International Airport CYKF. 1000 - 1600. There will be vintage aircraft and cars, Waterloo War Birds, and many other displays on hand. Please join us and check out: [http://www.copafly26.com/?page\\_id=381](http://www.copafly26.com/?page_id=381) for more details.

## **AUGUST 27, GRAND FORKS, BC (CZGF):**

The Grand Forks Flying Association Flight 62 will be hosting their Airport appreciation Fly-in. Elks pancake breakfast 0800 -1100. August 26 1730 BBQ and runway theater to follow when it is dark. Camping under the wing or your RV will be available on site. For more information Call James 250-442-9424 or [jttraynor@hotmail.com](mailto:jttraynor@hotmail.com)

## **SEPTEMBER 2017**

### **SEPTEMBER 4, STETTLER, AB (CEJ3):**

Stettler Flying Club / COPA Flight 135 is hosting its annual fly-in pancake breakfast on Monday September 4th from 8 am to 11 am at the Stettler Town and County Airport. For more information contact Cam Andres @ 403-350-8294 (text/voice) or email [stettlerflyingclub@gmail.com](mailto:stettlerflyingclub@gmail.com)

### **SEPTEMBER 7-10, KILLARNEY, ON:**

Northern Lake Amphibian Pilots' Fly-In & Safety Seminar. Killarney Mountain Lodge. Pilot sessions focus on safety, maintenance and flying tips. Come visit Ontario, Canada. Consult [www.northernlakeamphibianpilots.com](http://www.northernlakeamphibianpilots.com) for more information.

### **SEPTEMBER 8-10. MICHIGAN AIR TOUR,**

**USA.** [www.michiganairtour.org](http://www.michiganairtour.org) or Rebecca at [rebdpilot@aol.com](mailto:rebdpilot@aol.com) or 586-441-4531.

### **SEPTEMBER 8-10, COMOX, BC:**

Airspeed High Ultralight Flight School, is organizing the first of what we hope will become, an annual Westcoast Challenger Fly-in at the Courtenay Airpark, located in the heart of the beautiful Comox Valley on Vancouver Island. For information [airspeedhigh.com](http://airspeedhigh.com).

### **SEPTEMBER 9, HINTON, AB (CEE4):**

The Hinton Flying Club - COPA flight 126 is hosting a COPA for Kids event at Hinton AB at Entrance Airstrip CEE4. Contact Brad Armstrong at 780-817-8435 or email [helicopt@gmail.com](mailto:helicopt@gmail.com).

### **SEPTEMBER 9, 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 [barytschirhart@wightman.ca](mailto:barytschirhart@wightman.ca)

### **SEPTEMBER 9, STANSTEAD/WELLER, QC**

**(CTQ2):** Fly-in. As before there should be plentiful all you can eat sweet corn. Also beef-alto burgers, salads, etc. \$15 per person. <http://www.ctq2.org/>

### **SEPTEMBER 9, BONNYVILLE, AB (CYBF):**

COPA For Kids event. 1000 - 1400. Contact Kurt at [copaflight90@gmail.com](mailto:copaflight90@gmail.com)

### **SEPTEMBER 9, WATERLOO AIRPORT,**

**(CYKF):** Ninety-Nines Fly-Out Lunch. 12:00 -14:00hrs. Join the First Canadian Chapter 99s at their monthly fly out lunch to the restaurant in the Region of Waterloo International Airport. RSVP to save a seat. [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

### **SEPTEMBER 9, MANITOU, MB (CKG5):**

Fly-in to the 16th Annual Pembina Valley Honey, Garlic and Maple Syrup Festival. Kinsmen Pancake Breakfast 0800 until 1000 hrs. First eight pilots receive a free breakfast compliments of the Manitou Flying Club plus prizes for those flying in. Contact Ron Bamford [bamfordron@gmail.com](mailto:bamfordron@gmail.com) or Richard Brown 204-246-2302

### **SEPTEMBER 10, ORONO HAWKE FIELD (ON):**

0800 - 1700. Come on out to the RAA Oshawa District Recreational Aircraft Association organized Fly-in at Hawke Field, N44 00, W 78 39, 620 ASL (private strip) 3000 ft grass. Ultralights, Amateur-built, Warbirds and certified aircraft from all parts of southern Ontario. Overnight camping on field is available, if required (no facilities). Info in CFS under Orono Hawke Field, radio 123.2 For more info contact James Morrison [jamesmorrison190@msn.com](mailto:jamesmorrison190@msn.com)

### **SEPTEMBER 16, KAMLOOPS, BC (CYKA):**

Join COPA Flight 82 for a COPA For Kids event. [www.kamloopsflyingclub.com](http://www.kamloopsflyingclub.com)

### **SEPTEMBER 17, ESTEVAN, SK:**

Estevan Air Show. Aerobatic and static displays 11 am to 5 pm local time. More info contact Richard at 3064219459 or [airport@estevan.ca](mailto:airport@estevan.ca)

### **SEPTEMBER 19-23, WALTON, HURON**

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

### **SEPTEMBER 23, PEMBROKE, ON:**

We're hoping to attract 150 aircraft to be part of our fly-in in celebration of Canada's 150th anniversary of Confederation! 1000 to 1500. Held rain or shine. Chili lunch available to support our runway refurbishing project. [www.flycyta.ca](http://www.flycyta.ca), [info@flycyta.ca](mailto:info@flycyta.ca) or 613-687-5300. Let us know you're coming and we'll profile you on our Facebook page: [www.facebook.com/flycyta](http://www.facebook.com/flycyta)

### **SEPTEMBER 24, KINDERSLEY, SK (CYKY):**

Fly-in Breakfast sponsored by Kindersley Flying Club and Kindersley Air Cadets. Contact Monte 306-463-4647

# Get Into Every COPA Member's Wallet

## Photo Contest Winner Goes on 2018 Membership Card

Canada is truly one of the most beautiful places in the world in which to fly and it has some of the world's most beautiful aircraft.

At COPA Flight, we see examples of that almost every day in the photos submitted by members to illustrate stories or promote events.

## Enter now for your chance to win in the first annual COPA Flight photo contest



There are two categories:

**Open Category:** the overall champion will have their image featured on COPA Flight promotional material.

**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](mailto:russ@copaflight.ca) by October 31, 2017.



Photo credit: Tyler Pearson

### SEPTEMBER 24, HIGH RIVER, AB (CEN4):

Join COPA Flight 81 for their fly-in breakfast. \$10 adults. Visit downtown High River to take part in the 15th Annual RCC 2017 Show 'n Shine car show. Contact Robert at [foothillsflyingclub@icloud.com](mailto:foothillsflyingclub@icloud.com)

### SEPTEMBER 30, HALIBURTON STANHOPE ON (CND4):

Haliburton Fall Colours Fly In / Drive In Lunch. 1000 - 1600. Lunch hosted by the Haliburton Stanhope Airport Committee. October 1 rain date. For more information contact Cam Loucks at 705-754-2611 or [cloucks@algonquinhighlands.ca](mailto:cloucks@algonquinhighlands.ca).

### SEPTEMBER 30, WESTLOCK, AB (CES4):

The Westlock Flying Club (COPA Flight 139) will be hosting a COPA For Kids Event on Saturday, September 30, from 10 am - 2 pm. If you have, or know of kids aged 8-17 who are interested in aviation, bring them out to the Westlock Airport to let them experience a free flight! For more information, contact Dan Charrois at 780-961-2213 or [dan@syz.com](mailto:dan@syz.com).

### SEPTEMBER 30, KITCHENER, ON (CYFK):

Join COPA Flight 56 for a COPA For Kids day. <http://www.copaflight26.com/>

### SEPTEMBER 30, VAUGHAN, ON:

The Northern Lights Aero Foundation Elsie MacGill Awards Gala was established in 2009 and each year honours up to seven women for their contributions in specific aviation and aerospace disciplines. The 9th annual gala will be held at the Toscana Conference Centre in Vaughan, ON. Contact [info@northernlightsaerofoundation.com](mailto:info@northernlightsaerofoundation.com)

## OCTOBER 2017

**OCTOBER 21, EGGLESTONE HOUSE, OAKVILLE ON:** Ninety-Nines Dinner & Movie Night [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

## NOVEMBER 2017

**NOVEMBER 4, TORONTO ON:** Annual General Meeting. First Canadian Chapter, Ninety-Nines Annual General Meeting: [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

## DECEMBER 2017

**DECEMBER 9, TORONTO ON:** Canadian Chapter, Ninety-Nines annual Christmas Party. [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com) or 705.309.3007

**SUBMIT YOUR EVENTS  
TO HEATHER AT  
[hmclaren@copanational.org](mailto:hmclaren@copanational.org)**

## GATHERING OF THE CLASSICS AUG 12-13

PLANES, BIKES AND AUTOMOBILES AT EDENVALE

BY BRYAN QUICKMIRE | PHOTOS BY GUS CORUJO

Gathering of the Classics has a variety of activities wrapped around an aviation theme.



The Edenvale Classic Aircraft Foundation presents its 29th annual Gathering of the Classics Aug. 12-13. This has become the largest classic wings and wheels event in Canada. Typically there are several hundred aircraft and several hundred show cars and motorcycles, along with several thousand members of the public.

All manner of planes attend — vintage and classic, warbirds prop and jet, homebuilts and ultralights, helicopters old and new, and even modern general aviation aircraft. The myriad aircraft arrive from all directions and is formed

into an orderly flow using arrival and parking procedures patterned after Air-Venture in Oshkosh.

Similarly the show cars cover all the genres; vintage and classic, British rag tops and American muscle cars, just about everything imaginable. And not to forget the motorcycles which also run the gamut.

Warbird, jet and helicopter flights will be available. There are static displays of all sorts, a Saints & Sinners beer tent for the non-pilots, a variety of food choices and more for the whole family. There are even mini pedal-powered Tiger Moths and Harvards for the little ones!

You can get a great sense of the event from photos and videos linked here:

[www.challenger.ca/edenvale\\_openhouse.html](http://www.challenger.ca/edenvale_openhouse.html)

The venue is historic Edenvale Aerodrome about an hour north of Toronto, on Highway 26 mid way between Barrie and Collingwood. Look for CNV8 in the Canada Flight Supplement or put 5195 ON-26 East, Stayner, ON in Google Maps.

Complete details including links to aircraft arrival and parking procedures are on the ECAF web site [www.classic-aircraft.ca](http://www.classic-aircraft.ca). Contact ECAF at [info@classic-aircraft.com](mailto:info@classic-aircraft.com) or (705) 818-2223.

For weather conditions check the web site or the ECAF Facebook page. **CF**

# KAWARTHA FLIGHT FLIES 167 KIDS

SEVEN AIRCRAFT PUT IN A LONG, SUCCESSFUL DAY

BY JIM RICHARDS



The Kawartha Lakes Flying Club (COPA Flight 101) Lindsay held their sixth Annual COPA For Kids event on June 24 at the Kawartha Lakes Municipal Airport.

Although there was a smaller contingent of aircraft this year, these seven aircraft and their volunteer pilots introduced the thrill of flight to 167 enthusiastic young aviators.

After their flights, the kids received a First Time Flight Certificate and a photo with the pilot and aircraft. The kids were also treated to a hot dog, pop, and chips

courtesy of the Airport View Restaurant.

The success of this event is measured, not only by the number of kids flown, but by the smiles from the kids and the appreciation displayed by the parents:

“My congratulations to everyone involved in the event. I have never seen such enthusiasm in a little girl after she landed,” said one parent. “I would like to thank everyone from COPA for a well-organized event. My granddaughter looks at the planes every time we eat at the airport and asks to go for a ride in a plane, so you made her wish come

true and she was thrilled!” said another.

An Antonov An-2, owned by Lee Barker of Oshawa, was on static display for kids and parents to tour. The An-2 is the world’s largest single engine bi-plane still in production, featuring a 1,000 horsepower radial engine that consumes 50 gallons-per-hour, and can fly as slow as 35 mph.

A dedicated team of 50 volunteers and the Loomex Group Aviation Management Team coordinated each element of the event, ensuring a safe operating environment for the kids, parents, ground crew, and the pilots. **CF**

# RUNWAY RUN

BY GUS CORUJO

Dozens of runners took part in Tillsonburg Regional Airport’s Run the Runway event June 9. Proceeds from the event go to Tillsonburg’s Recreational Fee Assisted Program that sends kids from low income families to camp. **CF**



Runway Run raises funds for kids' sports.

PHOTOS: GUSTAVO CORUJO (4X)

# HONOURING THE BRAVE

ZENAIR IN SNOWBIRD COLOURS

**Malcolm McCulloch of Arthur, ON recently completed a flying tribute to the RCAF.**

His newly built Zenair CH750 is painted in the Snowbirds theme and is presented to honour of all RCAF personnel, past and present.

“The build took a good two years to complete and required great care and determination, tasking my skills and patience to the extreme,” McCulloch said.

The CH750 is basically an enlarged version of the CH 701, but some factory kit design changes were made to clean up the appearance. These included a higher cabin roofline, longer improved nose cowl and a less bulbous windshield. McCulloch included a lot of these improvements during construction. Optional long-range fuel tanks, putting the sender units in the top of them rather than the side wall, were also added. Dual control sticks, were another installed option, as was the centre console, which holds the main fuel valve.

“The centre-hinged instrument panel, designed by myself for easy instrument servicing, has frequently proven its worth and the single centre throttle control, keeps the 100 hp Rotax 912 in perfect tune,” he said.

The aircraft has about 60 hours of local flight time, from McCulloch’s own airfield (ARTHUR CMZ2) and there have been no serious problems.

McCulloch visits veterans as part of the Royal Canadian Legion’s Outreach and Visitation Program. McCulloch has a strong military heritage. His father served in the RAF from 1939 to 1945 and his grandfather served in the Royal Flying Corps. 1917 to 1918. McCulloch was in the RAF Air Training Corps for many years before coming to Canada in 1975. His son Steven enlisted in the Canadian military and is now a veteran. **CF**



Mac McCulloch built a flying tribute to the RCAF.



PHOTOS COURTESY MAC MCCULLOCH

## GIVE HER WINGS

FAIRVIEW CANSO BACK IN THE AIR

BY JACK DUECK



The Fairview Canso had its official first flight on June 18.

About nine years ago, six farmers from Fairview in the Peace River country of Alberta set out on what must have seemed an impossible, certainly improbable venture.

They hatched a plan to bring the wreck of a PBY Canso aircraft from the banks of Sitidgi Lake, east of Inuvik, NWT back to Fairview and restore it to flying condition.

The hulk was intact but its hull had been breached in a hard landing. The owner, Buffalo Airways, pulled the sunken hulk to shore, salvaged the two engines and left the rest to sit out eternity on the lonely northern landscape.

On June 18, the nine years of creative thinking, innovative problem solving and sheer hard work paid off as the old flying boat lifted off from Fairview Airport.) where it had breached, transport

it to Fairview to a farm shop owned by Brian Wilson, where the restoration to flying condition was proposed.

The saga began when Don Wieben, one of the six farmers, was visiting Buffalo boss Joe McBryan in Red Deer where Joe had just made arrangements to sell part of his fleet of Cansos to be replaced with more modern water bombers. Wieben, who had spent a career flying the northern parts of Canada had a soft spot in his heart for the Canso and was not happy with the thought that this rugged Canadian built amphibian would disappear from northern skies and he said so in no uncertain terms. to Joe, who put it right back on Wieben.

“If you want a Canso so badly, there is one breached on the banks of Lake Sitidgi that you can have,” McBryan said.

After finding the wreck on Google

Earth (it showed up clearly in the satellite photo) Wieben put together a salvage team of five additional volunteers, including Doug and Brian Roy, Henry Dechant, Brian Wilson and Joe Gans and began laying plans.

The expedition was planned for the spring of that year and Norbert Luken, another farmer, heard that the trip up north was planned, so he cancelled eye surgery for the following day and announced he too would come along. Now there were six.

The CANSO arrived at the Wilson farm in November, 2008 completing Phase one of the project; The retrieval of the CANSO from the shore of Sitidgi Lake and transport to Fairview.

After being hauled across the ice by snowcat, barged down a river and trailered hundreds of kilometres, the Canso’s fuselage was in Wilson’s shop where the airframe’s potential airworthiness was evaluated. It was agreed the airplane could fly again.

Although the aircraft was in salvageable condition, it had an expensive deficiency. It needed engines and props to replace those salvaged by Buffalo. The group scoured North America looking for affordable power for the aircraft and found it in Stephenville, NL.

The Newfoundland and Labrador government owned owned a fleet of Canso waterbombers until they retired them in the 1990s. Roger Penny was a co-pilot on a Canso flown by his first cousin as PIC. His cousin was asked to deliver one of the Cansos to Gander and by a twist of fate, Penny didn’t fly in the right seat. The next day Penny’s cousin and his fill-in co-pilot were killed in a crash.

When the provincial government decommissioned the Canso fleet, one of them was flown to Stephenville, the hometown of Penny and his cousin, to



become a permanent memorial to their tragic loss.

This aircraft was still in pretty good shape and the story goes that every once in a while Penny would sneak out in the middle of the night and fire up the two radial engines just to “keep ‘em oiled up!”

Wieben heard about this and made a deal that the two useable Pratt and Whitney 1830s and their serviceable props would be exchanged for two unserviceable cores with props owned by the Fairview project. This suited the farmers just fine and also delighted the Mayor of Stephenville, since Roger would no longer be able to fire up the engines in the dead of night.

With the hull fixed, the new engines installed and all the paperwork complete, Transport Canada certified the aircraft as airworthy earlier this year and the group chose Father’s Day to officially return it to the sky.

On the evening of June 17, a celebratory banquet was held in the Dunvegan Inn in Fairview and 300 diners celebrated the successful completion of the project.

Among those attending was F/L James McRae, DFC who remembers flying this very aircraft the last three flights of his career with the RCAF. Inevitably McRae and the six farmers discovered each other and a great friendship was born. McRae kept in touch throughout the restoration process and at 99 years of age, attended the ceremony and saw again the flight of the CANSO.

McRae together with a number of veterans associated with the CANSOs’ operations in the later part of the war, were honoured as the “Honour Flight” and regaled the crowd with stories of their experiences.

McRae’s son Jim, a musician in Newfoundland, sang his composition, “Give Her Wings” in honour of his father and FNJE and all that this meant to him.

June 18 dawned with high clouds and a brisk westerly wind but an esti-

mated crowd of 1,000 people came to the airport for a typical pancake, eggs and sausage breakfast anticipating the flight of NJE. After a short program, the engines were started, the aircraft taxied to the far end of the runway and the takeoff run began. The pilot held the aircraft down until abreast of the crowd and gracefully lifted off to once again, “give her wings.”

The aircraft will be used as a flying museum and taken to public events where the story of Canada’s aerial war in the North Atlantic can be told but first it’s going to be shown to an international audience. Plans are to fly the aircraft to Oshkosh, Wisconsin for this year’s AirVenture. **CF**

## THE FAIRVIEW CANSO

CANSO PBY C-FNJE, unit 11094, was built in Cartierville, PQ in 1943 and delivered to the RCAF where it saw service for the later years of the Second World War in aerial patrol, sea rescue, and submarine hunter in the North Atlantic.

After the war it was used as a freighter in northern Canada. Later, it was fitted for use as a water bomber flying for the Newfoundland government.

It was acquired by Buffalo Airways, and in 2001 it was damaged while picking up water at Sitidgi Lake east of Inuvik, NT, about 250 miles north of the Arctic Circle. It was stripped of its engines, propellers, control surfaces, instruments and avionics and left on the banks of the lake.

If you would like to contribute to the FARS (Fairview Aircraft Restoration Society), Phase three of this adventure, please contact [www.savethecanso.com](http://www.savethecanso.com). Any contribution of \$20.00 or more will receive a tax-exempt receipt.



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## SPREADING THE GA MESSAGE

COPA FLIGHTS URGED TO ENGAGE COMMUNITIES

BY JOE HESSBERGER, B.C. AND YUKON DIRECTOR



Founding COPA President John Bogie chats with retired director Tim Cole at the Kelowna convention.

**The B.C. aviation calendar is full to overflowing with events doubling up on every weekend and decisions have to be made on which to attend.**

There is the Langley Aero Club's annual fly-in, Abbotsford Wings and Wheels, the Aero Club of B.C.'s COPA for Kids, the 99s Poker run, and of course the COPA AGM, Conference, Fly-in and Trade Show, just to name a few. Then there is the Qualicum Airshow, the Boundary Bay Airshow, the Campbell River Wings and Wheels, Texada's Gillies Bay fly-in and on and on.

All of this keeps this old COPA Director on his feet. The COPA rebranding sure seems to be a hit with the younger crowd, as hoped for and anticipated. We old guys have acquired a new name; or is it a title? We are called "Silverbacks" now. I wasn't quite sure if this was a compliment or an insult, so I asked Siri

what she thought of this and she came back that it refers to older dominant male gorillas. Not a bad handle at all!

We are short one director for the B.C. and Yukon region since Tim Cole retired at the end of last year. I have been looking high and low for another person who is willing and able to take up the torch and run with it, alas, to no avail. We have, out of the roughly 17000 members in Canada, about 1600, here in BC. Surely someone who has the time and energy to support our cause, is out there to support our mission, "to advance, promote and preserve the Canadian freedom to fly". Ideally we would like someone from the Northern reaches of our region. Since no one has come forward before the AGM in Kelowna, we (the Board) are thinking of letting it rest until the next election in 2018. If however someone should show an interest in becoming a COPA

director before then, I would make myself available to discuss what would be involved.

Canada is 150 years old this year and COPA also turns 65. John Bogie, the first president and one of the founders of our organization, now an honorary member of the board of directors, was with us at the COPA AGM in Kelowna. He has not missed even one of the three meetings we have per year, since 1952. He is well into his 90s now and still admonishes us to maintain our mission, as defined so long ago. We honoured him with an award for his many years of service. The entire amphitheatre of members and attendees rose to their feet for a rousing, standing ovation.

Can you imagine if all of our 17,000 members could have been there, what a message that would have sent? So, when you ask yourself, or me, for that matter: who and what is COPA and

what can it do for me, I would simply point out that we are the single, largest, focused group of people in Canada, representing General Aviation to Transport Canada and Nav Canada. It also brings to mind that there are approximately 60,000 licence holders in Canada. Where are you, the other 43,000 or so? Come and join us. The more voices, the greater the din!

Yes, we are the single largest focus group and we are made up of regular members, COPA flights, head office operational staff and the board of directors. All have a critical role to play.

Let us focus for a moment on the COPA flights. The flights are often, but not always, associated with flying clubs. A flight consists of at least a flight captain, a co-captain, a navigator and at least a total of ten members. So what is actually expected of a COPA Flight?

The COPA Guide to COPA Flights document issued to all flights, describes the flight's mission as follows:

- Promote aviation safety and awareness.
- Represent personal aviation at the local level.
- Represent its members as a body to the COPA directors.
- Further the policies of COPA and provide assistance to Association (flying clubs) activities and functions, whenever possible.

- Promote fellowship and better understanding among members of COPA Flights.

As you can see this is quite the shopping list, with some obvious aspects and some not too clear. Provision is made for flights to adopt and adapt these guidelines for their own use. One dramatic change that has not yet seen itself into the document is that the second line is changed to include all of general aviation and not just personal aviation. Let us focus on that line for a moment.

Two important things happened at the 2017 COPA convention in Kelowna. One was the rebranding of the organization, which was passed unanimously by the Board and the other was the issue and distribution of the Economic Impact of General Aviation in Canada 2017 report.

These two items provide for a major course change in the focus of the organization. The other aspect of this is that the COPA flights are expected to be on the sharp edge of this initiative to bring hard information to the decision makers in our country. First, we hope that the rebranding will energize the members and flights, giving them a renewed sense of belonging, and second we want to empower the

flights to represent COPA at the local level of government with mayors and councils, municipal boards of directors, airport/aerodrome associations and managers, flying schools and the general public.

How is this to be achieved? After studying the document in detail, you might wish to print out a document or two from the USB device which was sent to you. Make an appointment with any of the above-mentioned organizations and present the document to them. It may surprise you to learn that few municipal folks realize the economic impact general aviation has on their community.

Your efforts in this manner will certainly reap rewards when it comes to advancing, promoting and preserving the Canadian freedom to fly, the protection and indeed growth of airports and aerodromes in your community. You may wish to follow this up by inviting these people to come and witness and participate in the aviation life in your community.

As always, please send me your B.C. and Yukon news and I'll make sure it is published.

Send your information and requests to [semicircle05@yahoo.com](mailto:semicircle05@yahoo.com) or [jhessberger@copanational.org](mailto:jhessberger@copanational.org)

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## SUNNY FLY-IN AT MANIWAKI

BETTER WEATHER FOR SECOND ANNUAL EVENT

BY NATHALIE FORTIN

Preparations were well under way for the Sunday event when Martin Abud, the first visitor, landed his Bush Caddy airplane on Friday, arriving all the way from Mont-Joli. Saturday as many volunteers were hard at work for the second fly-in at the Maniwaki airport, three helicopters and ten airplanes came for a visit. Some of them even stayed to camp under the wing and appreciated the new pilot's lounge which includes a bathroom with a shower, microwave and a mini refrigerator.

Sunday was hot and sunny with temperatures of more than 30 degrees Celsius paired with good winds to challenge the pilots and keep the mosquitoes away. More than 30 aircraft made it to the fly-in.

Special guest, Mike Bourget from the Acer Cold War Museum based at Carp in Ontario, was a hit with his L-29 Delfin jet. The crowd particularly enjoyed embarking for free in the jet long enough to snap a few pictures. Three persons even checked an item off their bucket list by going up for a ride.

Remarkable work happened in the kitchen to serve Roger's famous fine sausages. Under the expert hands of the charismatic Chef Maurice Prud'homme, they earned plenty of positive comments!

About 1,500 people attended the fly-in. We can in confidence state that this fly-in has revived the interest for aviation and most of all has given an excuse to pilots from different places in Quebec as well as in Ontario to visit or visit again this beautiful airport. Patrick Gilligan, retiring vice president of operations at COPA, honoured us by flying in and he told us that he had not visited Maniwaki airport for a good 30 years. Plans are already under way for the third fly-in. **CF**



PHOTOS COURTESY: ALEXANDRE LEMIEUX, JEAN-PIERRE BONIN (2X), PATRICK VERGOBBI

# LES FAUCHEURS DE MARGUERITES FLY-IN

A SUMMER TRADITION WITH SHERBROOKE COPA FLIGHT 37

TEXT BY RENÉ PAQUETTE AND JEAN-PIERRE BONIN.

PHOTOS PIERRE LANGLOIS AND JEAN-PIERRE BONIN

About 4,000 people attended the Sherbrooke COPA Flight 37 fly-in.



The 23rd edition of Les faucheurs de marguerites, at Sherbrooke airport (CYSC), one of the biggest summer fly-ins in Quebec was held June 17-18.

Some of the fly-in visitors overnight and camp under the wing. About 40 people also came by land in RVs and spent the weekend on site for this family event.

Almost 100 planes came in on Saturday and only 30 on Sunday as bad weather was forecast for middle afternoon in the Montreal region.

The public is welcome at this event and about 4,000 people, including many families with kids, came to see the GA planes.

They were also lucky to have 2015 CF-18 demo pilot Denis «Cheech» Beaulieu on site with a CF-18 for all to see. Mike Bourget and Maxime B. Huard of Acer Cold War Museum (ACE) put a smile on hundreds of faces letting young and old take a seat in his L-29 Delphin.

About 90 people attended Saturday dinner under the tent and many stayed until late singing around the campfire. **CF**



## LES FAUCHEURS DE MARGUERITES, UN RVA DU CLUB COPA N° 37

Les faucheurs de marguerites, à l'aéroport de Sherbrooke (CYSC), l'un des plus gros RVA d'été au Québec, en était cette année à sa 23e édition. Se déroulant sur deux jours (les 17 et 18 juin), il permet que certains restent pendant la nuit et campent sous l'aile.

Une quarantaine de VR ont aussi passé le week-end sur place pour cet événement familial.

Près de 100 avions sont venus samedi et quelque 30 seulement le dimanche alors que du mauvais temps était prévu en milieu d'après-midi dans la région de Montréal.

Le public est le bienvenu pour cet événement et quelque 4000 personnes, dont de nombreuses familles avec enfants, sont venues voir les appareils d'aviation générale.

Ils ont également eu la chance d'y voir le pilote de démonstration du CF-18 en 2015, Denis «Cheech» Beaulieu venu sur le site avec un CF-18. Mike Bourget et Maxime B. Huard du Acer Cold War Museum (ACE) a mis un sourire sur des centaines de visages, en laissant les jeunes et les jeunes de coeur s'asseoir dans son L-29 Delphin.

90 personnes ont assisté samedi au dîner sous la tente et beaucoup ont séjourné jusqu'à tard dans la nuit chantant autour d'un feu de camp. **CF**

# BIRTHDAY BASH AT BAGOTVILLE

AIR SHOW CELEBRATES BASE'S LONG HISTORY

TEXT BY JEAN-PIERRE BONIN.

PHOTOS BY HÉLÈNE LAVIGNE AND JEAN-PIERRE BONIN.



Bagotville went all out for its 75th birthday air show.



2017 marks the 150th birthday of Canada and the 75th of Bagotville RCAF base which was created under the British Commonwealth Air Training Plan (BCATP). It's also the 50th anniversary of the civil terminal CYBG.

With the first air demonstration of the F-22 Raptor and F-18 Super Hornet at the Bagotville International Air Show (BIAS), the air was filled with excitement. The Friday practice and Saturday show in high humidity air resulted in plenty of vapour trails and cones.

The Skyhawks parachute team jumped from a Hercules and demonstrated again why they are crowd favourites. Snowbirds opened the show on Saturday and closed it on Sunday giving us a mix of low and high shows under menacing clouds on Saturday and sunny skies Sunday.

Bill Stein gave a colourful aerobic demo in his Edge 540. Search and rescue techs simulated the recovery of a wounded person while Light Armoured Vehicles (LAV) participated in a simulation of ground intervention with air support from helicopters and the always spectacular aerial "Mass Attack" with six CF-18s lighting the traditional wall of fire.

Captain Matthew "Glib" Kutryk showed every side of the CF-18 demo aircraft's elaborate paint scheme and Vintage Wings of Canada's Vlado Lenoč flew its P-51 along side of the F-22 for the heritage flight. Author Marc-André Valiquette unveiled a new book celebrating the 75th anniversary of the base. Sometimes, little decisions in history change a lot of things. After the Second World War and the disbanding of the BCATP, Mont-Joli No. 9 Bombing and Gunnery School was considered to become an RCAF base because of its strategic position on the lower St. Lawrence River. But Rimouski's archbishop felt that nothing good could come out of an army base environment in his parish so Bagotville endured and became one of Canada's most important air force bases. **CF**

## 150, 75 OU 50 ANS: TROIS ANNIVERSAIRE À LA BASE DE L'ARC ET À L'AÉROPORT DE BAGOTVILLE.

TEXTE DE JEAN-PIERRE BONIN.

PHOTOS DE HÉLÈNE LAVIGNE ET JEAN-PIERRE BONIN



2017 marque le 150e anniversaire du Canada, le 75e de la base de l'ARC de Bagotville, créée dans le cadre du Programme d'entraînement aérien du Commonwealth britannique (PEACB) et du 50e du terminal civil CYBG.

Avec la première démonstration aérienne du F-22 Raptor et du Super Hornet F-18 au Spectacle aérien international de Bagotville (SAIB), l'ambiance était à la fête. La pratique du vendredi et le spectacle du samedi, avec un ciel riche en humidité, nous ont donné passablement de traînées et de cônes de vapeur. Les Skyhawks ont sauté d'un Hercules et on a pu constater à nouveau qu'ils sont parmi les favoris de la foule. Les Snowbirds ont ouvert le spectacle le samedi et l'ont clôturé le dimanche en nous donnant un mélange de spectacles avec plafond bas ou haut, sous des nuages menaçants le samedi ou un ciel ensoleillé le dimanche. Bill Stein nous a donné une démonstration acrobatique colorée (!) dans son Edge 540. Les techniciens en recherche et sauvetage ont simulé la récupération d'un blessé à partir d'un hélicoptère tandis que les véhicules blindés légers (LAV) ont participé à une simulation

d'intervention au sol avec le soutien aérien d'hélicoptères se terminant par la spectaculaire «Attaque massive» avec six CF-18 allumant le traditionnel mur de feu. Le capitaine Matthew «Glib» Kutryk à bord du CF-18 de démonstration 2017 nous a montré chaque côté de ce qui est probablement la plus belle livrée produite par Jim Belliveau. Un remerciement spécial aux Ailes d'Époque du Canada qui ont permis à Vlado Lenoč de voler dans leur Mustang P-51 pour le vol commémoratif avec le F-22. Mon ami et auteur bien connu Marc-André Valiquette a encore produit un autre livre cette année, célébrant cette fois le 75e anniversaire de la base. Parfois, les petites décisions dans l'histoire changent beaucoup de choses. Après la guerre et la fermeture du PEACB, la 9e École de bombardement et de tir à Mont-Joli a été considérée pour devenir une base de l'ARC compte-tenu de sa position stratégique dans le Bas du Fleuve Saint-Laurent. Mais on dit que l'archevêque de Rimouski a estimé que rien de bon ne pouvait être attendu de l'environnement créé par une base militaire et que cela aurait une mauvaise influence sur ses paroissiens. O tempora, o mores. Ce fut donc, Bagotville... Bon 75e Bagotville! **CF**

# SOLARSTRATOS VISITS MONTREAL

TEAM AIMING FOR THE EDGE OF SPACE  
STORY AND PHOTOS BY JEAN-PIERRE BONIN

SolarStratos, a solar powered plane was in Montreal for unveiling to the public during the Northern Solar Festival. The design of the plane aims high: a flight to the Edge of Space at 25 000 meters and a goal to make the highest human flight with a propeller driven solar powered aircraft.

The proof of concept aircraft was presented to the press in Nolinor's hangar at Mirabel. Then, wings were taken off and the aircraft put in a trailer to be presented to the public in Old Montreal July 15-18. The streamlined composite aircraft looks like a motorized sailplane with its 24.9-metre wingspan. The wings are covered with 22 square metres of solar cells connected to a lithium-ion, 20 kWh battery powering two 19 kW engines that drive a unique set of propellers.



SolarStratos is looking to set a new altitude record.

Though a tandem dual seater, the aircraft is really a single-pilot plane with the equipment for the stratospheric flight filling the passenger space. A space suit will be required for the pilot as altitude will exceed the Armstrong Limit, where water at normal body temperature (37 degrees Celsius) boils at altitude over 19 000 meters.

Pilot Raphaël Domjan, eco-explorer,

speaker and initiator of the project was on site in Montreal with SolarStratos team. Their intent was to make a demonstration low flight over Montreal and the St. Lawrence River. Unfortunately, small wheel base and oversized wingspan make the plane hypersensitive to crosswinds while taking off or landing. Wind and rain prevented them from flying before the team had to return to Switzerland. **CF**

## SOLARSTRATOS DÉVOILÉ À MONTRÉAL EN ATTENDANT DE FLEURTER AVEC LA FRONTIÈRE DE L'ESPACE

TEXTE ET PHOTOS JEAN-PIERRE BONIN

SolarStratos, un avion alimenté à l'énergie solaire a été dévoilé au public dans le Vieux-Montréal lors du Festival solaire nordique. Les concepteurs de l'avion visent haut: un vol à la limite de l'espace à 25 000 mètres d'altitude et un objectif d'ainsi réaliser le vol habité le plus élevé avec un avion à hélice alimenté à l'énergie solaire.

L'avion expérimental a été présenté à la presse dans le hangar de Nolinor à Mirabel, puis les ailes ont été retirées, l'avion mis dans une remorque puis ré-assemblé dans le Vieux-Montréal pour être présenté au public du 15 au 18 juin. L'avion en composite de forme profilée

ressemble à un planeur motorisé avec son envergure de 24,9 mètres. Les ailes sont couvertes de cellules solaires de 22 mètres carrés connectées à une batterie au lithium-ion, 20 kWh alimentant deux moteurs de 19 kW, conduisant un ensemble unique d'hélices. Bien qu'il s'agisse d'un appareil deux places en tandem, l'avion en ce moment n'abriterait que le pilote, l'équipement pour le vol stratosphérique remplissant l'espace passager. Un costume spatial sera requis pour le pilote, car l'altitude dépassera la limite Armstrong, puisque l'eau à température normale du corps (37 °C) bouillie à plus de 19 000 mètres d'altitude.

Le pilote Raphaël Domjan, éco-explorateur, conférencier et initiateur du projet

était sur place à Montréal avec l'équipe SolarStratos. Ils avaient l'intention de faire un vol de démonstration à basse altitude au dessus de Montréal et du fleuve Saint-Laurent. Malheureusement, un petit empatement et une envergure d'ailes surdimensionnée rendent l'avion hypersensible aux vents traversiers lors du décollage ou de l'atterrissage. Les conditions météorologiques n'ont jamais été adéquates avant que l'équipe ne doive retourner en Suisse. Le premier vol d'un avion solaire au Canada n'a pas eu lieu.

La version finale de l'avion aura quatre pales et non trois et elles seront plus grandes et un train d'atterrissage sous le nez. Le vol record devrait avoir lieu en 2019. **CF**



## DOUBLE CELEBRATION AT HAVELOCK

FLYING CLUB MARKS IMPORTANT BIRTHDAYS

BY STEVE EASTWICK




Havelock Flying Club 50th anniversary fly-in features fun and prizes.

The Havelock NB Flying Club/ COPA Flight 27 will hold its 2017 Annual Fly-in, Aug. 11-13.

To celebrate Canada's 150th birthday and Havelock Flying Club's 50th anniversary the club is offering a Canso Canadian Silver Coin to the pilot flying in from the furthest location.

There will be breakfasts on both Saturday and Sunday mornings. An auction and suppertime pig roast is on Saturday along with a barbecue lunch.

Camping sites are available, for more details see [www.havelockflyingclub.ca](http://www.havelockflyingclub.ca) 



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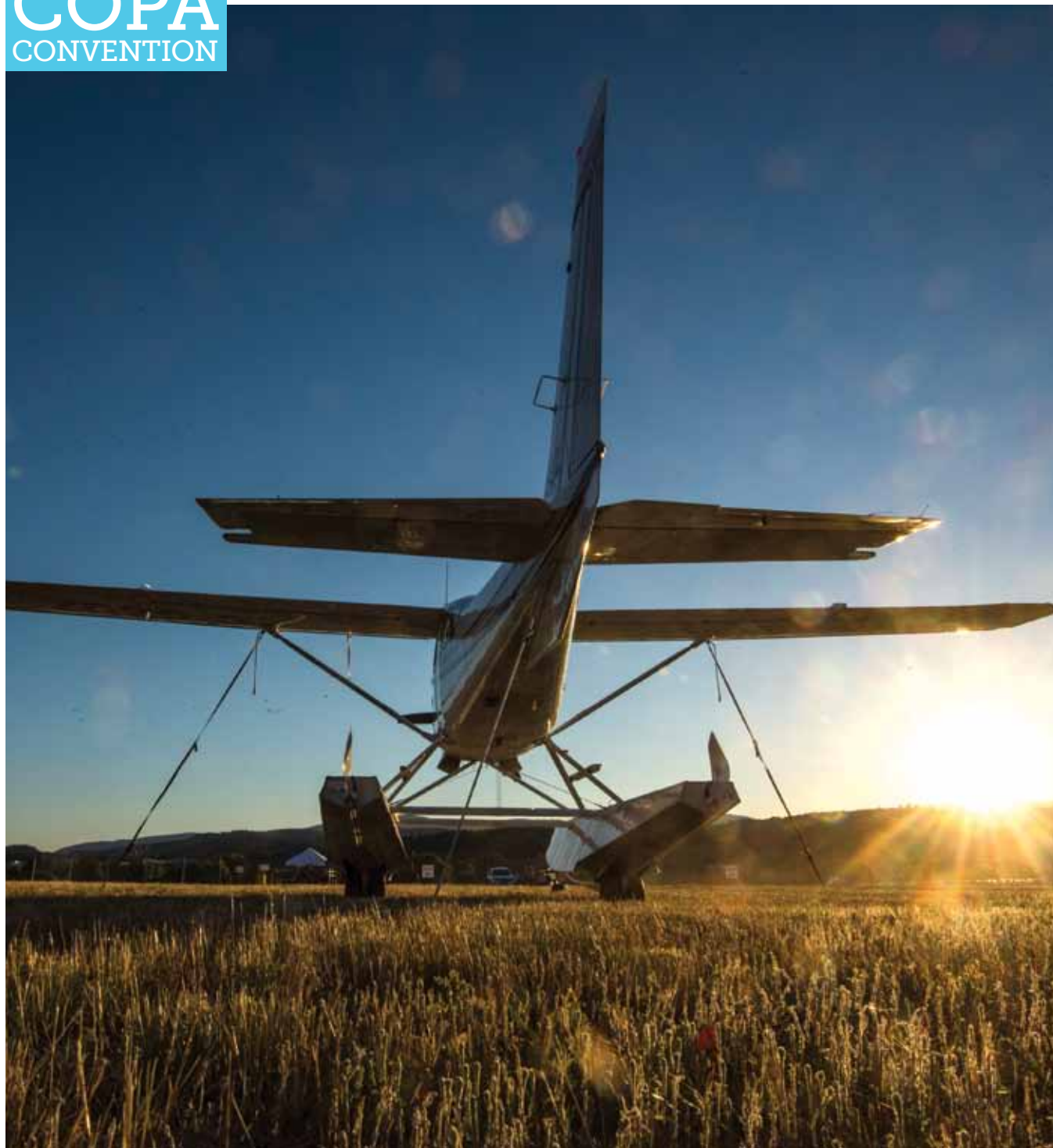
# 2017 COPA CONVENTION

**BUILDING EXCITEMENT FOR A PROMISING FUTURE**

BY CARTER MANN *MANAGER OF GOVERNMENT AFFAIRS AND COMMUNICATIONS*

PHOTOS BY JOHN LEHMANN





Over the last weekend in June, hundreds of COPA members and general aviation enthusiasts descended on British Columbia's picturesque Okanagan valley to take part in our association's 2017 annual Convention and Tradeshow. This year's event, hosted by the Kelowna and District Flying Club (COPA Flight #36), was a deviation of past annual events where the weekend was transformed into a weekend-long convention instead of the half-day annual general meeting. The event saw record attendance numbers in terms of delegates, aircraft, and visiting public.



Delegates were treated to a robust panel of aviation-related topics, a tradeshow with over 30 exhibitors and sponsors, as well as several major announcements from COPA and its partners. The underwing camping was wildly popular with many of the fly-in delegates — the furthest coming from as far away as Prince Edward Island.

As our members will know by now, COPA is sporting a new look. As part of the rollout of our new brand, convention delegates were presented with a video message from astronaut and long-time COPA member Col. Chris Hadfield who highlighted key achievements throughout COPA's 65-year history. His message outlined

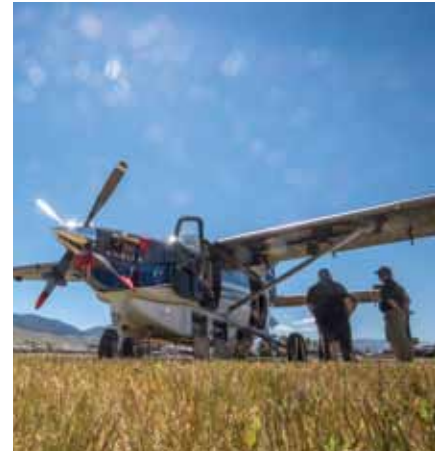
how COPA has become the leader in advocating for general aviation in Canada and is recognized as such by our partner organizations and by government regulators.

Col. Hadfield explained the need to look forward, to adapt to new technologies, and to attract new members to our movement so that we as a community may continue to carry on the work started by John Bogie and Margaret Carlson of defending Canadian pilots, our airports, and the industry to which we are all so proudly a part. The video greeting is available for viewing on COPA's website (<http://www.copanational.org>) and on our Youtube channel, (COPA National).

Convention 2017 also saw the launch of the General Aviation Safety Campaign, a multi-partner initiative spearheaded by COPA and Transport Canada aimed at educating pilots, passengers, and the general public on key areas related to safety in general aviation. Through an investment by Transport Canada over the next three years, the General Aviation Safety Campaign will highlight important topics in several areas of general aviation. Aimed at both pilots, industry stakeholders, and the public, the campaign will address: promoting compliance with safety regulations, building awareness of safety hazards and risks, enhancing collaboration on safety strategies, promoting Canada's State Safety Program and safety objectives, and increasing public confidence in civil aviation. The safety campaign represents a partnership between Transport Canada and COPA, supported by an advisory committee comprised of partner associations from across Canada.

"COPA is proud to partner with Transport Canada in launching this exciting initiative to not only inform members of the general aviation community, but also the public on some of the important safety topics relevant to general aviation," said Bernard Gervais, President and CEO of COPA. "As general aviation pilots, we take pride every day in committing ourselves to the highest standards of safety both for our passengers and ourselves. COPA is pleased that Transport Canada has chosen to

# COPA CONVENTION



work with us in this educational context in order to avoid imposing costly and unnecessary regulatory burdens on Canadian pilots.”

The Campaign was launched at a panel session featuring Aaron McCrorie, the Director General of Civil Aviation for Transport Canada; John Lee, Manager of Regional Air Operations/ Investigations for Western Canada for the Transportation Safety Board; Marc Vanderaegen, Flight School Director, Southern Interior Flight Centre; and Belinda Bryce, Partner, Aviation for the Magnes Group. McCrorie explained Transport Canada’s commitment to the campaign with education as the preferred option over regulation, saying, “The safety of the aviation community is a priority for Transport Canada. Through this campaign, the department is taking a proactive approach to safety by collaborating with key stakeholders to promote regulations, build awareness of risks and educate passen-

gers, aircraft owners and maintenance providers on safe aviation practices.” We are excited about pursuing this campaign with our partners and we look forward to finding new ways in which we can help educate and inform both pilots on new tools and resources available as well as the broader public on the high safety standard to which the vast majority of GA pilots in Canada hold ourselves. For more information on the campaign, as well as to see the list of participating organizations, visit our website under the “Advocacy” tab.

The selection of panel seminars was capped off with equally informative sessions featuring presentations such as ForeFlight, Youtube aviation personality Steve “FlightChops” Thorne, the BC General Aviation Association’s Survival Shakedown, NORAD’s “What to do if intercepted by an F-18”, as well as discussions on topics such as aircraft ownership, and getting newer members involved in flying clubs. When not attending the breakout sessions, delegates had the opportunity to browse a well-attended tradeshow with vendors and other associations from across the general aviation spectrum.

The aircraft static display at the airport included several models on amphibious floats including Viking Air’s Turbo Beaver and Twin Otter 400, Aviation Unlimited’s Quest Kodiak, Cessna’s Grand Caravan EX, Acorn Welding’s Cessna 182, as well as JD Mining’s piston Beaver. Rounding out the display on wheels were Diamond Aircraft’s DA62, Pacific Rim Aviation’s DA42, Cessna’s TTX, as well as several homebuilts including RVs, Glasairs, and others. Over 700 members of the public visited the static display area throughout the weekend including many children who would not otherwise have the opportunity to get up close and personal with the airplanes.

Overall, there was an energetic, all-around sense of optimism in the air from amongst the delegates. The feedback not just on the logo but also on the convention itself was overwhelmingly supportive. Members are excited about the changes that are coming to our or-

ganization and excited for the future of our industry. There is a keen interest in the files on which COPA continues to work, such as: aerodrome development, mandatory 10-year propeller overhauls, medical reciprocity, drones, and others.

Lastly, we also want to thank the partner organizations from around the country who have taken note of

COPA’s new direction and helped promote our Convention as the General Aviation event of the year in Canada. We look forward to building on this excitement next year, to seeing old friends and making new ones, at the 2018 Convention and Tradeshow in Saint John, New Brunswick, hosted by the Atlantic Flight Centre and the Saint John Flying Club (COPA Flight 193). **CF**

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**1967 CESSNA 172H TTA** 3200, SMOH 1400 (1800 TBO) New Garmin 225 com, New encoder, New Garmin 696 GPS, (Panel Dock) Super wing tips, New Carb, New Exhaust, Paint 7/10, Interior 9/10. Compressions 74-78. FACTORY FLOAT KIT, fresh annual Feb. 28. \$55K. call 780-278-1598. [skylaneaircraftsales.com](http://skylaneaircraftsales.com) (2712.14063)



**1965 CESSNA P206.** 1751.3 TTSN, engine 27h SMOH, Black Mac prop 27h SN. Full panel Auto Pilot, long range tanks, intercom, GPS Garmin 295, Wipline floats 3900 200h since new, wheel kit, new annual. asking: \$160,000. Call 450-681-8176. Or email: [rejeanperron@yahoo.ca](mailto:rejeanperron@yahoo.ca) (2656.14640)



**1968 CESSNA 172**, 3500 TT. 1600 SMOH, LYC 150, GPS, new paint, CFA August, \$50,000 PH 604-869-1111 (2941.14603)

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FEATURED LISTINGS FOR AUGUST, 2017



**1984 PIPER TURBO ARROW IV** - \$129,900 USD 4,318 Hrs TT; 27 Hrs SFRM; 957.2 Hrs SPOH; Price Reduced! Incredibly Clean Turbo Arrow IV with NEW Factory Re-Man'd Engine, Extensive Upgrades, GNS-530W, Bendix/King Avionics - KMA-30 Audio Panel, KR-87, KX-165, KAP-150 A/P, Knots2U Kit, JPI Engine Monitor, complete logs, and much more!!! Aviation Unlimited 905-477-0107 ext 225 (2247.14682)



**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, \$125,000 CDN, 416.254.3581 (2798.13920)



**2012 CARBON CUB ON CLAMAR AMPHIBS:** 131 TTSN, 180 hp CC-340, Dynon Skyview, Icom 210 Comms, Garmin Aera GPS, Superb maintenance, Better than new, Phenomenal performance! \$259,000 CDN, (705) 441-2155 (2322.14522)



**STINSON 108-1** Metalized Franklin 165hp, 2792.0 Total air time, 1050 SMOH, Transponder Garmin Apollo SL40 lchristiansen2@gmail.com (2742.14079)



**2003 AMERICAN CHAMPION SCOUT.** 8GCBC. 510TT. 2006 Wipline 2100A Amphibs, Gear advisory, Lycoming O-360-CIG, 180hp. 2007 MT 80" 2 Blade CS prop, Full Gyro panel/JPI EDM700-4/Garmin 430/106A nav head/327 Transponder/GMA340 Audio, Kannad ELT406, 850 x 6 mains/ Scott tail wheel, \$130,000 US. email dunk2211@gmail.com or 905-431-8895 (2893.14668)



**1977 CESSNA 337 SKYMASTER,** Only 1432 TTSN, Rolls-Royce Continentals 27 STOH, 4 SPOH (2016), Autopilot, Known Ice, Radar, Cargo Pod, G430, Loaded, Immaculate, Extras, \$95,000 Cdn. 705-441-2155 (2322.14685)



**MARQUART CHARGER BIPLANE.** Homebuilt. 2 Seats. Flies beautifully. 125 HP + spare engine and crankshaft. Low times. Always hangered. No corrosion. Metal propeller. Based Ontario, CYQA. Asking \$27,500. Lost medical. htrag1@gmail.com (2437.14689)



**2010 VANS RV-7.** 250hr on the airframe. Always hangered. MGL Odyssey G2 glass EFIS with 2axis autopilot. Lycoming O-360 A1A 180hp. New Artec ME406 ELT in Jan 2015. New tires Jul 2015. Fixed pitch Sensenich 72FM8S9-1(85), 72in. Electronic circuit breakers. Heated pitot. Currently hangered at CYKF. Asking 85000.00. EMail Raymond at rraw@rogers.com (2896.14597)



**1980 CESSNA R172K HAWK XP,** TTAF 5,622, SMOH 515, 210 hp, Sea prop TT 365 .VGs, wing X, atlee Dodge folding sea, also full seat, EDO 2440 floats, wheel gear, land prop. KX 155, KX 165 nav/com, digital tach, KT76A transponder, King KLN GPS, 55A compass slaved, HSI, King ADF, auto pilot. Gross weight 2,700 lbs useful load on floats 765 lbs, on wheels 983 lbs, long range tank 66 gallon. Very well maintained aircraft, always hangered. Located in Cochrane Ontario Canada. \$128,000 Canadian comes with fresh annual. For more information call Mitch Gravel at 705-272-5786 (2901.14669)



**2008/66 MOONEY M20E,** 2873TT, 734SMOH, Garmin, STEC, EI-MVP50, Plus +++, MAPA Winner, Almost \$30k below VREF, \$85k or trade for RV-6/7, Steve 403-818-9037 or sbans@telus.net for Pics/Inventory/Logs (2902.14627)



**1946 AERONCA 11AC 65 HP.** This plane was just stripped to the airframe, sandblasted, primed, painted and recovered by an experienced rebuildler 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 many parts replaced. Slick mags. \$27,000.00 USD. Contact John or Deryck at Brewer Aviation, Charlottetown, PEI. Phone: 902-370-2194 or cell 902-626-5262. email jbrewer@eastlink.ca

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2012 Turbo Skylane 182T, G1000/GFC700 AP, Active Traffic c/SVT1	..... \$262K/Half Share C/YKZ!	1979 C414A, 6462TT, 250/750SM, VGs, Winglets!	..... \$399,900 USD
2008 Turbo 206H, 456 TTSN, G1000 w/Traffic/GFC700AP	..... \$459,900 USD	1979 Tiger, 1449TTAE, Garmin GNS530W! Very Low Time!	..... \$59,900 USD
2006 Turbo 182T, 1468 TTAE, G1000, TAS600 Traffic, SVT1	..... \$215,000 USD	1978 Bonanza A36, 1745 TTAE, Collins/CenturyIII AP	..... \$119,900 USD
2003 Cessna 182T, 1767 TT, 94 SM, King KSN770W, ADS-B Out!	..... CALL!	1977 Mooney 201, 3854 TT, 487 SM, Garmin 430W, Repainted 2010!	..... \$80,000 USD
2002 Piper Super Cub Replica, 187 TTAE, Amphibs/Wh Gear!	..... \$99,900 USD	1976 Grumman Tiger, 1471 TTAE, Original! Hangered! Annual 12/16!	..... \$42,000 USD
2002 Mirage 800TT, 205SMOH, Dual 530s, Traffic, Knowlntel	..... \$530,000 USD	1976 Piper Lance, 2774 TT, 1745 SM, King w/HSI/ALTIIII AP!	..... \$89,900 USD
2001 DA40, 1/7th Share, Based St. Hubert, 530W/430W, 1300SM	..... \$25,000 CAD	1975 Beech Sierra, 2166 TT, 694 SM	..... \$44,900 USD
2001 Diamond Eclipse, 4827TT, 1278 SM, Garmin GNS530! Commercial	..... \$99,000 USD	1974 414 6905TT, 1185SM, Full De-ice	..... \$150,000 USD
2001 182T, 1300 TT, KingKLN94, KMD550, HSI, WX500 WX!	..... \$179,900 USD	1973 T310Q, 2805 TT, Garmin GTN 650!	..... \$59,900 USD
2001 C172R, 2100 TTSN, 187 SMOH, King w/KLN94 GPS	..... \$124,900 USD	1972 Navajo '600', Normally Aspirated, 5044TT, 1377SM	..... \$140,000 CAD
1998 C182S, 2598TT, 463SM, NewProp! Garmin GTN750!	..... \$195,000 USD	1971 Navajo310, 7511TT, 7963SM, FullDelce, VGs!	..... \$159,900 USD
1994 Bonanza A36, Garmin GTN750/650 GPS, Immaculate!	..... \$299,900 USD	1968 Bonanza V35A, 3352T, 7925SM, Many Upgrades, TipTanks!	..... \$99,900 USD
1982 Mooney Rocket 305, 3170TTSN, COMI TS10520	..... \$150,000 USD	1968 Mooney M20F, 2190 TT, 145 SMOH, Speed Mods, King Digital	..... \$72,500 CAD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin530/430!	..... \$439,900 USD	1966 TwinCom, 8194 TT, 1189/1089 SM, Props/16	..... \$73,000 USD
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate!	..... \$295,900 USD	1964 TwinComanche, 7939TT, 1255SM, KingDig, O-Tip, Hangered	..... \$59,900 CAD
1981 Mooney 231/252 Conversion, 3875 TT, 85 SMOH!	..... \$109,900 USD	1959 Pacer, 2967TT, 1019 SM, Hangered! Low Time!	..... \$45,000 CAD
1979 A185F Amphib, 2700TT, 765 SM, Complete Refurbishment!	..... CALL!	1954 L19 Bird Dog, 9555 TT, Upgraded 235HP and CS Prop!	..... \$79,900 USD
1979 C180R, 8595TT, 1414SM, FIKIw/NewBoots (2012)!	..... \$119,900 USD	1953 Cessna 180 Floatplane, 5574TT, 8205SM, Horton STOL!	..... \$75,000 CAD



**1973 CESSNA 172M SKYHAWK-** \$62,500 USD 10,684 Hrs TT; 750 Hrs SMOH; **COMMERCIALY OPERATED CESSNA C172!** Thoroughly maintained in accordance with Cessna Progressive Care Program, a perfect aircraft for anyone looking for a no nonsense C172 with everything working and all mandatory maintenance complied with. Aviation Unlimited 905-477-0107 ext 225 (2247.14683)



**1985 WAG-AERO PA 14 REPLICA.** Seats 4 Lycoming IO-360 200HP 671 TTAf. This is a real performer 922 lb useful load on newer floats with hatches. \$79,000. Short take off and landings great for getting into small lakes. Garmin Aera 796, 406 ELT, strobes, sunroof, wheel gear with new brakes and Skis. A real pleasure to fly. richardstewart@vianet.ca or call 705-688-6104 (2920.14594)



**1959 180 HP RETRACTABLE GEAR PIPER COMMANCHE,** 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 (2445.14194)



**1973 CITABRIA 7GCBC,** s/n422-73, 1655TT 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 \$85,000CDN. 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 (1976.14617)



**1983 MOONEY M20K 231** - \$99,900 USD 3,413 Hrs TT; 1,628 Hrs SMOH; 540 Hrs SPOH; Beautiful Mooney M20K 231!! Immaculate Paint and Interior with Heavily Upgraded Avionics - Garmin GTN-650, JPI EDM 830, KFC-225 Autopilot, Prop De-Ice, Merlyn Wastegate, GAMI Injectors, Micro Aerodynamics Vortex Generators and Much More! Aviation Unlimited 905-477-0107 ext 225 (2247.14684)



**1960 CESSNA 172.0 - 300 CONT,** 860 SMOH, 14 STOH, 2160 TTSN, CofA done May 2016, Horton STOL, EDO 2000 Floats. All reasonable offers considered - purchased 180 \$60,000 CDN. Email: littlecessna172@gmail.com (2545.13645)



**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 (2421.14073)



**1966 CESSNA 150F TT 2471,** 117 STOH, 939 SMOH. 78/80 all cylinders. NEW: pistons/cylinders, mags-ignition, alternator, oil filter, motor mounts, brakes, tires, screen, Tachometer, ASI, Voltmeter, ICOM, muffler, wheel pants. \$26,000, 250-938-4708, jnshanks@shaw.ca (2925.14562)



**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 #SA0068SE), 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@cableamos.com (2753.14650)



**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 (2853.14275)



**1946 PIPER PA-12 FLOATPLANE** \$89,000 CAD. Rebuilt 2012, new fuselage, fabric, EDO2000 floats. Meticulously maintained, always hangared, current annual. 2348TTSN, O290-D2 1530SMOH, Prop 74SOH STC: flaps, LR fuel tanks, left-side seaplane door. Extended baggage, PA-18 wheel gear. HeadLake, ON. Call 403-807-7533 (2898.14661)



**1993 ZLIN 142C,** 2028 TT, 645 SMOH, 17 SPOH, IFR certified, NSD 1000 HSI, 430W WAAS GPS, ADF, DME, Mode C, always hangared, \$49,000, www.zlin142forsale.com 604-239-2083 (2961.14700)



**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 (2835.14624)



**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 Hangared; manual tow bar. Tail wheel included; lost medical \$69,500 CND. Call 705-498-0317. david@blanchfieldroving.com (2859.14622)



**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. (2810.13996)



**1968 PIPER PA28-140 TTSN 2587,** SMOH630, TTNP52 9/10 Int&ext. Comes with fresh annual. Always hangared @ PR7. \$35,900 OBO info:henryv@euro-parts.ca (2818.14328)

FEATURED LISTINGS FOR AUGUST, 2017



**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 (2779.14620)



**MURPHY RENEGADE BIPLANE 2 PLACE**, w/Rotax 582, 180 TT. Very good cond. Flies easy has all necessary instruments. Always hangered, built in '86. \$19,500. Call Gino at 905-868-2213 or email ginoc@rogers.com (2929.14648)



**2011 RANS S7S ON ZENAIR 1450 AMPHIBS.** 205 TTSN. Rotax 100hp. Electric flaps, Elis, twin radio, iPad mini dash mount, Transponder. Much more options. 200 hour just done by rotax. \$89,000 USD. fwleslie@eastlink.ca. NS, Canada. (2951.14641)



**1962 CESSNA 172C C-FNWJ**, 4332 TTSN, Lycoming 0360 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. \$80,000 OBO. 250-996-8287 (2499.14649)



**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, 11 Gal Smoke. All Logs, NDH. Beautiful. Many extras. \$149,000 USD. 250-307-3058 symmansaero@gmail.com (2795.14625)



**1967 BONANZA V35**, 5 place, 220 hrs, new engine and prop TT 2773, always hangered, Narco 10A. MK 12A \$95,000.00 403-741-7771, colliers@telusplanet.net (2894.14675)



**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 nwilliams\_3@sympatico.ca (2838.14654)



**CHAMP HOMEBUILT COMPLETE RESTORATION** 2009 to 7EC. WarpDrive 3blade ground-adjustable prop, 61TT on rebuilt C-90-12F, CHT, GPS, Intercom, I-Com radio, Floatkit. Always hangered. CYVV. \$24,900.00 (519)538-0516 rjell@golden.net (2921.14663)



**1980 BEECHCRAFT DUKE P528.** 2700hrs TTSN, 1000hrs SMOH, each props done, new annual, no corrosion, no damage history, second owner. Pressurized to twenty-five thousand feet. Standard avionics, autopilot, everything works. Excellent low time airplane. Has been in Alberta since 2000. Originally sold to Johannesburg, South Africa. Consider trades amphibious float plane single engine retractable. Bob 780-264-0821 (2935.14587)



**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. \$339,000.00 450-438-3551 (2745.14257)



**1965 CHEROKEE 180C** 4420TT 980SMOH Garmin 250 nav/com King 170 nav/com P&I 9/10 Solid economical cross country machine \$52,500 CDN. jimw@telus.net or 403-598-6001 (2958.14660)



**C-GEYQ, 1976 CESSNA 177B.** TTSN 4116, 180HP 0360A1F6D, TTSH 180hrs, PROP TTSOH 5hrs, GNS430WAAS, NAVCOM, STEC30, GNSS, 2ILS, Garmin GTX327, JPI EDM700, IFR, FUEL 60USG, \$92,000CDN. Int 8/10 Ext 8/10. Hangered CSE4, Normand.blouin31@gmail.com (2763.14616)



**1974 PIPER PA 28-151.** 160 HP. Commercial Registered TT 10,500 SMOH 818, 307 on new prop. Basic radio, 2 Navcomm, ADF DME \$43,500.00 OBO. Bruce @ Welland Aero 289-929-2349 (2707.14586)



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**FEATURED LISTINGS FOR AUGUST, 2017**



**1963 CESSNA 180F.** 4080 TT, SMOH 414, SPOH 78, 2870 floats with Kenmore hatches, new Cleveland wheels, brakes, King KY 97A COM radio, GEM 610 engine monitor, fuel 54 imp. Gal., new Garmin GTX 327 transponder, Vortex generators, exterior 8/10, Selkirk interior 9/10, B.S.A. shoulder harness, Rosen sun visors, gross weight floats 2820, wheels 2650. \$125,000. Call 705-665-1071 or email: billc@globalmaterial.ca (2786.14630)



**1971 CESSNA 150,** 7839TT, 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: bstphenson@qps.ca (2695.14633)



**AULA ULTRALIGHT X-AIR HANUMAN 2008,** alumframe, Dacron s/c, Rotax 912S 100hp, 184TTSN, basic insts and engine monitoring, tail strobe & wing tip led lights. Easy to fly and a very forgiving Aircraft. Always hangared. Includes winter wheel/ski set. \$47,000 819-822-7922, yveslb69@hotmail.com (2915.14646)



**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. (2449.14176)



**1974 BELLANCA SUPER VIKING,** 1533 TT, i/o 520K 100 STOH, King Nav/Com x 2. ADF, Mode C, Auto Pilot, current C of A, excellent condition, paint 7/10, original interior, always hangared. \$48,500 o.b.o Ph: 780-632-1369. email - Duncan39306@gmail.com (2906.14653)



**BAKER TURBO (C-185E),** Amateur Built - 2010, Allison/Soloy C20S, McCauley HC-C3YN-5A, MVP-50 Glass Panel, Dynon EFIS-D100, Garmin: Audio, 2VHF and xpdr, Sportsman STOL, VG's, ART WingX, 29" Airhawk, 76hrs. TT. 604-486-6730. email: cummingad@gmail.com (2917.14676)



**1976 PIPER ARCHER II,** 5,638 TT, Lycoming 0-360, New prop 2014, fully updated Garmin panel, 406 ELT, speed mods +15mph, ext&int 9/10, always hangared, no damage history, fresh annual July 2017, \$62,500 USD, Oliver, BC CAU3, 250-498-4570 (2946.14632)



**C-GYPB - 1978 CESSNA 172 N - SERIAL #172-70768,** 1352.0 TTSN Totally rebuilt, Engine Lycoming 0320D3G since overhaul 000.0; Prop McCauley 1C160/DTM since overhaul 000.0. New interior & seats, New Cleveland brakes, new tires & tubes; PM501 4 PLC I/C, GTR225 Com radio, GTX327 Transponder, AK350 Encoder, Kanad 406 ELT. Wing tip strobes & tail beacon, factory float kit, wing landing light mod per Sta 95-52, aircraft stripped & painted, all ADs to date. \$100,000 CDN - No Tax. Jim, 403-286-1129. (2607.14628)



**PIPER CHEROKEE PA-28 140,** TTAf, 2400, Engine TTSO 375h, Prop TTSO 375h, last annual June 2017, the 2 year alt and xpdr and the 5 year On prop done last june, 39,000\$ Canadian Interior 8/10 Exterior 8/10. Enrouk@gocable.ca 418-321-0743 (2879.14659)

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**1979 CESSNA P210N**, 2630 TT, 650 SMOH, 7 STOH (new cylinders), Flint tip tanks, TKS FIKI, G500, GTN750, GMA350c, GTX345, STEC55X, EDM930, Great and Clean interior/ exterior, May 2017 annual, \$250,000 USD, CYHU, 450-676-6299, vincent@aeroteknik.com (2960.14693)



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**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. (2623.14285)



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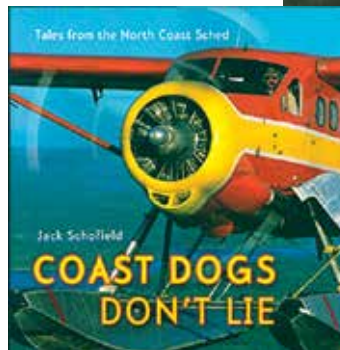
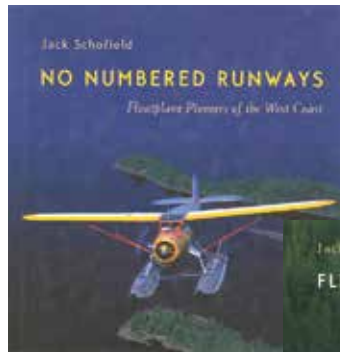


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**BRAND NEW HANGAR IN SUNDRE (CFN7) FOR SALE OR LEASE!** Dimensions: 54' by 40'/2160 Sq.Ft, remote controlled Bi-Fold door with auto locks. \$219,900 includes titled lot or lease for \$600/mnth Call Don: 403-585-7224 (2476.14598)

### 300 – HANGAR SPACE

**LACHUTE C SE4 SPACE** in newly build hangar nice and bright your airplane will love it!!! Julian 514-995-0537, Hangar@cse4.ca or www.cse4.ca (2316.13999)

**CYKF - HEATED HANGAR SPACE FOR RENT.** 45' wide x 33' deep x 11'6" high. Please email: mfcbrooker@gmail.com (2806.13984)

**CYOO-T-HANGAR** & Paved/Grass Tie Downs available at the Oshawa Executive Airport. Contact James 905-576-8146 ext.5, or email: jroffey@oshawa.ca (2785.13871)



**HANGAR FOR SALE:** Dimension: 88'x92' Steel structure, full electric door 70'Wx20'H. Well insulated. Floor and exterior access are concrete finished. South Renfrew airport-20 minute drive from Ottawa, ON. Call 514-914-9520 (2631.14053)

**HANGAR FOR SALE AT LACHUTE CSE4** 49 x 37 and includes full apartment. \$375,000. Call Renald at 450-331-1003 or email: jump15000@gmail.com (2852.14453)



**FOR SALE. 48 X 48 HEATED HANGAR.** Concrete floor with in floor heating, 44 x 14 hydraulic door, currently generating \$3,600.00 in rent per year, rental income pays for lease, taxes, propane and power. Asking: \$110,000.00 Located: CEP3. Serious inquiries only please. 780-674-7630. hii@xplornet.com (2775.14577)

**T HANGARS FOR RENT** at Kawartha Lakes Municipal Airport (Lindsay); monthly or yearly terms; from \$325 per month; (705)878-9354 or klima@Loomex.ca (2933.14582)



**50' X 40' HANGER AT MOOSE JAW, SK. CJS4.** \$130,000. Gas Heat, Running Water, Hot water heater, Bathroom, Center floor drain, Epoxy floors, Fully tinned inside, 40' x 16' Bi fold door, full width ramp to taxi way. Call: 306-216-2256. rkleim@hotmail.com (2934.14642)

### 305 – HELP WANTED

**WANTED-HELICOPTER INSTRUCTOR (CLASS I OR II)** to provide training on my R-44 in the Winnipeg area. Flexible schedule. Please text or call (204) 470-4747 (2927.14593)

**EXPERIENCE BUILDER NEEDED** to assist with the final stages of an RV-10 build in the Burlington Ontario area. Contact Andy 905-330-5626 or ablancharth@cogeco.ca (2650.14585)

### 325 – MISCELLANEOUS

**AIRCRAFT TOOLING,** hydraulic carts, power cart. See details at thomasaviation.com (2681.14041)



**SPIDER TRACKS S3 AND GUARDIAN MOBILITY SATELLITE TRACKING UNITS,** asking 350.00 each, also a set of telemetry antennas complete with C210 mounting brackets, asking 250.00, for more details call 780 865 0001. Email airjaspr@telusplanet.net (2414.14469)

### 340 – PARTS FOR SALE

**ONE O-200 CYLINDER** standard like new \$850.00. **TWO O-320 CYLINDERS,** one chromed, one standard, can be built up to 150 or 160 Hp. **ONE CHROME IO-470 STUD ASSEMBLY** ready to ship \$200. **LYCOMING REAR ACCESSORY CASE** fits all O-320 to O-540, NDT'd \$300. Contact William Cooper 705-306-9416 (2639.14644)

**One (1) Set 1977 172 LONG RANGE WINGS & TANKS** For Sale, \$1,500.00 Each. **Two (2) CESSNA 180 FLOAT STUB LEGS** #16776, #16777. Contact Jim, 403-286-1129. (2607.14629)

**WINGS J3. 1946. WOOD SPAR.** Needs recover and some repairs. Includes ailerons and fuel tank. \$10,000. gordrobblee1@eastlink.ca or 705-665-1347 (2944.14621)

**SEMINOLE, CARDINAL, C150/152/172,** Mooney, Viking, APACHE. PROJECT Tripacer, Aeronca Sedan, Midget Mustang, Zenith 250. ENGINES Lycoming, Franklin, Continental. AIRFRAMES Cessna, Piper, Mooney. (519)453-2579 flyontario@gmail.com (2368.13597)

**AEROFAIRINGS,** 450+ new aircraft exterior Vinylster fairings available on the WEB at: www.aerofairings.ca 819-375-1250, ask for a quote by email at: info@aerofairings.ca (2240.13626)

**MGK AERO:** Parting C-337, C-185, C-172, C-150, PA28-140, Musketeer, Aeronca, J-3, Taylorcraft, Ecoupe. Maule & Citabria projects. Sundowner new surplus, Cornell misc. Many Lycomings, Continentals, Rangers. Overhauled propellers. RH Aerocet float 3500L minor damage. See April long ad. 204-324-6088 (2576.14049)

For a list of common abbreviations used in Classified advertising please see page 61

### 350-PROFESSIONAL SERVICES

**PILOT COACH.** Experienced pilot to ride R seat with you. IFR practice, cross border and large airport operations. I am available for Southern Ont. departures. Local or cross-country or travel Canada and USA. You will safely gain experience, confidence and knowledge and on your schedule. Fly in the real world with confidence. Dave Fisher-Commercial, Instrument, over 4000 cross country hours in the GA system. 416-578-1303, Fishayr@gmail.com (2830.14184)

### 355 – PROPELLERS FOR SALE

**MCCAULEY C204 PROP & SPINNER FROM CESSNA 182** U engine OH'd 2014, 222.8 hrs. Removed for a 550 upgrade \$3,500 CDN, no tax. jim@seaplanesrus.com 250-545-4882 (2959.14695)

### 365 – REAL ESTATE



**80 ACRE WATERFRONT PROPERTY.** Large well maintained brick/stone home situated on beautiful Remi Lake in Northern Ontario just north of Moonbeam. Floatplane dock and 75' x 2000' runway. Large 36' x 40' garage. Former Austin seaplane base. MPAC assessment 547k and is offered for sale at this price. www.silvaterra.on.ca. MLS TM 171325. For aircraft info call 705-335-0005 (2909.14662)

**REMOTE FLY-IN CAMP BUSINESS** 52 miles north of Blind River Ontario. Great trout and pike fishing lake. E-mail: jacam@persona.ca or phone 705-849-2281 for price and details. (2851.14265)

**144 ACRE FARM/AIRPORT.** CPR 3 Palmerston ON. 105 acre workable. 2200 and 3000 ft. runways. 2500 square ft recently renovated farmhouse with new detached 2 car garage and 7 hangars + bank barn. Asking price 2 mil. 519-417-2694 (2506.14097)

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### 365 – REAL ESTATE



**10 ACRES, 2000 FT GRASS AIRSTRIP BUILT 1993.** North of Palgrave Ontario, 40 min. to Pearson. 3200+ ft² open concept executive home. 1300 ft² hangar/garage and 2400 ft² hangar. \$1.3M. 416-726-9057 http://colganairstriphouse.x10host.com (2694.14687)

**360 ACRE FARM WITH RUNWAY** Crossfield AB, 2600 ft grass strip, two hangars 44'W x 60'D x 12'H, ball track doors, concrete aprons, power, water, fuel tanks. Farm land rentable. Asking 1.9 mil. eramosa@telus.net (2942.14605)

**3000' GRASS AIRSTRIP FOR SALE** near Shediac, New Brunswick. Registered (CRM4) Email George at: trikeflyergeorge@gmail.com for more info. (2328.14045)

**KEEP YOUR AIRPLANES OR HELICOPTERS IN THE PRIVACY OF YOUR OWN BACK YARD.** 5300 sq ft custom Estate home located on 25 acres with private runway registered in the CFS, 7,000 sq ft custom built hangar with a 58 ft bi-fold door, just minutes from Hwy 404, NO REALTORS, by appointment only and references required. Asking 3.2M Contact: s.williams.2by6@gmail.com (2838.14652)

**3 LEVEL ADJOINING 1 ACRE BUILDING LOTS** bordering the intersection of both 3500 ft runways at Cable Head Airport (CCA3) in beautiful eastern Prince Edward Island. Best park location. Tax assessment \$14300 each. Best offer. Contact Paul (original owner) at paul2295@gmail.com or 203-284-9342 (2947.14635)



**HOME AND ACREAGE NEXT TO THE MATTAWA AIRPORT IN ONTARIO.** CMA2. 2000ft x 100ft grass strip next to Beautiful Earls Lake. House with over 4200 sq ft and 2 bay garage plus separate 3 bay detached garage, located on 2.5 acres. \$799,000. See our YouTube video at https://www.youtube.com/watch?v=gop8Xql--mM&sns=em and call Chris at 705-840-8597 (2794.14432)

**FOR SALE: 4 COMMERCIAL LAND USE PERMITS** located north west of Sudbury, fly in access only. Three with cabins and one with vacant lot, for more info call Bart 705-840-8277. (2845.14235)

### 370 – SHARE OR PARTNER

**FOR SALE: 1/3 SHARE** in low time top condition 1972 Rockwell Commander 112. All info at www.thecommandergroup.com (2760.13974)



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**What do I get with my COPA membership?**

Not only do you add your voice to our lobbying effort for your freedom to fly, but you also receive negotiated special discounts with suppliers of services.

On top of getting hotel and car rental discounts...did you know that you also receive...

**Insurance programs:**

**VIP Aviation Insurance Program** – Through COPA and The Magnes Group Inc. you have access to preferred rates, enhanced coverages, and exceptional service. The VIP Aviation Insurance Product offers flexibility to meet your needs through three different plans; VIP Gold for full in-motion coverage, VIP Silver for liability and not-in-motion coverage and VIP Bronze for aircraft renters and borrowers.

**Group Life Insurance Program** – Get life insurance, designed just for COPA members, at affordable group rates. Most life insurance policies have a general aviation exclusion making it difficult for you to get coverage that covers you while you're travelling as a pilot or a crew member in a private plane. And, if you can find coverage, it's most likely going to be extremely costly. Now, through COPA and Sun Life Assurance Company of Canada, you can help protect your family's lifestyle with life insurance that fits the needs of Canadian pilots.

**Health and Dental Benefits** – COPA, working with Magnes Group, is pleased to introduce Greenshields Health Assist – Health and Dental Benefits for ALL COPA members looking for just Health and Dental coverage (no Life Insurance included in this program).

**VIP Voluntary Accidental Death & Dismemberment Insurance** – Now you can elevate your insurance with one of the broadest Accidental Death & Dismemberment Insurance products in Canada. This coverage protects aircraft owners and pilots 24/7, even when flying.

**COPA Emergency Medical Travel Program** – Puhl Employee Benefits Inc. is pleased to announce that the Emergency Medical Travel Program is now extended from age 69 to age 79! The Program, underwritten through SSQ Insurance has in addition to regular EMT plan coverages designed to cover emergency medical costs outside of your province of residence, coverage for the pilot and all dependent family members while you are piloting an aircraft in the event of an indiscriminate landing.

**And...**


**The Personal Home and Auto Group Insurance** – As a COPA member, you automatically qualify for exclusive group rates on home and auto insurance with The Personal.


**BMO COPA Mastercard** – Every time you use your card to make a purchase, a payment is made to COPA from BMO Bank of Montreal to support your freedom to fly. These funds also help COPA maintain the low annual membership fee.


**VRef Evaluation** – Looking for a value for your plane? Check out VRef Evaluation.


**COSTCO** – Get a \$10 Costco Cash Card when you sign up for a Costco Gold Star or Executive Membership.

Go to: **www.copanational.org**  
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### AVIATION ABBREVIATIONS

The following are common abbreviations used in Canadian Plane Trade classified advertising. When counting an ad for insertion charges, each abbreviation is one word. When more than one abbreviation is shown, first given is preferred.

AC .....air condition  
A/C .....aircraft  
AD .....Airworthiness Directive  
ADF .....automatic direction finder  
A/E .....airframe & engine  
alc. ....alcohol (as in alc. prop)  
AP .....auto(matic) pilot  
ATS .....automatic throttle system  
ASI .....airspeed indicator  
360CH .....360 channel radio  
720CH .....720 channel radio  
CG .....centre of gravity  
CHT .....cylinder head temperature  
Comm/com .....communications  
Cont .....Continental (engine)  
CS .....constant speed propeller  
DG .....directional gyro  
DME .....distance measuring equipment  
EGT .....exhaust gas temperature  
ELT .....emergency locator transmitter  
Enc Alt .....encoding altimeter  
FBO .....fixed base operation  
FD .....flight director  
FREMAM,  
FREM .....factory remanufacture  
GEM .....graphic engine monitoring  
GPH .....gallons per hour  
GR .....glide ratio  
GS .....Glide slope  
HP .....horsepower  
HSI .....horizontal situation indicator  
IFR .....instrument flight rules  
ILS .....instrument landing system  
3LMB/MB .....3 light marker beacon  
LOC .....localizer  
LRF .....long range fuel (capacity)  
Lyc .....Lycoming (engine)

MB .....See 3LMB  
MK .....Mark (model of equipment)  
MPH .....miles per hour  
NAV .....navigation  
NAV/COM .....navigation/communications  
NDB .....non-directional beacon  
NDH .....no damage history  
OAT .....outside air temperature  
OBO .....or best offer  
O/Oxy .....oxygen  
P&W .....Pratt & Whitney (engine)  
RMI .....radio magnetic indicator  
RNAV .....area navigation  
SCTOH .....since chrome top overhaul  
SCMOH .....since chrome major overhaul  
SFREMAN/  
SFRM .....since factory remanufacture  
SMOH .....since major overhaul  
SPOH .....since prop overhaul  
STC .....supplemental type certificate  
STOH .....since top overhaul  
STOL .....short take off & landing  
T&B .....turn & bank  
TBI .....turn & bank indicator  
TBO .....time between overhauls  
TT .....total time  
TTAE or  
TTE .....total time aircraft engine  
TTAF or  
TTA .....total time aircraft frame  
TTSN .....total time since new  
VFR .....visual flight rules  
VHF .....very high frequency  
VOR .....very high frequency  
Omni-Range  
xpdr .....transponder



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Ad includes placement in the magazine and [copanational.org](http://copanational.org) web site

**Members:** \$35 + applicable taxes (30 word maximum)

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### COLOUR PHOTO CLASSIFIEDS

Ad includes colour photo, and placement in both the magazine and the [copanational.org](http://copanational.org) web site

**Members:** \$70 + applicable taxes (30 word maximum)

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## Canadian Owners and Pilots Association

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