



COPA Flight

The Journal of the
Canadian Owners and
Pilot's Association

FEBRUARY 2018

River Rendezvous

COPA Grows Montebello
Magic (P.38)



WOAW WEEK
NEW AWARDS,
NEW SWAG

SOLID STATE MAGS
RELIABILITY FOR
EXTRA COST

ALL TOGETHER NOW
SEARCH TEAM
COORDINATION

FINAL CALL
FOR NOMINATIONS
COPA BOARD LOOKING
FOR NEW BLOOD

More than

80

Classified Ads
(P.44)

HAMILTON

AMERICAN SPIRIT ■ SWISS PRECISION

hamiltonwatch.com



KHAKI X-WIND
AUTOMATIC SWISS MADE

100 YEARS OF
TIMING THE SKIES



NORTHERN LIGHTS
AERO FOUNDATION





EDITOR
Russ Niles
russ@copaflight.ca
250.546.6743

ASSOCIATE EDITOR
Steve Drinkwater

DISPLAY ADVERTISING SALES
Katherine Kjaer
250.592.5331
advertising@copanational.org

CLASSIFIED ADVERTISING
SALES AND PRODUCTION COORDINATOR
Maureen Leigh
1.800.656.7598
classified@copanational.org

CIRCULATION
Maureen Leigh

ACCOUNTING
Anthea Williams

ASSISTANT ADMIN
Rajei Gill

COPA Members \$15 per year
Non-Members \$30 per year
Single Copy Price \$4.95
(includes mailing in Canada)



COPA BOARD

Bernard Gervais,
President and CEO

Executive Committee

Jean Messier
Chair, Quebec Director

Bram Tilroe
Western Vice-Chair, Alberta & NWT Director

Brian Chappell
Eastern Vice-Chair, Maritimes Director

Jim Bell
Secretary, Manitoba & Nunavut Director

Jonathan Beauchesne
Treasurer, Quebec Director

Elected Directors

Shane Armstrong, Saskatchewan

Larry Bieber, Alberta & NWT

Joe Hessberger, BC & Yukon

Phil Englishman, Conrad Hatcher,
Cheryl Marek, Southern Ontario

Bill Mahoney, Newfoundland & Labrador

Brian Pound, Maritimes

Lloyd Richards, Northern Ontario

Honorary Director

John Bogie

Canadian Owners and Pilots Association
75 Albert Street, Suite 903,
Ottawa, ON K1P 5E7
613-236-4901 | www.copanational.org
 Find us on Facebook



FEATURE

36 WINTER RENDEZVOUS

In 2019, COPA, with the help of the Quebec Bush Pilots Association, will take over the organization and presentation of Montebello Magic, the fly-in at the historic Chateau Montebello on the Ottawa River between Ottawa and Montreal. The event began in 1991 with a group of Challenger ultralight owners and has grown into the largest winter flying event in the region. COPA spoke with long-time organizer Claude Roy about the event.

DEPARTMENTS

4 PRESIDENT'S CORNER *PILOT SHORTAGE IN THE NEWS*

6 MAILBOX *RADIOACTIVE INSTRUMENTS, AIREON ISSUES*

9 NEWSLINE *NOMINATIONS CALL, NEIL ARMSTRONG SCHOLARSHIP*

14 COLUMNS *ELECTRONIC IGNITION, IFR CURRENCY*

24 ON THE HORIZON *MARK YOUR CALENDARS*

28 NEWS BY REGION *AWARDS AND WINTER EVENTS*

COVER ART: Winter is no excuse to stop flying and Montebello Magic attracts dozens to the ice of the Ottawa River. *Photo by Jean-Pierre Bonin*

SEC & Co.

WE DESIGN AND BUILD HANGARS
Individual • Corporate • FBO's • T-Hangars



HERE'S WHAT WE CAN DO FOR YOU:
Architectural & Engineered Drawings
Municipal Applications & Permits
Airport Applications & Approvals
Transport Canada & NavCan Applications
Complete Construction

Questions? Phone 519.857.7639
or visit www.secandco.com

If you already have a design or drawings, send it along for a free estimate. Email (CAD or PDF) to info@secandco.com or fax 519.679.2200



B.A.S. Inc.
P.O. Box 190
Estonsville, WA 98328

RESTRAINT WITHOUT RESTRICTION

A four point inertia reel shoulder harness and lap belt system that is FAA-STC and PMA approved. Our current aircraft models and prices can be found on our web page.
www.basinc-aeromod.com

Contact Information
1-888-265-6566 (Pacific)
Or: 1-360-832-6566
Fax: 1-360-832-6466
jt@basinc-aeromod.com

<p>Beechcraft</p> <p>Boanca - 33, 35, 36 Baron & Travel Air - 53, 56, 58, 59</p>	<p>Piper</p> <p>Models PA 28, 32, 34</p>
<p>Luscombe</p> <p>Models 8, 8A, 8B, 8C, 8D, 8E, 8F</p>	<p>Cessna</p> <p>Models 170, 172, 175, 177, 180, 182, 185, 180, 185, 200, 210, 210 990 K, 210 A-R, 310, 320, 321</p>

www.basinc-aeromod.com



PILOT SHORTAGE GETS ATTENTION MAINSTREAM MEDIA INVESTIGATING LABOUR ISSUES

The second week of January saw another story come out about the shortage of pilots (January 8 CBC news: "Who's going to fly the plane? Pilot shortage could get worse for regional carriers").

As air traffic grows somewhere around 5% to 7% worldwide year after year, we just can't fill the seats in the flight decks around the globe fast enough. The biggest increases occur in the Orient and South-East Asia, where year-on-year growth rates can reach over 30% (IATA Annual review, 2017). So it's a domino effect taking place all over the world. The big airlines can't easily fill the void, they pick on the regionals that get their pilots taken and in return the regionals recruit the instructors in flight schools. I was recently interviewed by the CBC and the message I conveyed is that GA is the feeder system to all of this, where it all starts. The individual of any age that looks up to the sky and decides to give flying a try, whether soaring, paragliding, motorized fixed or rotary wings, starts with a dream realized at the local flight school or flying club. A local FTU needs a local aerodrome and a local aerodrome needs understanding and appreciation from its operator and neighbours. As our Economic Impact Study (available on our website) explains, GA is the core of aviation and has a \$9.3 billion dollar impact on the Canadian economy. Future flight instructors, corporate, regional, and airline pilots come from the same communities as any of us, but only if they have a desire to fly and an airport to go to.

To showcase our aerodromes and give a serious and well-needed taste for flying, there are plenty of opportunities we should never pass up such as our COPA for Kids events, Women of Aviation Worldwide Week coming up March 7 to 11 or what the Canadian Council for Aviation & Aerospace has done in partnering with groups and organizations like COPA to get something called the National Outreach Event going this summer, across the country.

We've got to keep that stream flowing before it's too late. It's our responsibility.

COPA AT WORK

Propellers: A few months ago I mentioned we were asking the regulator, Transport Canada, for an exemption to the mandatory ten year propeller overhaul on non-commercial light piston operations. The paperwork was submitted in mid-November and we expect to have an update within the next few weeks.

British Columbia hangar assessments:

Many BC members have seen their hangars reclassified as "Industrial Warehouses", a decision that puts the buildings in the same classification as commercial storage facilities in areas such as downtown cores. There may or may not be an impact on the taxes paid in the end, but COPA is looking at the bigger picture and working on a plan to have hangar owners treated fairly by the assessment agency. More details in our E-Flight and website.

PÉNURIE DE PILOTES

Au cours du mois dernier, on a encore rapporté une nouvelle concernant la pénurie de pilotes (Radio-Canada, 8 janv. : « Recherche désespérée de pilotes d'avion »).

Quand le trafic aérien mondial croît annuellement entre 5% et 7% année après année, on ne peut tout simplement pas remplir les sièges du poste de pilotage au même rythme. C'est en Orient et Asie du sud-est où l'on retrouve des taux de croissance de plus de 30% (rapport IATA 2017). C'est donc un effet en cascade d'une portée mondiale. Les grandes lignes aériennes ne peuvent combler le vide, recrutent auprès des lignes régionales qui elles en retour, recrutent parmi les instructeurs dans les écoles de pilotage. J'ai récemment été interviewé par Radio-Canada et le message que j'ai transmis est que c'est l'aviation générale (AG) qui est à la base de tout ce réseau, qu'elle alimente tout le système.

Une personne de n'importe quel âge qui regarde en l'air et décide d'essayer de voler, que ce soit du planeur, du parapente, un appareil motorisé à ailes fixes ou tournantes, commence à réaliser son rêve à l'école de pilotage ou l'aéroclub local. Une unité de formation requiert un aérodrome local et un aérodrome local requiert de la reconnaissance de son opérateur et de ses voisins. Comme l'explique notre analyse d'impacts économiques (sur notre site web), l'AG est le cœur de l'aviation et apporte plus de 9,3G\$ à l'économie canadienne. Les futurs instructeurs, pilotes corporatifs, régionaux et de ligne peuvent venir des mêmes communautés que nous, mais seulement s'ils ont connu le désir de voler et un aérodrome où l'assouvir.

Pour mettre nos aérodromes en valeur et susciter les désirs pour l'aviation, plusieurs occasions s'offrent à nous dont nos événements COPA pour enfants, la Semaine mondiale des femmes de l'air qui a lieu du 5 au 11 mars ou ce que le Conseil canadien pour l'aviation et l'aérospatiale a concocté en partenariat avec d'autres groupes et organisations comme COPA, soit le Programme de sensibilisation nationale à l'aviation, qui aura lieu à travers le pays tout au long de l'été.

Il est de notre devoir de ne pas tarir la source essentielle au monde de l'aéronautique. N'y manquez pas.

COPA À L'OEUVRE

Hélices: Il y a quelques mois je mentionnais que nous allions demander à Transports Canada d'exempter de la mise à niveau obligatoire les hélices utilisées avec des petits moteurs à piston pour des opérations non-commerciales. La documentation a été soumise à la mi-novembre et nous attendons à retour d'ici quelques semaines.

Évaluations de hangars en Colombie-Britannique: Plusieurs membres de la C-B ont vu leurs « hangars » être catégorisés « entrepôts industriels », une décision qui les met sur un pied d'égalité avec les unités d'entreposage commercial que l'on retrouve au centre de certaines métropoles. Il pourrait y avoir un impact ou non sur les taxes payées, mais COPA analyse l'ensemble de la situation afin que les propriétaires de hangars soient traités équitablement par l'agence d'évaluation. Plus de détails sur notre infolettre ou notre site web. 



HANGARMINIUM UNITS AVAILABLE FOR PURCHASE OR RENT:

- T-Hangars
- C-Unit Attached Box Hangars
- 65' x 50' Twin Hangar Units
- 50' x 45' Twin Hangar Units

All units are Steel Pre-Engineered Buildings with insulated walls and roofs as well as Electric Bi-Fold Doors.

*Conveniently located at the Oshawa Executive Airport, just 60 km from Toronto City Airport
441 Aviator Lane, Oshawa, Ontario*

For more information, specs and photos, visit www.oshawairporthangarminiums.com

Call **905-436-2600**



ZENAIR
Quality Aircraft Since 1974

STOL SUPER DUTY

4 SEATS!

CH 801 SD

The all new SUPER DUTY STOL series from Zenair!

Standard kits, quick builds or factory assembled. We make it easy!

call: 705-526-2871
Email: zenair.info@gmail.com
www.zenair.com



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 libelous 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 among its roles is to reflect the activities, goals and objectives of COPA and we're happy to help you make COPA even stronger through an open channel of communications.

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



✉ RADIOACTIVE AIRCRAFT INSTRUMENTS

I once went to an aviation museum in Europe where there was a large, former military aircraft that I wanted to see. I had hoped to get inside, but it was closed to the public. When I asked an attendant why, I was advised that the aircraft instruments were radioactive due to radium 226 in the paint. Radium 226 was used during the Second World War in military aircraft, and in civilian aircraft flight instruments for almost another two decades, to produce luminescent dials. There are, according to the Canadian Nuclear Safety Commission, tens of thousands of these radioactive flight instruments in Canada today, a statistic that should give us all reason to pause.

Many aircraft produced in the 1940s and 50s were equipped with these instruments; many remain in service today. Unfortunately, there are owners unaware that their aircraft are equipped with these radium luminous devices because, after a very few years, the paint on the dials loses its luminescence. Despite this, the radium, with a half-life of 1600 years, continues to emit alpha and beta particles and gamma rays. Consequently, there are many aircraft out there with radium 226 dials. Don't assume that your aircraft, constructed after the period when the use of radium 226 was terminated, doesn't also have these radioactive instruments; a used replacement flight instrument or dial may well have come from a period when the use of radium 226

was common practice. There are also many of these instruments on display, or in storage, and their owner may be unaware of the risks and liabilities associated with them.

Now that I have released the cat among the pigeons, so to speak, what can we do? Firstly, inform others who may not have access to the information contained in this article. If you have access to a radiation survey meter (commonly referred to as a Geiger counter), test any instruments that you have, either in your aircraft, in storage or on display. Many aircraft museums and, I suspect, avionics shops have such meters. You can also purchase them online for less than \$200. I will not delineate in detail the mitigation methods that you should follow; these are found in the information provided by following the website links below. If you discover that you have such instruments, you have some options. I believe that it would be prudent to sequester old stored flight instruments away from occupied areas and ensure that their cases or dial faces are not opened, ensure they are well labeled with an appropriate warning, and follow the recommendations of the appropriate authorities. My research suggests that these radioactive instruments, dials and even switches, if not handled in accordance with recommended protocols, can unwittingly be the source of long-term hazards to health and the environment. In my opinion, a proactive and considered course of action to mitigate the hazards associated with radium 226 in our aircraft instruments, or indeed, in any other items such as old luminescent clocks, watches, etc., would be a prudent and responsible thing to do.

nuclearsafety.gc.ca/pubs_catalogue/uploads/CC172-41_e.pdf

nuclearsafety.gc.ca/eng/resources/frequently-asked-questions/radium-luminous-devices.cfm

Fletcher R. Wade

✉ AIREON NOT THE GA ANSWER

I was disappointed with Bernard Gervais's article on space-based ADS-B (President's Corner, January 2018). I have three reasons for this.

First, who cares if Transport Canada and Nav Canada are at odds? Nav Canada is in a consultative process with stakeholders like us. In the end, what we all recommend gets embedded in legislation. Furthermore, going down this rabbit hole takes us away from the root problems with spaced-based-only operations for ATC.

Second, get rid of your ELT? The only statement on ELTs in the Nav Canada ADS-B Out Mandate Terms of Reference Document (TRD) is "Aireon will provide, free of charge to registered users, the location and flight track to assist emergency tracking and location of any ADS-B equipped aircraft anywhere in the world." This doesn't sound like an ELT replacement, even if it works. Who is going to determine what an emergency situation is in order to ask for information? Does one need to be on a flight plan?

The more important question for me is, if you update your existing transponder to the 1090ES (MHz) standard, will this work as an ELT replacement? Most transponder antennas are located under the fuselage, set up for terrestrial-based radar. Expecting a bottom-mounted antenna to work for space-based operation is, at the very least, an exaggeration. As Alan Hepburn anticipated in his COPA June 2016 article, a top-mounted antenna for TCAS and Aireon would be required. This would bring equipment costs up to \$12,000, from \$5,600, for his L-3 Lynx. The final installation cost is considerably more. Another TRD statement: "Operators will benefit in other ways if they equip with ADS-B. This will ensure they are visible to ACAS/TCAS systems of other aircraft, providing a safety benefit to both." Expecting a bottom-mounted antenna to

work would be based upon satellites that are available near the horizon, and how far away are these? We all know the problems of radar coverage, even near a radar-rich zone such as Toronto.

Third, is this a smokescreen? This should be about service and safety at an affordable price. In the U.S., the FAA mandated ADS-B by 2020 and added a few carrots to get the EAA and AOPA on board. Although they split the mandate to 978 and 1090 MHz, they were very smart by offering real services and rebates on compliant installations. It also didn't force users to put in top-mounted antennas. Furthermore, the 978 MHz frequency includes traffic and weather services that cannot be practically added to 1090ES (especially for space-based applications). The uAvionix echoUAT in my homebuilt picks up these services very nicely, but only U.S. data is available. COPA should be focusing on effective safety prospects with an affordable price. I'm not replacing my ELT based on what has been said or promised so far. We need to ask for 978-type weather and data services based on Nav Canada's existing terrestrial networks of radar and radio communications. The Aireon option just isn't an affordable option for non-TCAS-equipped aircraft. Also, consider what happens when a U.S.-compliant ADS-B pops into Canadian airspace. The 978-compliant aircraft will not be seen by any Canadian ADS-B system, and American 1090ES aircraft may not be seen by the spaced-based Aireon. This is not acceptable. The 970 ADS-B on my homebuilt cost under \$2000 and runs on less than one amp. Let's keep Aireon for TCAS-mandated aircraft and concentrate on improved services with low equipment costs. The Nav Canada Terms of Reference have essentially nothing for GA, but it may exclude us from airspace that was formally transponder-only airspace.

I hope that when consultations with the local chapters begin this year, COPA members will carefully consider the importance of having cost-effective ADS-B solutions in Canada that benefit GA, not just commercial operators, and relay those concerns to COPA's management. Aireon holds great promise, but it will probably not be the magic bullet solution that it's made out to be — at least not for GA.

Lee Coulman
COPA 202358

Bernard Gervais responds:

The essence of my message is that even though the path is still not clear (Transport Canada and Nav Canada at odds), it is an opportunity to do the right thing, to plan correctly and make the best use of all this technology that's available, any which way we could. Our chapters (COPA Flights) are being consulted for their input, including some of the issues you mention, and we will submit COPA's response in the next weeks.

✉ ACCIDENT FORGIVENESS

I just read Belinda Bryce's article in the January COPA Flight magazine. She states that they have convinced AIG, the underwriter of the COPA VIP GOLD Insurance program, to waive the increase in premiums and reduce the deductible that results from an accident if the pilot has, within the last six months, taken some form of recurrency training. This is a brilliant incentive — better than offering a small discount off your insurance now, it offers a larger amount, left up to the pilot's imagination, which I think will inspire many pilots to be more proactive in maintaining their currency. I think this is a truly great idea, and is another example of why using Magnes is the best choice to handle the COPA Insurance program.

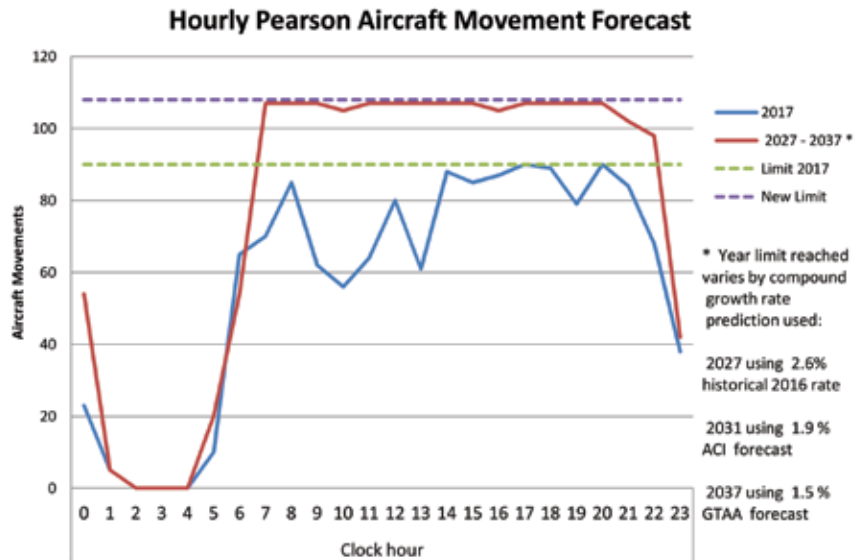
Jeff Page



Need healthcare but can't afford to fly there?



Getting Canadians to Getting Better
www.hopeair.org



PEARSON PLANS FOR MAXIMUM CONGESTION

The GTAA's new master plan increases its maximum capacity by 20 percent without building any significant improvement to its airside infrastructure. How is it achieving this magical increase? During a five-minute discussion after a public meeting on Dec. 6, Michael Belanger, GTAA director of aviation programs and compliance, explained it by using Heathrow as an example. It appears that the GTAA is ignoring its capacity issue by simply changing the model it uses to calculate its maximum capacity. That model is based, at least in part, on the experience of congestion management at Heathrow airport. These techniques of congestion management have been made infamous at Heathrow airport in the UK over the last decade.

What is Heathrow-style planned congestion? Congestion is the most visible consequence of operational inefficiency at an airport like Heathrow. It is accepting a reduced reliability and robustness of air travel. It allows even a small hold up, or marginal weather event at one airport to ripple across the system with delays or missed connections.

The GTAA is now planning for 100 percent runway utilization 17 hours a day, with no slack. This approach leads to planned congestion and zero growth at some point in the future.

With no slack in the system, there is no capacity to deal with unexpected events such as bad weather, delays at other airports or safety concerns such as turbulence or unruly passengers. The pressure on flight crews is also expected to increase. Gone is the margin of error that pilots expect today. Will a pilot still abort a bad landing when he knows there is no slack in the system that will allow him to overshoot and try again?

Heathrow is a maxed out airport on the other side of the Atlantic where half of all arriving aircraft enter a hold before landing. Heathrow should not be Toronto's model. It is operating on different rules, using different pavement, with milder weather, more homogenous flows of traffic and with different noise abatement procedures. After a decade of being London's chokepoint, it is also in the process of expropriating land and expanding. Is this solution also in Pearson's future?

How many more aircraft Pearson airport can handle is the wrong question. The right question is, what is the cost of increasing congestion at Pearson airport? What is the cost to the consumer, the environment, the efficiency of our regional economy or the cost to the safety margins of the traveling public?

Mark Brooks

AERO 2018 IN GERMANY

BIG EUROPEAN SHOW AN AVIATION TRENDSETTER

BY FRANK HOFMANN



If you count yourself among faithful aviation aficionados and have not attended the biggest annual European general aviation show, then you owe it to yourself to witness it. In fact, it is a global show, not just a European one. Instead of going to Oshkosh or Sun & Fun year after year to find out what is new and great, I have gone to this European show. In 25 years it has never disappointed; it has always amazed me and shown me equipment and trends which did not show up on this side of the Atlantic until several years later.

The upcoming four-day show (Wednesday to Saturday, April 18-21, 2018) will be held inside 11 huge interconnected permanent buildings on an airport with jet service from Frankfurt. Although there are impressive outdoor displays, the main show is indoors, with each pavilion dedicated to a branch of recreational aviation

— certified, sport, ultralights, gliders, autogyros, avionics, maintenance and parts, electric aircraft, drones, etc., all of which have devoted pavilions or sections. Represented among the 600 exhibitors are flying clubs, technical universities, equipment suppliers, demonstrations and more from most of Europe's countries. Although the show is in Germany, most of what is displayed and communicated is in English.

The home base of AERO is Friedrichshafen, at the very southern edge of Germany on Lake Constance. Friedrichshafen is also the home of the Zeppelin — some continue to fly over the site. This town, with the majestic Alps framing the opposite side of the lake, is a popular tourist destination. If you plan on going, I recommend you go to their website at www.aero-expo.com, click on English, and explore.

It would be wise to use their accommodation service because many of Europe's aviation enthusiasts will be needing accommodation too. I have found bed and breakfasts to be fantastic, as are the hotels. If you rent a car, Switzerland, Lichtenstein and Austria are but an hour's drive away, and the historic towns along the lake are a tourist's delight. Google the Mainau for a highly recommended side trip — especially for spouses who may not share your enthusiasm for things aeronautical. A leisurely ferry ride lands you right on this island arboretum, where you can easily spend a day in a world-class garden environment.

Treat yourself to a different type of aviation show. Meet your friends over there. Make new friends. Enjoy some Bavarian beer and Bratwurst. Take a ride in a blimp. It is all there, waiting for your enjoyment. 🛩️

LAST CALL FOR NOMINATIONS

COPA BOARD OF DIRECTORS ELECTION 2018

Every two years half of the positions on the COPA Board of Directors are up for election. In 2018 a total of seven positions representing the following regions will need to be elected:

Quebec (2 positions) — currently held by Jean Messier and Jonathan Beauchesne.

Southern Ontario (3 positions) — currently held by Phil Englishman, Conrad Hatcher and Cheryl Marek. Englishman and Marek will not run for re-election.

British Columbia & Yukon (2 positions) — currently held by Joe Hessberger and 1 vacant position. Hessberger will not run.

Any COPA member in good standing may run for a position in the region in which they live. If you have a passion for personal aviation and feel you have something to contribute to COPA both on the Board and as a regional representative, please consider volunteering for this very important work. The term of office for this election shall commence at the summer Board meeting in June 2018 and continue until the summer Board meeting in 2022.

Nominations for these nine positions are now being accepted.

The deadline for receiving nominations is Thursday, February 4th, 2018. Candidates will be announced in the March COPA Flight and on the website.

The election will close on Monday, April 4, 2018. Ballots will be counted and results will be announced in the May COPA Flight magazine and on the website.

Based on the new Canadian Governance rules for no-for-profit guide-

lines, the slate of Directors elected in the regions will be presented to the COPA membership for ratification at the Annual General Meeting on June 23rd.

Candidates should:

- have a strong belief in COPA's mission
- have a passion for aviation
- have a high standard of personal ethics
- want to make a lasting contribution to personal aviation
- be able to spend a minimum of 15 days per year on COPA business (at three Board meetings per year and at regional events)
- have ready access to email for Board communications

Nominations for a Director must be made in writing by at least five voting members from the same region (defined as paid-up regular members, their family members and persons designated by corporate members when they applied for membership).

Completed nomination forms must be received at the COPA office by 12:00 noon on Thursday, February 4th, 2018.

You can mail the form below to COPA, 75 Albert Street, Suite 903, Ottawa, ON K1P 5E7

fax it to 613-236-8646 or email the same information to nomination@copanational.org

A list of candidates will be published in the March COPA Flight, along with information about the candidates and instructions on how to vote.

Members will be able to vote online. Alternatively, members will be able to request that a paper ballot be mailed to them.

In order to provide voters with comparative information on candidates, nominees will be requested to complete a candidate questionnaire and a 200 to 300 word biography, both which are to be submitted with the nomination form.

Facts to be included in the nominee's bio:

- Flying experience and currency
- Aircraft ownership if any
- COPA Flight or flying club affiliations
- What is your main reason for wanting to be a COPA Director?
- What is the single most important skill you feel you can bring to the Board?

Consider who you would like to see representing you on the Board and nominate them today, or if you would like to run yourself find a few members to nominate you. Don't hesitate. COPA needs good people to pursue its mission.

The COPA mission: To advance, promote, and preserve the Canadian freedom to fly.

Nominee biography/platform: Please include the candidate questionnaire, and in 200 to 300 words, a biography from the nominee that will be helpful to COPA members casting ballots in an election.

Interested candidates who wish to request an information package about being a COPA Director can email or call Heather McLaren, Manager Administration at 613-236-4901 ext. 110 or hmclaren@copanational.org

NOMINATION FORM FOR COPA DIRECTORS – 2018

Nominee: _____
 COPA Membership # _____
 Address: City: _____ Prov: _____ Postal Code: _____
 Telephone: Home: _____ Work: _____ Fax: _____ E-mail: _____
 Nominators: _____

1/ Name _____	COPA Membership # _____	Membership Expiry Date _____	Prov. _____	Postal Code _____
2/ Name _____	COPA Membership # _____	Membership Expiry Date _____	Prov. _____	Postal Code _____
3/ Name _____	COPA Membership # _____	Membership Expiry Date _____	Prov. _____	Postal Code _____
4/ Name _____	COPA Membership # _____	Membership Expiry Date _____	Prov. _____	Postal Code _____
5/ Name _____	COPA Membership # _____	Membership Expiry Date _____	Prov. _____	Postal Code _____

In order to provide voters with comparative information on candidates, nominees will be requested to complete a candidate questionnaire and a 200 to 300 word biography, both which are to be submitted with the nomination form.

Send to: COPA, 75 Albert Street, Suite 903, Ottawa, ON K1P 5E7 or Fax: 613-236-8646
 or E-mail: *nomination@copanational.org*

FORMULE DE NOMINATION – DIRECTEURS COPA 2018

Candidat(e) désigné(e): _____
 # de membre COPA: _____
 Adresse: Ville: _____ Prov: _____ Code postal _____
 Téléphone: Maison: _____ Travail: _____ Facsimilé: _____ Courriel: _____
 Présentateurs: _____

1. Nom _____	Numéro d'adhésion COPA _____	Date d'expiration de l'adhésion: _____	Prov. _____	Postal Code _____
2. Nom _____	Numéro d'adhésion COPA _____	Date d'expiration de l'adhésion: _____	Prov. _____	Postal Code _____
3. Nom _____	Numéro d'adhésion COPA _____	Date d'expiration de l'adhésion: _____	Prov. _____	Postal Code _____
4. Nom _____	Numéro d'adhésion COPA _____	Date d'expiration de l'adhésion: _____	Prov. _____	Postal Code _____
5. Nom _____	Numéro d'adhésion COPA _____	Date d'expiration de l'adhésion: _____	Prov. _____	Postal Code _____

Afin de fournir aux voteurs de l'information comparative au sujet des candidats, les personnes nommées seront requises de compléter un questionnaire aux candidats et une biographie de 200 - 300 mots, les deux documents devant être soumis avec la formule de nomination.

Poster à: COPA, 75 rue Albert, bureau 903, Ottawa, ON, K1P 5E7 ou par facsimilé au 613-836-8646
 ou par courriel à : *nomination@copanational.org*

CALL FOR APPLICATIONS

NEIL ARMSTRONG SCHOLARSHIP

BY TREKKER ARMSTRONG



Applications for COPA's Neil Armstrong Scholarships are now being accepted. First place scholarship is valued at \$7,000, second place \$3,000 and third place \$2,000. To qualify for the first-place scholarship, applicants must be ab-initio flight students who have not yet, at the time of application, acquired more than ten (10) hours of formal flight training.

Detailed guidelines and applications forms are available at the COPA office or online under www.copanational.org Neil Armstrong Scholarship. Applications must be sent to COPA's office in Ottawa, Ontario by Thursday, March 1, 2018.

The Neil Armstrong Scholarship Fund was first established in April 1995 through contributions from friends of Neil Armstrong, COPA members and the Canadian aviation community. Contributions are made to the COPA Flight Safety Foundation, Neil Armstrong Fund from which a charitable tax receipt can be issued.

The purpose of the fund is twofold — to honour one of Canada's foremost aviation members and to provide flight training to worthy young people who might not otherwise be able to pursue their love of flight and who exemplify the fine character, optimism and love of adventure which were epitomized by Neil J. Armstrong.

Qualified applicants shall be Canadian citizens or landed immigrants, not less than 15 years of age and not more than 21 years of age as of March 1st in the year of application. They will be assessed on the following basis:

- A demonstrated keen interest in flying and general aviation in Canada.
- A proven self-starter, willing to earn their way.
- Financial need.
- Participation and demonstrated contributions to their community, school as well as leadership attributes.
- Reasonable academic skills as demonstrated by scholastic record.

Applicants may be considered eligible for the principle ab-initio scholarship award if they meet the following criteria:

- a) They have met the age, citizenship, and other required qualifications of the Neil Armstrong scholarships, and,
- b) Have not, at the time of application, been granted any pilot privileges including, without limitation, a Private Pilots License, Recreational Pilot License, Ultra Light Pilot Permit or a Soaring / Glider License. (Applicants may however be the holder of a student pilot permit), and,
- c) Have not, at the time of application, acquired more than ten (10) hours of formal flight training. It shall be at the discretion of the Committee to consider candidates who otherwise qualify but who may have accumulated more than ten (10) hours flight training, particularly if such training has taken place over an extended period.
- d) Ab-initio candidates shall not, at the time of application, have received or been awarded any other flight training scholarship(s), including flight training through the Canadian Air Cadet program or any other program.

Scholarship winners will be notified by May 1st.

Scholarship recipients may select the flight training facility subject to COPA approval. The flight training facility shall be a licensed flying school or educational institute with facilities satisfactory to the COPA board. ✈️

CANADIAN Aviator

SUBSCRIBE + SAVE!

ONE YEAR SUBSCRIPTION

FOR COPA MEMBERS

ONLY \$10!*

* TAXES MAY VARY BY PROVINCE.



SUBSCRIBE TODAY!

1.800.656.7598 | www.canadianaviator.com

INCIDENTS + ACCIDENTS

ATLANTIC REGION

A Royal Canadian Mounted Police Pilatus PC-12/47E (C-GMPM/SST011) on a flight from Moncton/Greater Moncton, NB (CYQM) to St. John's, NL (CYYT) conducted a missed approach at CYYT Runway 11 at 1500Z due to nose gear issues. The aircraft requested to divert to Gander, NL (CYQX) due to the nose gear and CYYT weather. Emergency vehicles were requested to be on standby. At 1550Z, the aircraft conducted a low and over Runway 13 at CYQX for the tower to observe if the nose gear was down (it was not down). After deciding to burn off fuel for approximately 45 minutes, the aircraft conducted an approach Runway 13 without nose gear. The aircraft rested between Taxiway "D" and "E". No injuries. Runway closed.

A Canlink Aviation Beech C90A (C-GDHS) on a flight from Moncton, NB (CYQM) to Fredericton, NB (CYFC) was cleared for takeoff and started 'weather cocking' while taxiing on icy surface. The left main landing gear collapsed when wheels hit bare/dry pavement. No injuries reported. Operational impact: CYQM 06/24 closed by NOTAM.

PRAIRIE AND NORTHERN REGION

C-GWEA, an Aerospatiale ATR 42-320 aircraft operated by West Wind Aviation, was conducting flight WEW282 from Fond-du-Lac, SK (CZFD) to Stoney Rapids, SK (CYSF), with 3 crew members and 22 passengers on board. At 1812 CST, shortly after takeoff from Runway 28 at CZFD, WEW282 collided with trees and terrain approximately 1400 feet west of the departure end of Runway 28. One passenger received fatal injuries and died 12 days after the accident.



Serious injuries were sustained by 5 passengers and 1 crew member, and minor injuries were sustained by 16 passengers and 2 crew members. The TSB, Transport Canada and Bureau d'Enquêtes et d'Analyses (BEA) of France deployed to CZFD. The aircraft was destroyed.

A privately operated Piper PA-23-250 aircraft, was conducting a flight from Gillam, MB (CYGX) to a private aerodrome 5.2 nm east of Baldur, MB. The aircraft collided with terrain .36 nm southwest of the intended destination. The pilot was the only occupant and was killed. TSB investigators were deployed.

ONTARIO REGION

TSB Report#A1700264: C-GOHS, an Aerospatiale AS 350 B-2 helicopter operated by Hydro One Networks, was operating in an area located 8 nautical miles North-Northeast of Tweed, ON when it crashed into a treed area. All four occupants on board suffered fatal injuries and the helicopter was destroyed. The TSB is investigating.

A Cessna U206-G aircraft was conducting a training flight from the frozen surface at Sioux Lookout Water Aerodrome, ON (CKA6) with 2 flight crew members on board. During the landing at CKA6, the aircraft, equipped with tundra tires, hit a soft patch on the landing surface and control was lost. The aircraft's propeller and left wing contacted the ground and sustained substantial damage. There were no injuries. A post-incident inspection by the operator's maintenance also revealed damage to the nose landing gear.

A WestJet Boeing 737 800 (WJA2425) on a flight from Cancun, Mexico (MMUN) to Toronto/ Lester B. Pearson, ON (CYYZ) was waiting for its gate when it was struck by a Sunwing Airlines Boeing 737 700 under tow. WJA2425 evacuated passengers and crew onto the ramp when the Sunwing Airlines Boeing 737 700 auxiliary power unit (APU) caught fire. Lane 1 and 2 and Taxiway AJ were closed. No other operational impact.

RÉGION DE L'ATLANTIQUE


Un Pilatus PC-12/47E (C-GMPM/SST011) exploité par la Gendarmerie royale du Canada de Moncton/Greater Moncton (CYQM), NB, à St. John's (CYYT), NL, a effectué une approche interrompue de la piste 11 à CYYT à 1500Z en raison d'un problème de train avant. L'aéronef a demandé à se dérouter sur Gander (CYQX), NL, en raison du train avant et des conditions météorologiques à CYYT. L'aéronef a demandé à ce que les véhicules d'urgence soient placés en attente. À 1550Z, l'aéronef a exécuté un survol à basse altitude de la piste 13 à CYQX afin que la tour puisse vérifier si le train était sorti (il ne l'était pas). Après avoir décidé de brûler du carburant pendant environ 45 minutes, l'aéronef a effectué une approche de la piste 13 avec le train rentré. L'aéronef s'est immobilisé entre les voies de circulation D et E. Il n'y a pas eu de blessés. La piste a été fermée.

RÉGION DES PRARIES ET DU NORD

Un Aerospatiale ATR 42 300 (WEW282) de West Wind Aviation assurant un vol entre Fond du Lac, SK (CZFD) et Fort Simpson, NT (CYFS) s'est écrasé peu après le décollage de CZFD. Il y avait 25 personnes à bord et de multiples blessés ont été signalés. Les services de police et d'autres services d'urgence se sont rendus sur place et de multiples avions Medevac ont été détachés. Aucun autre impact sur l'exploitation.

RÉGION DE L'ONTARIO

Rapport du BST no A1700264 :

C GOHS, un hélicoptère Aerospatiale AS 350 B 2 exploité par Hydro One Networks, volait dans une zone située à huit milles marins au nord nord est de Tweed, ON, lorsqu'il s'est écrasé dans une zone arborée. Les quatre personnes à bord ont été mortellement blessées et l'hélicoptère a été entièrement détruit. Le BST a ouvert une enquête. 

They are just a few of the reasons why we do what we do.



It's simple really . . .

We do it because others can't or won't.

We do it because liking something on Facebook just won't get it done.

And we do it because we believe that everyone deserves a chance at a better future.

Be a part of something **BIGGER**

Learn more about **Mission Aviation Fellowship** and our mission of sharing God's love through aviation and technology.

Learn more about the work of MAF, and how you can make a difference.



Online:
www.mafc.org

By Phone:
1.877.351.9344

By Mail or In Person:
264 Woodlawn Rd. W., Guelph, ON N1H 1B6



CALLING ALL COPA MEMBERS!
PRESERVE YOUR FREEDOM TO FLY AND WIN THIS WATCH!!!

HOW?

For every \$100.00 that you give to the Freedom to Fly Fund, COPA will enter your name into a draw for your choice of a woman's or man's Breitling COLT watch (value of \$3,000.00).
The draw will take place at the June 2018 Convention in Saint John, New Brunswick.

WOAW ADDS NEW AWARDS

CORPORATIONS, NON-PROFITS TO BE RECOGNIZED



Women of Aviation Worldwide has added two new community awards to its roster of honours for those who take part in events to foster female participation in the aviation industry.

The Most Female Friendly Association Worldwide and Most Female

Friendly Corporation Worldwide will recognize companies who engage the most employees and non-profits that engage the most members in activities related to WOAW goals.

“The winners of the community Fly It Forward awards will receive a plaque for their office, a digital seal for their marketing communications, and free advertising in our website network for one year, enabling them to promote their brand to our 300,000 unique visitors a year.” said Mireille Goyer, founder and president of the movement.

“Members of associations such as COPA, the Ninety-Nines, and RAA — Australia have flown it forward in signif-

icant numbers to celebrate Women Of Aviation Worldwide Week since 2010. Likewise, corporations like Nav Canada, L3, Airbus, TEI have encouraged their employees to get involved and opened their doors to girls during the Week. We wanted to recognize the organizations that step up in a tangible manner.”

She said volunteers across Canada and around the world are busy organizing events for the week, which runs from March 4-11 this year.

“Events that welcome girls of all ages and encourage them to experience the multiple facets of the industry, hands-on, in a nonjudgmental environment are critical to the advancement of women. 🌟

THE Neil Armstrong SCHOLARSHIP

We Make Dreams Happen.

Each year, the Neil Armstrong Scholarship Fund enables winning recipients to complete their flight training.

If you are a Canadian between the ages of 15 and 21, and are considering flight training or a career in aviation, and can demonstrate reasonable academic skills, motivation, community involvement and financial need, you may be eligible to apply for a Flight Training Scholarship.

In the past, we've funded career starts for airline and fighter pilots and even an astronaut.

Dream Big and Apply Now!

Visit: copanational.org/en/scholarship/
or write us at: reception@copanational.org



MAKING IT YOUR OWN

HOMEBUILDERS CAN MODIFY DESIGNS



If you have worked on the wiring of components and instruments in front of your instrument panel you will have wished there was easier access, other than lying contorted in a cramped cockpit with your head under the panel.

Building my first RV, an RV-4, the instructions included a removable panel directly ahead of the windscreen and behind the firewall. This panel was fixed in place with No. 8 flush-headed AN screws. I found this to be extremely helpful when working in this confined area. Not all instruments could be accessible from above, but a

lot of work could be done. So, when we built our RV-9A, I thought I would modify the design to again have this panel removable.

TCCA allows us to build amateur-built aircraft under the 'Exemption from Section 549.01 of the Canadian Aviation Regulations and Chapter 549 of the Airworthiness Manual — Airworthiness Standards — Amateur-Built Aircraft.' Part VII of this Standard, Continuing Airworthiness, Para. 61 (ix) states in part: 'Repairs and modifications to amateur-built aircraft must conform to technical data acceptable to the Minister; sources of acceptable

◀ A customized panel eliminated a lot of construction gymnastics.

data include, but are not limited to....' Then in Para 61 (x): 'Owners may devise their own data, which need not be approved but must be subject to an appropriate level of review or analysis, or shown to comply with recognized industry standards, or commonly accepted practice'.

Since aircraft fasteners (rivets) are designed to act in shear, I wanted to replace the rivets called for in the plans of the old panel with a new panel fastened by AN screws. To satisfy the above standard, I would need to prove that the screws I used would be equal to or greater than the cumulative shear strength of the originally planned rivets. I also found that by replacing approximately two rivets with one screw I could lay out an acceptable fastener pattern. I therefore replaced 165 rivets in the old panel with 83 screws in the new panel.

Now for 'technical data acceptable to the Minister': Reference data indicates the shear strength for this AN426-3 rivet is 186 lbs and the #8 AN screw is in the order of 1270 lbs. Total cumulative shear force of the rivets would be $165 \times 186 = 30,690$ lbs. My redesign would then require $30,690/1270 = 24.17$ or 25 screws. Therefore, $83 - \#8$ screws gives me a safety factor of 3.3 over rivets. I think we can all agree this is probably 'overkill' and the rivet pattern is probably based on an appropriate pitch pattern. This data is recorded in my aircraft construction documentation.

The fun part of building your own aircraft is the opportunity to modify the design to suit your own specific goals provided that you accompany your decision with appropriate 'review or analysis' acceptable to the Minister. ✈️

SOLID STATE MAGS OFFER BENEFITS

RELIABILITY, COST SAVINGS ADD UP TO VALUE



I was on a flight over Lake Erie when the left magneto powering the IO-540 in the Commander I was flying decided that its timing should change, resulting in a rough-running engine. I decided to land and have a local mechanic clean the plugs and adjust the timing on the magneto. Many of us have also experienced the impact of a failed magneto during a pre-flight run-up check. Magnetos are critical to the functioning of an aircraft during flight, and have changed very little in the last century. They are mechanical devices containing components which are adjustable, but wear over time and require overhaul at 500 hours. The traditional aircraft magneto (TAM) is an engine-driven electrical generator that uses permanent magnets and coils to

produce the high voltage needed to fire the spark plugs. As used in piston engines, they are known for their simplicity and reliability. They are often installed in pairs, or as a dual magneto, and require no external electrical source to operate. In an electrical failure, the engine will continue to run. Two of the most common are the Slick magneto by Champion Aerospace and the Bendix magneto by Teledyne.

But technology is advancing, and SureFly (surefly.aero) and Electroair (electroair.net) have developed solid state magnetos (SSMs) and electronic ignition systems for both certified and experimental aircraft. Electroair's system has more components and requires more labour to install than the SureFly system, which has a 2000-hour life versus the TAM's 500-hour

◀ Solid state magnetos cost more but are more reliable and last longer.

overhaul requirement. Unlike TAMs, an SSM has no moving parts, so the SSM is replaced, not overhauled. New TAMs are specific to each engine model, ranging in price from \$1200 to \$7500, with an average price of around \$1850 (plus installation), compared to \$1000 for a typical overhauled magneto. The SureFly SSM is \$1550 USD for a six-cylinder engine, \$1250 USD for the four-cylinder version. Electroair's EIS-61000 electronic ignition kit is STC'd for Continental and Lycoming engines, and costs \$4795 USD or \$5500 USD, depending on engine model. The average cost per flight-hour is \$4.65 for a new TAM, \$2.95 for an overhauled TAM and \$1.10 for an SSM.

SSM's value proposition focuses on cost, reliability and engine performance. The installation process for SureFly is roughly one hour, and requires a few new connections to the manifold pressure and battery. FAA rules require that a critical component have independent power sources. A traditional magneto does not require a power connection. However, as SSMs require a power connection, it falls within the scope of the regulations. Three types of aircraft configurations may have different regulatory compliance implications. Type A, let's say a Cessna 172, with a single SSM and a traditional magneto, may conform with no additional components. Type B, such as a Cirrus SR20/22, with two batteries and independent electrical buses, may have dual SSMs. Type C, an aircraft without independent electrical systems, which desires dual SSMs, may require a battery backup source for the second SSM. These requirements may change as the regulators

work through the certification process. SureFly is developing a battery backup electrical bus module which, to be compliant with regulations, will provide 1.5 hours of electricity. SureFly's SSD for uncertified aircraft is shipping now, with an STC expected in early 2018. Electroair's technology was developed in 1992 and has shipped over 2,500 units.


The reliability of SSMs is enhanced through the nature of solid state technology. Having no moving parts, wear and tear is eliminated. With 500-hour TBOs for TAMs replaced by the 2000-hour lifetime of an SSM, maintenance-related risk during flight is reduced by a factor of four; with dual SSDs installed, that risk could be reduced eight-fold. Engine performance is enhanced through the variable timing which SSDs deliver. The SureFly SSD monitors manifold pressure in real

time. In a non-turbocharged aircraft, manifold pressure drops as the aircraft climbs; an SSD's algorithms respond by advancing the timing, thereby improving the power performance of the engine. Furthermore, engine start-

HAVING NO MOVING PARTS, WEAR AND TEAR IS ELIMINATED

up is enhanced since an SSD delivers three times the spark energy of a traditional magneto.

As for hot-starting fuel-injected engines, an SSD helps but does not solve the problem, which requires a separate technological solution to

manage fuel-air ratios. IStartAir (iStartAir.com) has now developed a product that eliminates the three-handed hot start procedure (full throttle, mixture at idle cut-off and starter engaged) which is often required. SSDs will reduce fuel consumption during cruise flight by roughly 10 percent with variable magneto timing, a wider fuel-air range is provided allowing for more aggressive leaning. In cruise, the Commander consumes 14 gph which, at an average price of \$2.00 per litre, would deliver a saving of \$10.60 per hour. Aircraft innovation has been hampered by the regulatory certification process, costs and contingent liability. The avionics industry has set the stage to implement meaningful change which has impacted everyday flying. Engine technologies are next on the horizon to deliver technological change. 

**Commercial UAV operators
go above and beyond.
Your insurance should too.**

**Les opérateurs de UAV
commerciaux vont au-delà
des choses, votre assurance
le devrait aussi.**



Liability Insurance for COPA Members!

COPA now offers a comprehensive program specifically designed to protect owners and operators of commercial drones.

Benefits of the program include:

- Get quotes and policies in just minutes with a fully automated online process.
- Protection at competitive rates.
- Knowledge of local laws and regulations to ensure the right coverage.

To learn more, contact The Magnes Group Inc. at 1-855-VIP-COPA or visit us at uavinsurance.ca.

AIG Insurance Company of Canada is the licensed underwriter of AIG Commercial and Consumer insurance products in Canada. Coverage may not be available in all provinces and territories and is subject to actual policy language. Non-insurance products and services may be provided by independent third parties.

Assurance Responsabilité pour les membres de la COPA!

La COPA offre maintenant un programme d'assurance tous risques élaboré spécifiquement pour protéger les propriétaires et les opérateurs de drones commerciaux.

Les avantages du programme incluent entre autres:

- Des soumissions et polices en seulement quelques minutes grâce à notre système en ligne entièrement automatisé.
- Protection à des tarifs compétitifs.
- Une connaissance des lois et règlements locaux pour garantir une bonne couverture d'assurance.

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

La Compagnie d'assurance AIG du Canada est le souscripteur autorisé des produits d'assurance commerciale et d'assurance consommateur au Canada. La présente protection pourrait ne pas être disponible dans toutes les provinces et tous les territoires et est assujettie aux termes et aux conditions des polices en vigueur. Les produits et les services de nature autre que l'assurance pourraient être fournis par des tierces parties indépendantes.



Coverage proudly administered by The Magnes Group Inc. and underwritten by AIG Insurance Company of Canada. Couverture administrée fièrement par The Magnes Group Inc. et souscrite par AIG Insurance Company of Canada.



CHECK THE INSURANCE OF CONTRACTORS

DAMAGE, INJURY CAUSED BY THEM COULD BE A PROBLEM

Recently, a longtime customer called to report that a gentleman he had invited to his hangar to assist with some electrical work injured himself when he fell off a ladder. In situations like this, the assumption is the individual is a licensed contractor with their own insurance while they are on the job, with little if any impact on us the consumer. However, reality is never that simple; it brings to light the importance of doing your due diligence whenever you are hiring a third party to do a job for you, whether it is a contractor or a mechanic. It is important that you verify that your contractors, subcontractors or mechanics carry a general liability policy that covers third-party bodily injury and property damage caused by that contractor. It is also important that you verify that they carry workers compensation insurance in the event they injure themselves while working.

Hiring a contractor without proper insurance puts you personally at risk. Specifically, you have no control over them, which increases the likelihood of losses. They will have limited or no way of repaying you for damages to your property they may have caused; you will become financially responsible and, most concerning, if they caused damage to a third party, it could bring significant financial exposure to you as the third party will likely pursue legal action against you.

Let's look at an example of why it is important to ensure that your mechanic or contractor is carrying general liability and workers compensation coverage. Aircraft mechanics are not required to carry liability insurance in Canada. If you and your aircraft are involved in an accident caused by mechanical failure because

of faulty maintenance, it will range from being a minor nuisance to a major catastrophe. For a minor incident, if your mechanic has no coverage, you will either be out of pocket yourself for the repairs or will have to file a claim under your own insurance policy. In a worst-case scenario, such as an accident resulting in injuries or fatalities, you or your estate will most certainly be handed a large lawsuit for damages. While your own aircraft insurance policy should respond, will it be enough? How will it impact the cost and/or ability to purchase insurance in the future?

With respect to workers compensation, in Ontario, for example, the Workplace Safety Insurance Board (WSIB) provides no-fault insurance coverage for workplace injuries, meaning the contractors who are covered generally do not have the right to sue. However, regardless of the mandatory nature of this coverage, the reality is that many are not carrying any coverage and/or are exempted, which leaves you vulnerable to legal liability. If an individual you hired climbs a ladder and subsequently falls off and seriously injures himself while performing this work, and has no coverage, you can be held legally liable.

Due diligence is important when it comes to hiring contractors, whether it be for work in your hangar, at the airport, on your aircraft, or even in your home. Due diligence includes checking their liability insurance certificate and other documents that prove they not only have general liability coverage for causing bodily injury or property damage, but also have workers compensation insurance. No matter how skilled they might be, mistakes do happen. Ensure you make insurance a priority by creating and



▲ Make sure third party contractors have insurance in place.

following a due diligence checklist that covers important issues including:

- License numbers (where applicable, i.e. trades, mechanics)
- A written proposal / quote that includes the scope of the work, associated costs and timelines
- References
- Certificate of Insurance (and don't be afraid to call the insurance company to confirm coverage)

It's not just about your own insurance, it's also about taking the proper steps and exercising due diligence to ensure that those you are relying on to take care of your assets are also properly insured. Otherwise, you could take the full brunt of their negligence. And in the event you still plan to hire a contractor who does not require or does not carry any coverage, you should find out whether your insurance covers the liability if that contractor gets injured and sues you. 🛠️

FAITES LES VÉRIFICATIONS NÉCESSAIRES AVANT D'EMBAUCHER UN ENTREPRENEUR

Récemment, un client de longue date a téléphoné pour rapporter qu'un homme qu'il avait invité à son hangar pour l'aider à effectuer un travail électrique s'est blessé lorsqu'il est tombé d'une échelle. Dans des situations comme celle-ci, l'hypothèse est que l'individu est un entrepreneur licencié avec sa propre assurance alors qu'ils sont sur le travail avec peu ou pas d'impact sur nous le consommateur. Cependant, la réalité n'est jamais si simple et elle met en lumière l'importance de faire preuve de diligence chaque fois que vous embauchez un tiers pour faire un travail pour vous, que ce soit un entrepreneur ou un mécanicien. Il est important que vous vérifiiez que vos entrepreneurs, sous-traitants ou mécaniciens ont un contrat de responsabilité civile générale qui couvre les blessures corporelles et les dommages matériels causés par l'entrepreneur. Il est également important de vérifier qu'ils ont souscrit une assurance contre les accidents du travail s'ils se blessent dans le cadre de leur travail.

Embaucher un entrepreneur sans assurance appropriée vous met personnellement en danger. À savoir, vous n'avez aucun contrôle sur eux, ce qui augmente la probabilité de pertes, ils auront peu ou aucun moyen de vous rembourser pour les dommages à vos biens qu'ils peuvent causer et vous serez financièrement responsable. Le plus inquiétant, s'ils causent des dommages à un tiers, cela pourrait vous exposer financièrement, étant donné que la tierce partie engagera probablement une action en justice contre vous.

Regardons un exemple mettant en lumière pourquoi il est important de s'assurer que votre mécanicien ou entrepreneur a une assurance de

responsabilité civile et d'indemnisation des accidents du travail : Les mécaniciens d'aéronefs ne sont pas tenus de souscrire une assurance responsabilité civile au Canada. Si vous et votre avion êtes impliqués dans un accident causé par une panne mécanique suite à un entretien défectueux, cela va d'une nuisance mineure à une catastrophe majeure. Pour un incident mineur, si votre mécanicien n'a pas de couverture, vous devrez vous-même payer les réparations ou présenter une réclamation en vertu de votre propre police d'assurance. Dans un cas plus grave, un accident entraînant des blessures ou la mort, vous ou votre succession sera certainement remis une importante action en dommages-intérêts. Bien que votre propre police d'assurance d'aéronef devrait répondre, cela suffira-t-il et quelle incidence cela aura-t-il sur le coût et/ou la capacité d'acheter de l'assurance à l'avenir ?


En Ontario, par exemple, la Commission de la sécurité professionnelle et de l'assurance contre les accidents du travail (CSPAAT) offre une couverture d'assurance sans égard à la responsabilité pour les accidents de travail, ce qui signifie que les entrepreneurs couverts n'ont généralement pas le droit de poursuivre. Cependant, indépendamment de la nature obligatoire de cette couverture, la réalité est que beaucoup n'ont aucune couverture et/ou sont exemptés, ce qui vous rend vulnérable à la responsabilité légale. Si une personne que vous avez embauchée grimpe sur une échelle, tombe ensuite et se blesse gravement pendant l'exécution de ce travail, et n'a pas de couverture, vous pouvez être tenu légalement responsable.

La diligence raisonnable est importante quand il s'agit d'embaucher des entrepreneurs, que ce soit pour tra-

vailer dans votre hangar, à l'aéroport, dans votre avion ou même chez vous. Cette diligence doit comprendre la vérification de leur certificat d'assurance responsabilité et la preuve que non seulement ils ont une couverture de responsabilité générale pour des blessures corporelles ou des dommages matériels causés à des tiers, mais aussi avoir une assurance indemnisation des travailleurs. Peu importe comment ils peuvent être qualifiés, des erreurs se produisent.

Assurez-vous de faire de l'assurance une priorité en créant et en suivant une liste de contrôle de vérifications qui couvre des questions importantes, notamment :

- Numéros de licence (le cas échéant, c'est-à-dire les corps de métiers, les mécaniciens)
- Une proposition écrite ou devis qui comprend la portée du travail, les coûts et les délais associés
- Les références
- Certificat d'assurance (et n'ayez pas peur d'appeler la compagnie d'assurance pour confirmer la couverture)

Il ne s'agit pas seulement de votre propre assurance, mais de prendre les mesures appropriées et de faire preuve de diligence pour s'assurer que ceux dont vous dépendez pour prendre soin de vos biens sont également adéquatement assurés. Autrement, vous pourriez supporter tout le poids de leur négligence. Et si vous prévoyez toujours d'embaucher un entrepreneur qui ne nécessite pas ou ne n'a aucune couverture, vous devriez vous informer à savoir si votre assurance couvre la responsabilité dans l'éventualité que cet entrepreneur soit blessé et vous poursuit en justice. 

ANATOMY OF A SEARCH

CASARA VOLUNTEERS IN KEY ROLES



Every CASARA volunteer plays a vital role in the success of the mission. There is no typical search; each one has its own challenges and the rule of the day is to always be flexible. The Joint Rescue Coordination Centre (JRCC) controller will use the best resources at hand for each individual case. By way of a simulated search, I will show you how it all works in harmony with our Canadian Forces partners at the JRCC.

It's early in the evening and a frantic call has just come in to the JRCC. An aircraft was supposed to have landed more than two hours ago, but there has been no sign of it. The JRCC has a highly evolved protocol for ramping up to what could be a major search. They gather information and begin their overdue aircraft protocol. Once the JRCC becomes confident that the aircraft has in fact made an off-airport landing, the search begins. Depending on where the search takes us, there are a variety of different search and rescue (SAR) assets that could be deployed to initially look for the missing aircraft. They start by flying the route of the missing aircraft at a relatively high altitude in an effort to quickly

hear an emergency locator transmitter (ELT) signal.

In this scenario, the military has been unable to quickly locate the search object and the process of ramping up to what is called a major search is now underway. This involves activating secondary SAR assets like CASARA. One of the many strengths of CASARA is the ability to quickly create a "force generation". Within a very short period we can launch numerous aircraft with certified and current crews capable of assisting and working directly with military SAR assets. In addition, CASARA can deploy ground teams that can assist the JRCC. Like the air crews, ground teams can listen for an ELT signal too. In fact, often it is CASARA that is the first to be on scene. Sometimes aircraft antennas are damaged in a crash or may not be pointing up, resulting in a weak signal. The ground team may therefore be the only ones capable of detecting it. All CASARA ground crews are trained to be first on scene and all have current first aid training.

Another strength of CASARA is our ability to support communications. When an aircraft is engaged in a search low to the ground, it can be dif-



▲ Ground searchers home in on ELT signal.

ficult for it to communicate. CASARA serves as a communications platform on the ground and in the air by climbing to a higher altitude over other SAR assets and relaying messages back and forth to the JRCC.

As we go back to our scenario, many things happen very quickly. A call is made to the search coordinator for each zone who then begins the process of calling together an air and or ground crew. Once they have a crew together, they are briefed by the search coordinator. Final preparations are made by the air and ground crews and, before deploying, a final call is made to the JRCC for any last-minute updates. The crews then launch and travel to the search area. Once at the point where the search is to commence, a call is made to other SAR assets in the area and to the JRCC. The crews fly or drive the patterns assigned to them. In the air, crews are listening for the distress beacon and, most importantly, in the back the spotters are busy scanning the ground for physical evidence of an off-airport landing.

Today is a good day and we locate the aircraft in an open field. A quick low-and-over and we see an individual frantically trying to attract our attention. We make radio contact with the individual and confirm him as the person we have been looking for. We immediately notify the JRCC and any other SAR assets, using a coded message format, and remain orbiting until other assets appear on scene. A CASARA ground crew searching a short distance away is also tasked to the scene to render whatever first aid is necessary until the SAR technicians (SAR Techs) arrive. SAR Techs are specially trained paramedics who can jump or rappel to the accident scene and immediately deliver advanced medical treatment. Once the individual has been identified as the missing person, the JRCC releases us and we make our way back home. The missing person is no longer missing and goes home to his family.

This is the outcome that we look for and, in typical Canadian fashion, we will expend many resources, both in time and money, to locate anyone in distress in our beautiful and rugged country. However, with three coastlines and huge landmass, such an undertaking would simply not be possible without the dedication and commitment CASARA members. On every major search you can count on CASARA being involved and on any given day you can count on CASARA members being ready to go at a moment's notice, regardless of the time of year or the weather. 🇨🇦

TIP OF THE MONTH

Always have a backup plan. One idea to consider is purchasing a SPOT tracking unit. For very little money you can have a 5-minute update rate of your flight's progress that you can later share with friends via social media. The JRCC could also use this to find you if you ever need help.



MADE FOR HARSH CANADIAN WINTERS!

Manufacturers of a Complete Line of Premium Quality Aircraft Covers including:

- Wing and Tail Covers
- Insulated Engine Covers
- Windscreen, Cabin, and Canopy Covers
- Cowl Plugs

We also manufacture

- Standard and Custom Made Windsocks
- Stainless Steel Revolving Windsock Frames
- Our Famous Canadian Flag Windsock

LOCATED IN ORILLIA, ONTARIO

1-800-461-4589 • info@aerocovers.com • www.aerocovers.com



Warp Drive Inc.
1207 Highway 18 E
Ventura, IA 50482

Phone: 641-357-6000
Fax: 641-357-7592
Toll Free: 800-833-9357
contact@warpdriveinc.com

Factory Website
www.WarpDriveInc.com

The ONLY solid carbon fiber composite propeller



- All Carbon Fiber Construction
- Ground Adjustable
- Individually Replaceable Blades
- Optional Inlaid Nickel LE
- \$100 Trade-In Credit
- Low Price
- Smooth and Efficient
- Superior Durability
- Over 140,000 Blades Sold
- In Business Since 1988
- Lifetime Satisfaction Guarantee

QUALITY ENGINE OVERHAULS, REPAIRS & ACCESSORIES

- NDT • Propeller Balancing
- Engine Modifications

AMO #59-96

Factory Authorized Service Centre R22 & R44

TC/FAA Approved

TELEDYNE CONTINENTAL MOTORS
A Teledyne Technologies Company

PHONE 705-325-5515 FAX 705-325-1365
6406 BLUEBIRD ST., RAMARA, ON, CANADA, L3V 0K6

sales@atc-engines.com • www.atc-engines.com

Got Something to Sell?

Try a COPA Flight Classified
Reach 17,000 readers every month
email your ad, with photo, to

Canadian Plane Trade

Email: classified@copanational.org



ON THE HORIZON

REGULARLY HELD EVENTS

AYLMER, QC: 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. 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.

BEAVERLODGE, AB: Flight 184's monthly meeting is held on the third Tuesday of the month at 1930 hrs in the Board Room on the second floor of the Grande Prairie Airport Terminal Building.

BORDEN, ON: Flight 84's Monthly meetings are held on the third Thursday of the month at Edenvale Aerodrome (CNV8) at 1900h. www.bordenflyingclub.com.

CALGARY AB: The Aerobatic Club of Alberta would like to invite you to our monthly meeting which occurs at 1930 the second Tuesday of each month. Get together and socialize with others who; have a casual interest or curiosity in aerobatics and aerobatic aircraft, occasionally conduct an aerobatic maneuver or are currently pursuing aerobatic competition. We meet to discuss various club events, aerobatic training, aircraft's and participate in various social activities. Location of the monthly meeting does change so please visit our web site www.aerobaticscanada.org for details and more information about the club, events, contest results/photos and contact information.

CARLETON PLACE, ON: Flight 121's Monthly meetings are held on the last Saturday of every month at 1000h at the Carleton Place Airport.

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

EDENVALE, ON (CNV8): Every Thursday from January 5-December 15, the Edenvale Classic Aircraft Foundation restoration

shop is open and we invite everyone to fly over, or drive by and pay a visit. Membership flights are available in all our tail-dragger aircraft, including the Tiger Moth and Fairchild Cornell. For more information, contact Bryan Quickmire at 705-818-2223 or info@classicaircraft.ca. Visit our website at www.classicaircraft.ca.

EDMONTON, AB: COPA Flight 176 regular monthly meeting. 1st Thursday of the month at 1930 held at the Alberta Aviation Museum - 11410 Kingsway Avenue NW in the lecture area. For more information, please see our website or contact Janis at treasurer@copaedmonton.ca.

ESTEVAN, SK (CYEN): Regular COPA Flight 3/ Flying Club Meeting, held 2nd Tuesday of even numbered months, February, April, June, etc. at 1930 in main terminal building. For more information, please contact Neal Linthicum at 306-421-7629 or 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.

GUELPH, ON: COPA Flight 1's meetings will be held the first Tuesday of the month, 1930hrs at the Guelph Airpark Café.

HANOVER, ON: Flight 54 Monthly meetings on every 2nd Saturday of the month at the CYHS SMA Boardroom from 0930 to 1030. Everyone welcome!

HAVELOCK, NB: COPA 27-The Havelock Flying Club invites you to fly-in or drive-in for breakfast any Sunday of the year. Our weekly Breakfasts are served between 0800 and 1000. For more information check out our website at www.havelockflyingclub.ca

HAWKESBURY EAST, ON (CPG5): COPA Flight 131 monthly breakfast meeting on the 1st Saturday of the month from 0830 to 1100 hrs. Come and talk about aviation with passionate flyers, make new friends and enjoy the friendly, homey atmosphere. For more information, please call Michel at 819-923-6767 or HawkesburyFlyingClub@gmail.com. The airport web site is <http://www.easthawkesburyairport.com>

HAWKESBURY EST, ON (CPG5): Escadrille 131 déjeuner mensuel les 1er samedis du mois de 8h30 à 11h. Venez parler aviation et faire de nouveaux amis dans une ambiance amicale.

Pour plus d'information, contactez Michel 819-923-6767 ou HawkesburyFlyingClub@gmail.com. Notre site web pour l'aéroport est <http://www.easthawkesburyairport.ca>

HIGH RIVER AIRPORT, AB (CEN4): First Thursday of every month at the 187 Squadron Royal Canadian Air Cadet Hangar the EAA Chapter 1410 has their monthly meeting 1830 - 2100. Whether you have a casual interest in aviation, you are an active pilot, or you are an avid homebuilder of aircraft, we offer the chance to meet others who combine fun with learning. We meet to learn from informative speakers, participate in various social activities, and are active in the flying community. Come by and visit! Please contact Paul evenings at 403-271-5330 or eaahighriver@shaw.ca. Visit our website at www.eaahighriver.org for more details.

HINTON, AB: COPA Flight 126 is also the Hinton Flying Club. Meetings on the second Friday of the month at 2000 hrs at the Hinton/Entrance Airport Clubhouse/Terminal Building.

KELOWNA, BC (CYLW): COPA Flight 36, Kelowna Flying Club, Apron III Event General Meeting, 1st Tuesday of each month. Pre-meeting BBQ starts at 1800; meeting starts at 1900. Join us for news and updates, guest speakers and fellowship! For more information, please contact John Itterman at Info@kelownaflyingclub.com or go to our website at <http://kelownaflyingclub.com>.

KITCHENER, ON (CYKF): COPA Flight 26, Breslau Flyers. Monthly meetings are held on the second Tuesday of each month (September-June) at 1900 hrs in an upstairs classroom at the Waterloo Wellington Flight Centre. A variety of speakers present a range of interesting aviation topics. All are welcome. For more information, please contact Flight Captain Gordon Millar at gordon.millar@roggers.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, 0730 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 Thiesens at 403-327-8808 or send us an email at Lethbridge-Sport-Flyers@telus.net.

ON THE HORIZON

LINDSAY, ON: Kawartha Lakes Flying Club COPA Flight 101 has a regular monthly meeting on the 1st Wednesday of each month at 1900 at LCVI High School, 260 Kent Street West, in Lindsay. Enter through the cafeteria's east door. We meet to discuss various club events with a focus on promoting aviation interest within the Kawartha Lakes. No meetings are held in July (BBQ) and December (Christmas Party). The Kawartha Lakes Municipal Airport, Lindsay consistently has the lowest fuel prices and the Airport View Restaurant, a "pilot's restaurant," serves up what are commonly referred to as, "The World Famous Butter Tarts." The airport supports an active float-based membership. For more information, please contact Bob Burns at bobklfc@gmail.com, or visit the Kawartha Lakes Flying Club at klfc.ca.

MEDICINE HAT, AB (CYXH): Flight 171 Medicine Hat (Gas City Aviators) Club meets the last Thursday of the month at the Club Hangar at 1900. Additionally coffee and donuts every Wednesday from 0900 to 1030 at the club hangar.

NANAIMO, BC (CYCD): Welcomes you! Nanaimo Flying Club holds regular meetings; Third Sunday of every month 0930, followed by guest speakers & lunch. Meet & greet breakfasts or brunches held first Saturday of every month. Keep the dust off your wings; join our "Truancy Squadron" callout offering weekly impromptu fly-outs. The cost is free — the fun, priceless. Visit for a round of golf next door, or join the BC-Social-Flying group on Yahoo to see what's happening. Special events & theme parties held throughout the year. Social activity suggestions to encourage flying and relations with other clubs always welcome. Co-ordinates are lat 49.1683°, long -124.0357°. For more information, please contact Don at 250-758-3540 or president@nanaimoflyingclub.org. Visit our website www.nanaimoflyingclub.org.

OKOTOKS, AB (CFX2): Foothills Flying Club, COPA Flight 81 regular meeting at 1930, last Monday of the month, Okotoks Elks Hall, 58 Elizabeth St. Okotoks AB. For more information, please contact Robert at foothillsflyingclub@icloud.com or 587-226-9753, or visit our website at <http://www.foothillsflyingclub.com/>

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.

L'ORIGINAL, ON: CPG5 East Hawkesbury airport every first Saturday of the month for breakfast from 0830 to 1100.

PONOKA, ON: COPA Flight 187 monthly meeting is held on the first Monday of every month at 1900, at the airport terminal.

PENTICTON, BC (CYF): Penticton Flying Club / COPA Flight 50 holds its monthly meeting on the second Tuesday of the month at 1900 hrs 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 1000 hrs for an informal coffee chat at the club house. Fly-ins are always welcome! For more information about both events, please contact Ron Johnson, ronjohnson@telus.net 250-493-0441.

PICTON, ON (CNT7): COPA Flight 53, breakfast on the second Sunday of every month starting at 0800 a.m. April-December. Located at the Prince Edward Flying Club, coordinates N 43 59 21 W77 08 21. For more information, please call Jeff & Jackie Douglass at 613-471-1868.

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 1100 and 1500. Regular Meetings are held on every (first) 1 Wednesday of the month starting at 1930 for Aero Club events please connect to our <http://aeroclubofbc.ca/> and join our Facebook Page.

PLYMPTON-WYOMING, ON: Sarnia Flight 7 holds their monthly meetings at 1900, every fourth Monday of the month at the Naval Association located at 403 Wing, 1430 Lougar Avenue, Sarnia.

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.

QUEBEC, QC : Escadrille 169, 3e Lundi de chaque mois 19:30 hr. À divers endroits chez divers membres. Flight 169, 3rd Monday of every month, 1930 / Call for information / Téléphoner pour information (418) 889-9023

RED DEER, AB: Red Deer Flying Club / COPA Flight 92 meet 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 1930. Always an interesting program or speaker. For additional information call Bert at 403-350-5511 or visit reddeerflyingclub.org.

SEDGEWICK, AB (CEK6) : Iron Creek Flying Club, COPA Flight 157 regular monthly meeting, second Thursday of each month at 1930 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.

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 1930 at the Airport Terminal Building, visitors welcome. The December meeting is a potluck 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.sflflyingclub.com. Email sflflyingclub@gmail.com for more information.

SUNDRE, AB: Sundre Flying Club meetings second Thursday of the month at 1930. Hamburgers and hot dogs and snacks anytime at terminal-self serve. For more information, please contact Myron Bignold at 403-638-7370 or winnmy@telusplanet.net.

ON THE HORIZON

STAR CITY / TISDALE, SK: COPA Flight 93. Monthly meetings on the 3rd Monday of the month Sep-Jun at the Tisdale Airport Terminal Building.

VAL D'OR, QC: COPA Flight 192's monthly meetings are on every 2nd Tuesday of the Month. 1800 at Hangar Q-60, Val-D'Or, QC.

VERNON, BC (CYVK): COPA Flight 65 hosts a regular monthly meeting every 3rd Tuesday of the month at 1900 until September 18th inclusive. There is a BBQ before the meeting Apr, May, and June, 1730 hrs. Potluck BBQ but no Meeting in July and Aug, 1730 hrs. The AGM is held the 18th September 2018, at 1900 hrs. There is also a monthly Pancake Breakfast every fourth (4th) Sunday up to and including August 2018, 0900-1100.

VICTORIA, BC (CYJY): COPA Flight 6 usually meets the first Tuesday of each month from 1900 until 2100. You do not need to be a member of the VFC or of COPA in order to participate. For more information, please contact copaflight6@gmail.com.

WESTLOCK, AB (CES4): Copia Flight 139 (Westlock Flying Club) regularly meets on the third Thursday of every month at 1900, in the terminal building at Westlock Airport. For more information, contact Dan at dan@syz.com or 780-961-2213. We look forward to seeing you!

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

EVENTS ON THE HORIZON

DECEMBER 2017

DECEMBER 9, EDMONTON, AB: Mark your calendars. All members of the 99s are invited to the First Canadian Chapter, Ninety-Nines annual Christmas Party. Location will be posted as the date gets closer. For more information and to RSVP contact: robin@first-canadian99s.com or 705-309-3007

FEBRUARY 2018

FEBRUARY 1, WINNIPEG, MB: COPA Flight 35 is hosting a Rust Remover from 1900 - 2130. At the ANAF Veterans Hall 3584 Portage Ave, Winnipeg, MB. For more information, e-mail pokornik@wcl.com.

FEBRUARY 10, HAWKESBURY, ON (CPG5): Hawkesbury Flying Club / COPA Flight 131:

Ski Fly-in at the East Hawkesbury Airport. 11 am to 1 pm. Sloppy Joes served by the HFC president. There will also be coffee, drinks and deserts. Skiplanes only! But you are also welcome if you drive in. For more information contact Stephen Farnworth at (h) 613 632-3185 or (c) 613 678-0325 or HawkesburyFlyingClub@gmail.com

10 FÉVRIER, HAWKESBURY, ON (CPG5): Hawkesbury Flying Club / COPA Escadrille 131: Ski Fly-in à l'aéroport de Hawkesbury Est. 11h00 à 13h00. Sloppy Joes servis par le président de HFC. Des boissons gazeuses, du café et du dessert seront aussi servis. L'atterrissage sur skis seulement! Bienvenues aux visiteurs en voitures. Pour plus d'informations contacter Stephen Farnworth à (h) 613 632-3185 ou (c) 613 678-0325 ou HawkesburyFlyingClub@gmail.com

FEBRUARY 17, VANKLEEK HILL, ON — EOPA CURLING BONSPIEL: The Eastern Ontario Pilots Association in collaboration with the Hawkesbury Flying Club / COPA Flight 131 host the annual EOPA amateur curling bonspiel and pot-luck dinner. Fun filled evening open to all, including first-time curlers! Starting at 5:30 pm at the VKH Curling Club, 136 Bond St, Vankleek Hill, ON. For more information contact Geoff Anderson at geoff.fiona@outlook.com

FEBRUARY 17, MIDLAND/HURONIA, ON, CYEE: RAA Chapter — Ski Fly-In (Wheels also welcome). 9:00 till 13:00, for coffee, hot chocolate, pea meal burgers, and chilli. Temporary snow packed runway will be available on west side of runway 16/34. Fuel discount in effect. Unicom 122.85. For further information please contact Rob MacDonald at 705-549-1964, Ray McNally at 705-717-2399, airport at 705-526-8086 or raa.midland@gmail.com

FEBRUARY 19, LACOMBE, AB: COPA Flight 155 — Gull Lake Family Day Fly In. Come for hayride, campfire and weenie roast (c/o the Summer Village of Gull Lake!). Ice runway (2500ft x 65 ft) cleared on south end of Gull Lake — 10 miles west of Lacombe, Alberta. Elevation 2950ft. Direction will be approx 12 / 30 use Lacombe Unicom 122.80. Please contact Jim — jimw@telus.net for runway conditions.

FEBRUARY 24 & 25, 108 MILE RANCH, BC. Aerial Escapades is hosting a Pilot Refresher and Ski Fly In at CZML - South Cariboo Regional Airport and the adjoining 108 Mile Golf Resort. The theme will be "Winter Operations for the recreational pilot" and this will be followed by a Ski Fly-In event on Sunday and into the week subject to weather and interest. Please feel free to visit <http://bit.ly/2AwBPDx> for further details.

FEBRUARY 24 & 25, LAC LA BICHE, AB : COPA Flight 165. Land your wheeled aircraft on a prepared ice runway or on skis next to the runway. Ice conditions vary therefore exact location TBD near CYLB on Lac La Biche Lake. Runways 13/31 (RH on 31), call Lac La Biche Ice on 123.20, CYLB AWOS 122.125 or call 780-623-4050. Watch car, snowmobile, and motorcycle ice races. Check www.lacabicheflyingclub.ca for conditions/updates. Phone for runway conditions/procedures prior to launch. Contact Ken 780-623-0673 kzach@telusplanet.net or Oriana 780-213-4647 orik1313@hotmail.com. USE ICE RUNWAY AT OWN RISK.

L'ESCADRILLE COPA 169 est fier de vous inviter au célèbre Mo's flyin (le 29e) sur la rivière des Outaouais, 1 mille à l'Ouest du VOR d'Ottawa le 24 février 2018! Une piste pour avions sur roues sera aménagée si les conditions le permettent.

COPA FLIGHT 169 is proud to invite you at the well known Mo's flyin (the 29th) on the Ottawa river, 1 mile West of the Ottawa VOR, on February 24, 2018. A runway for wheelplanes will be built if possible.

MARCH 2018

MARCH 3, KARS, ON: RAA Chapter 4928 16th Annual Winter Ski Fly-In BBQ RAA4928, Ottawa-Rideau Chapter's 16th Annual Ski Fly-in at the Rideau Valley Air-park. CPL3 Co-ordinates 45°06'N 4075°38'W. Talk-in on 123.4 Mhz. Home cooked food will be served from 11:00 AM to 2:00 PM. PUBLIC WELCOME. Drive-ins: The field is south of Dilworth road at the Rideau River, Take the Dilworth exit off Hwy 416. Contact Chris Williams at 613-296-3391 for field conditions before leaving.

APRIL 2018

APRIL 29, FLIGHT 54. CYHS Hanover Saugreen Annual Rust Remover. 0830 registration, 0900 presentation start and 1130 finish.

MAY 2018

MAY 5, VERNON, BC: Vernon Flying Club, COPA Flight 65, will hold its annual "Rust Remover" recurrent pilot training on Saturday 5th of May 2018. Registration 0800 hrs. Training sessions 0900 to 1500 hrs with lunch supplied. Visit their website <http://www.vernonflyingclub.org/> for more information.

MAY 12, DRAYTON VALLEY, AB: (Rain Date May 13) Fly in Breakfast, Drayton Valley (Flight 186) at CER3 8am to 11am. Donations for meal. Fly or drive in. Contact Jason Colby 780-542-1485.

MAY 27, CAMROSE, AB: Camrose Flying Club / COPA Flight 137 annual Fly-in Breakfast from 0700h to 1200h.

JUNE 2018

JUN 9, RIMOUSKI, QC : Association Aéro-Sportive de Rimouski - Club COPA 202 (CYXK). 9 juin 2018. Rendez-vous aérien et portes ouvertes. Au programme : Dîner hot-dogs de 11h30 à 14h00, breuvages, cafés, collations. Visite des installations de SOPFIM et de l'aéroport, simulateur (Beech Baron 58). La plus cordiale des bienvenues ! Remis au lendemain en cas de pluie. / 9 June 2018. Fly-in and open doors : lunch with hot-dogs from 11 :30 to 14 :00, beverages, coffee, snacks. Tour of the installations of SOPFIM and of the airport. Simulator on-site (Beech Baron 58). A warm welcome ! Postponed to 10 June 2018 in case of bad weather.

JUN 9, DRAYTON VALLEY, AB:

(Rain Date June 10) Copa for Kids, Drayton Valley (Flight 186). Contact Jerry Greiner 780-621-2555 for info.

JUNE 10-15, CAMP ANJIGAMI, ON: Fly from Otsego Lake's splash-in, directly to Camp Anjigami, then fly directly to Grand Marais' splash-in. Make it a week of flying, a splash-in "Trifecta"! Where: Camp Anjigami, Ontario, Canada (N047.50.36 W084.35.36) Cost: \$150.00 USD per person / per night (stay 1 — 4 nights) (plus HST tax) (This special rate applies to this event only) Price includes: Accommodations (2 adults per room), Meals (BYOB), Boats motors and gas (2 per boat), Advice and help with border crossing (Procedures can be found @ www.CampAnjigami.com, click seaplanes, border crossing). Does not include the cost of fishing licenses (www.Ontario.ca/outdoorscard). RSVP required, please call or email as soon as possible, accommodations are limited. williams@CampAnjigami.com or (239)588-0560.

JUN 16, FLIGHT 54. CYHS Hanover Saugeen COPA For Kids. 0830 registration, 0930 flying start and 0200 flying finish.

JUNE 21-23, SAINT JOHN, NB (CYSJ): The Atlantic Flight Centre and COPA Flight 193 (Saint John) will be hosting the 2018 COPA Convention and Tradeshow. Stay tuned for more details.

JULY 2018

JULY 14, KARS, ON (CPL3): Kars Rideau Valley Airpark (CPL3): RAA Chapter 4928 16th Annual Kars 'n' Planes Summer Fly-In BBQ. Comm 123.4 RWY 26/08 Glider activity in area. Homebuilt, Classic and Antique Aircraft, Rideau Valley Soaring Club, BBQ served from 11 AM till 2 PM. Sausages on a Bun, Steamed hot dogs plus assorted beverages. PUBLIC WELCOME. Dilworth Road just East of Highway 416. For more information on the field conditions please



call Larry Rowan 613-489-2332 or Chris Williams 613-296-3391.

JULY 14, MIDLAND/HURONIA, ON, CYEE, UNICOM 122.85: Annual RAA Northern Regional Fly-In (NRFI), hosted by the Midland RAA chapter. A Transport Canada approved seminar is scheduled for 10:00. Zenair factory and the Midland Model Railway Association, both located on the field, will hold coincident open houses. Antique/Classic cars and motorcycles will also be on display. Breakfast and lunch will be available. For further information, please contact Rob MacDonald at 705-549-1967, Ray McNally at 705-717-2399. airport at 705-526-8086 or raa.midland@gmail.com

JULY 21, VERNON, BC (CYVK): Join COPA Flight 65 for COPA For Kids. 0800 - 1200. Visit the website <http://www.vernonflying-club.org/> for more information.

SEPTEMBER 2018

SEPTEMBER 8, FLIGHT 54. CYHS Hanover Saugeen COPA For Kids. 0830 registration, 0930 flying start and 0200 flying finish.

EVENTS OVER THE HORIZON

APRIL 2018

APRIL 10 - 15, LAKELAND, FL: Sun 'n Fun is generally accepted to be the first show of the season and the weather in central Florida is generally warm and welcoming. In addition to a major air show, the event features a massive trade show and educational forums and seminars.

JUNE 2018

JUNE 10, CARMAN, MB: Airport Day. Fly-in, brunch, events. Contact: (204) 745-0426; jcarley@mymts.net

JULY 2018

JULY 23-29 OSHKOSH, WI: EAA AirVenture OshKosh, come and meet us at the COPA booth and join us at the great Canadian Cook-out, sponsored by Magnes and AIG.



To advance, promote and preserve the Canadian freedom to fly.

As a COPA member you'll enjoy the many benefits that we offer, including but not limited to:

- Group insurance programs for aviation, life, dental, accidental death, emergency medical, home and auto, UAV
- Car and hotel discounts
- 5% discount with VIA Rail
- Monthly issues of COPA Flight
- Website Members-only section which includes free guides, updated articles, and community events
- A BMO MasterCard; whenever you make a purchase, a payment is made to COPA from BMO Bank of Montreal at no additional cost to you
- Discounts on other aviation publications including Wings, Helicopters, Canadian Aviator, and Air Maintenance
- Attending our convention to network and engage with fellow aviators

Join now and support aviation in Canada today!

Canadian Owners and Pilots Association
75 Albert Street, Suite 903
Ottawa, ON K1P 5E7
T: 613-236-4901
copa@copanational.org
www.copanational.org

WINNING INSPIRATION

MANNY ROSARIO HONOURED FOR BEST EVENT

BY GORD MAHAFFY



COPA is recognizing aviators who have made outstanding contributions in eight categories through its awards program.

This year Manny Rosario, owner of Oshawa's Enterprise Air and Durham Flight Centre, was honoured with the Best Aviation Event award. The event was Girls Take Flight — 2017, which was conducted from the Enterprise Air hangar. If you think this was a small undertaking, consider this: 2017 was the third year in a row that Rosario turned his large hangar over to volunteers who moved most of the aircraft outside, then set up displays to encourage young women to consider aviation as a career.

The event has been growing each year; 2017 saw more than 100 girls given

a free airplane ride over Oshawa. Just as important as the free rides, the event was open to the public who toured the displays. These included flight simulators, representatives from the air cadets, a police helicopter, representatives from Nav Canada, Transport Canada, Scientists in Schools and several aircraft dealers. Visitors were invited to climb into a small corporate jet and view videos, all of which revealed some of the opportunities available in aviation to girls who, up until then, may not have considered such a career.

Probably the most impressive display was one of Porter's newest Dash 8s that arrived with an all-women crew and a passenger load of school girls. This was the first Porter aircraft to visit Oshawa airport (YOO). After

▲ **From left to right:** Ken Ruffo (Operations Manager for Enterprise Air), Cheryl Marek (COPA director for Southern Ontario) Manny Rosario, holding his award certificate (Owner of Enterprise Air), Lesley Page (Representing Women of Aviation) and Gord Mahaffy (Captain of COPA Flight 70 Oshawa).

the event was over, all the displays had to be taken down and the hangar restored to normal operations.

In recognition of Rosario's willingness to accommodate this event, Lesley Page (from Women of Aviation), Cheryl Marek (COPA director for Southern Ontario) and Gord Mahaffy (COPA Flight 70 Captain) met with Manny and, on behalf on COPA, presented him with the award "Best Aviation event of 2017 — Girls Take Flight". 🇨🇦

FLY THE DREAM WINNER

FUTURE MISSIONARY PILOT AWARDED SCHOLARSHIP
BY DOUG RICHARDS



▲ Presenting the award at the Flight's recent Christmas gathering are (L-R): Kathy Martin (Mason), Jeremy Mason Memorial; Chris Redfearn, COPA Flight 177 Exeter; Elijah Stowe, recipient; and Darren Mason, Jeremy Mason Memorial.

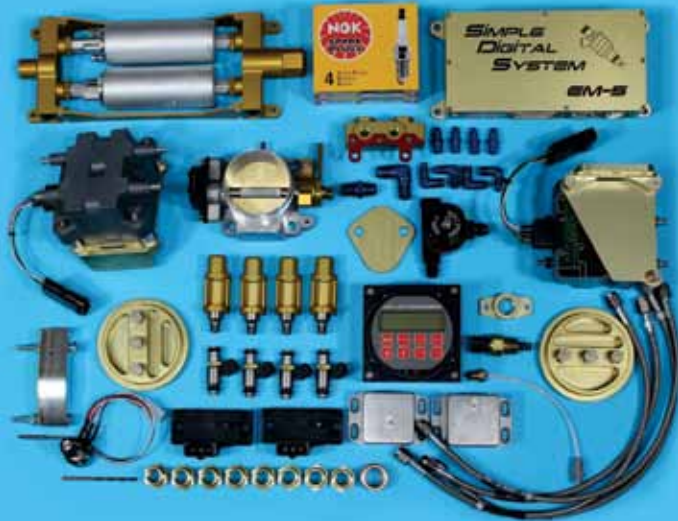
COPA Flight 177 Exeter's Fly The Dream scholarship was awarded to 2017-winner Elijah Stowe of Paris, Ont.

The scholarship program, worth \$2400, is co-sponsored by the Jeremy Mason Memorial, established in memory of Mason's love of flying.

The bursary provides assistance to a worthy young person to help with the cost of earning a recreational pilot permit or a private pilot licence. Stowe has so far financed his flight training at the Brantford Flight Centre through summer jobs and part-time work during the school year. He is currently in Grade 11 and volunteers at his church and local sporting events.

Once he finishes high school, Stowe plans to study aviation at a community college with the goal of becoming a professional pilot. He is currently working on his private pilot licence, which he will complete early in 2018. One of Stowe's long-term goals is to work for Mission Aviation Fellowship, where he can combine his love of aviation with helping people. For more information on the scholarship, visit copaexeter.ca.

SIMPLE DIGITAL SYSTEM EM-5



4 Cylinder Lycoming Kit Shown

Programmable EFI and Ignition For Your Experimental Engine
Proven reliability with over 550,000 flight hours since 1995
Fine tune fuel to individual cylinders in flight
Kits for Lycoming, Continental, Jabiru, Rotax, Auto Conversions

sdsefi.com/aircraft.html 403-671-4015 racetech1@telus.net



Martin Robert
Aircraft Purchases
& Sales



819-538-8623 Cell: 819-536-9803 Fax: 819-538-1062
mrobert@belairaviation.com
C.P. #9, Lac-à-la-Tortue, (Qc), G0X 1L0

AEROCET

Exclusive Dealer in Quebec



1968 CESSNA 180H, 4036.7 TT, 190.3 SMOH. Prop SPOH 27.9 (due in 2022). EDO 2960 floats, wheel assembly with new 8.5 tires, Robertson STOL, Horton STOL, wing extensions, 84 gal. long range fuel, Terra radio flip/flop, Terra transponder Mode C, 406 ELT, Hypervox 4 seat intercom, Air Gyzmo panel dock. Ext. 8/10, Int. 9.5/10, Cessna rear bush seats. Annual done June 2017. **\$154,000.00 CDN**

Visit us at: www.belairaviation.com

NO LANDING FEES AT BOUNDARY BAY

COPA, BCGAA INTERVENE ON BEHALF OF GA

BY CARTER MANN



In follow-up to an article before Christmas about a proposal by Alpha Aviation, operators of the Boundary Bay Airport (CZBB), to implement landing fees on all aircraft, we are pleased to report that after discussions between COPA, regional GA stakeholders including the BC General Aviation Association (COPA Flight 192), and management at Alpha Aviation, a moratorium is being implemented on fees for general aviation aircraft under 3,000kg (6,600lbs) and those aircraft will not be subject to a minimum fuel purchase for visits up to two hours in length.

COPA applauds management's decision and commends Alpha for its continued commitment to supporting general aviation at the Boundary Bay Airport, one of the busiest airports in Canada. "Alpha Aviation and the

Boundary Bay Airport have a well-established track record as friends of general aviation, including hosting COPA Flight 5's annual COPA for Kids event — one of the most successful COPA for Kids events in the country," said President and CEO Bernard Gervais. "We are pleased that management was willing to listen to the concerns brought forth by COPA and others in the GA community that implementing these fees would have a serious negative effect on GA in the region."

As part of its interventions to Alpha, COPA highlighted the statistics in its 2017 Study on the Economic Impact of General Aviation in Canada, explaining that airports known to be "GA-Friendly" are consistently some of the most active airports in Canadian communities and can be major economic drivers in their regions. General Aviation con-

▲ Boundary Bay Airport management have backed off on plans for transient aircraft landing fees.

tributes approximately \$9.3B in direct and indirect economic output to the Canadian economy and supports approximately 36,000 jobs in businesses such as airport restaurants, maintenance facilities, and other services — many of which are found at Boundary Bay. COPA takes an active role of promoting to the GA pilots airports that are known to be friendly to the industry. We encourage pilots to do their part to support these airports by visiting often, patronizing tenant businesses, and purchasing fuel. For more information and to find airports recognized by COPA as GA Friendly, visit the Places to Fly page on our website at: <http://www.copanational.org/places-to-fly>.

REGIONS PRAIRIES

ICE FLY-IN AT LAC LA BICHE

COPA FLIGHT 165 PRESENTS ANNUAL WINTER EVENT



PHOTO CREDIT DR. KEN ZACHKEWICH

COPA Flight 165 Lac La Biche presents its Ice Fly-in and Winter Festival of Speed, Feb. 24-25, 2018.

Participants can land wheeled aircraft on a prepared ice runway or on skis next to the runway. Ice conditions may vary, therefore the exact location to be confirmed, but it will be near Lac La Biche airport (YLB)

on Lac la Biche (the lake).

Ice runways will be 13/31 (right-hand circuits on 31). Call Lac La Biche Ice on 123.20, CYLB AWOS is 122.125, or call 780-623-4050.

There will be automobile, snowmobile and motorcycle ice races. Check laclabicheflyingclub.ca for conditions and updates. Phone for runway

▲ Lac La Biche COPA Flight 165 will host an ice fly-in Feb. 24-25.

conditions and procedures prior to launch. Contact Ken at 780-623-0673 (kzach@telusplanet.net) or Oriana at 780-213-4647 (orik1313@hotmail.com). Use of the ice runway is at the participant's own risk. 🇨🇦

DIAMOND DOORS

98 20 18 YEARS ANNIVERSARY

CANADA'S LARGEST BI-FOLD DOOR MANUFACTURER

We deliver to site, anywhere in North America

40' x 10' STARTING AT \$5,990⁰⁰ + TAX
Other sizes available

Includes:
Single Lever Lock, Mounting Hardware,
Electric Operator, Fully Wired/Assembled

Request a FREE Quote
(866) 325.7600
www.DiamondDoors.com

RIMOUSKI - UN NOUVEAU CLUB COPA ET UNE ANNÉE 2018 PLEINE DE PROJETS

TEXTE ET PHOTOS : JONATHAN BEAUCHESNE, DIRECTEUR COPA POUR LE QUÉBEC



Le 9 décembre dernier, l'Association aérosportive de Rimouski (AASR) a tenu son assemblée générale annuelle. Pour l'occasion, une quinzaine de membres ont assisté à la présentation du compte rendu des affaires et démarches entreprises par l'AASR durant la dernière année.

À l'image de ses membres, l'AASR a connu une année 2017 remplie de projets passionnants. Entre autres, grâce à l'association, l'aéroport de Rimouski (YXK) a vu naître une école de pilotage qui fonctionne déjà à pleine capacité malgré qu'elle ait ouvert en septembre, soit à la fin de la haute saison. De plus, l'AASR a commencé à organiser des déjeuners réguliers entre ses membres afin de maintenir les liens déjà forts entre ses pilotes dévoués au développement de l'aviation générale dans leur région.

L'année qui vient ne sera pas en reste. Grâce à une saine gestion des activités et des finances de l'association par le conseil d'administration, celle-ci peut se permettre d'aller plus loin

encore dans l'offre de ses activités et des services qu'elle désire offrir non seulement à ses membres, mais également aux pilotes itinérants qui volent dans leur région.

Au printemps, en plus de l'école de pilotage qui poursuivra ses activités, un nouveau fournisseur de carburant devrait faire son apparition à l'aéroport. Malheureusement, au cours des dernières années, l'aéroport de Rimouski a développé la mauvaise réputation d'avoir le carburant le plus dispendieux du secteur (sans oublier les heures de service réduites et totalement inadaptées à la réalité de l'aviation générale). Ce sera bientôt chose du passé puisque l'AASR se fera un point d'honneur d'offrir du carburant abordable et disponible presque en tout temps.

De plus, l'association analysera l'opportunité d'offrir un service de restauration bonifié par l'entremise d'un concessionnaire. L'intention claire de ces deux projets (carburant et restauration) est d'améliorer l'intérêt

▲ There have been many major improvements at Rimouski Airport.

de l'accessibilité de l'aéroport de Rimouski.

Le 7 avril, une formation de mise à jour des connaissances sera offerte dans les locaux de l'aéroport grâce à l'association provinciale Aviateurs Québec. Par la suite, le 9 juin, un rendez-vous aérien aura lieu de même qu'une journée portes ouvertes pour que la population environnante puisse découvrir ses installations aéroportuaires et les bienfaits qui en découlent. D'autres activités s'ajouteront sans doute à l'agenda en cours de route.

Pour bien compléter cette année 2017, cette association locale est officiellement devenue le Club COPA 202. S'ajoutant à la grande toile canadienne de clubs qui parsèment notre pays, cette association est la première du Bas-St-Laurent et de la Gaspésie à se joindre à nous. Bienvenue à bord, membres de l'AASR. ✈️

FUEL, FOOD FOR RIMOUSKI

BIG PLANS FOR NEW COPA FLIGHT 202



The Aerospace Association of Rimouski (ASAR) held its annual general meeting last December, at which time it became COPA Flight 202 Rimouski, the first COPA flight in the Bas-St-Laurent — Gaspé region of Quebec. But that wasn't the only exciting event that ASAR instigated in 2017; last September saw the founding of a new flight school at Rimouski airport (YXK) and it is already operating at full capacity.

The coming year will see yet more initiatives. ASAR plans to arrange for a new fuel supplier at the airport, putting an end to Rimouski airport's reputation for having the most expensive fuel and most inconvenient hours of service around. This will benefit not only local pilots, but also

▲ COPA Flight 202 was officially constituted last September.

those transiting through. Not content with these improvements, ASAR is also looking into offering food service by inviting a concessionaire to the airport. Taken together, these two projects are expected to greatly improve Rimouski airport's attractiveness. April 7 will see a rust remover, thanks to the provincial association Aviateurs.Québec. A fly-in and open house are also scheduled for June 9, when ASAR will showcase their improved airport to both the local community and the flying public.

We welcome ASAR members to the great Canadian web of COPA flights that dot our country. 🇨🇦



Discount Avionics

BEST PRICE FOR
ELT CERTIFICATION
FOR BOTH NEW
+ OLDER MODELS



- 406 sale + service
- Repair station for all headsets
- Factory Authorized Dealer for Technisonic Industries LTD
- 2-4 days turn around time on ELT certification
- Artex, Kannad, Pointer, Ameri-King, ACK, David Clark headsets
- French + English service

SEND YOUR ELT 121.5 FOR
CERTIFICATION WITH DISCOUNT
AVIONICS AND HAVE THE CHANCE
TO WIN AN UPGRADE TO 406!
DRAW WILL BE JANUARY 2019

LET'S START THE YEAR
ON A GOOD FREQUENCY!

364 Hwy 11 West,
Cochrane, Ontario,
Canada P0L1C0
Office: 877-878-8363
Cell: 705-272-9179
Facebook @ DiscountAvionics
www.discountavionics.com

ATLANTIC CLUB EYES GROWTH

SOUTH SHORE FLYING CLUB LEASES AIRPORT TERMINAL



The South Shore Flying Club in Greenfield, Nova Scotia has signed a 13-year lease with Queens County to take over the terminal building and about an acre of airport land to allow growth in the club's activities.

"Following a period of growth and development over the past year-and-a-half since they began the lease for the South Shore Regional Airport, the South Shore Flying Club determined some additional needs that would increase the capacity of the group," David Dagley, mayor of the Region of Queens Municipality, told the South Shore Breaker. "Council has been happy to see the flying club moving forward, actively promoting the airport and growing its membership as well as increasing and improving on the infrastructure at the airport."

Greenfield is south of Wolfville and the club is hoping the new lease will be a catalyst for growth in the local aviation sector.

"We signed the management lease to operate the South Shore Regional Airport in June 2016. It is our hope that we can grow the facility to attract new pilots, and existing pilots from other areas and around the South Shore. Also to attract new businesses to the area; knowing they would have a viable airport within the South Shore to help grow their business. Obviously this could be a vital link to getting their products or clients in and out of the area quickly and efficiently," said Peter Gow, vice president of the South Shore Flying Club. "The area would also benefit from having this airport in place, in case of fire (as happened two years ago) to get fire fighting aircraft into the fire area quickly, or in case of natural disaster, to be able to move people in and out effectively. Air ambulance services would also be able to use the airport. A long-term goal would be to offer fuel for aircraft which we do not have now. This is a



The South Shore Flying Club has a new 13-year lease on the airport terminal and an acre of land.

very expensive endeavour; so we want to start small and get established before we look into that possibility."

In the past 18 months, the club has improved airport signage and markings and generally spruced up the facility, which has a 3,933X75-foot runway. It is also home to the Greenfield Dragway, which is operated by the Nova Scotia Drag Racers Association. 🏁

STEPHENVILLE ILS PRESERVED

COPA INTERVENES TO MAINTAIN INSTRUMENT APPROACH

Nav Canada has canceled plans to decommission the ILS at Stephenville, NL Airport and COPA was among those who asked the air navigation services provider to take a second look. Nav Canada was set to pull out the ILS because it's so infrequently used but as COPA and many others pointed out, it's a valuable alternate for St. John's. There was a good example in late October when an American Airlines Boeing 777 made an emergency landing there with a cracked windshield.



"It bears recognition that the low CYJT IFR traffic levels would not normally support the retention of the ILS; however, its importance in supporting CYJT as a regional IFR alternate was highlighted through the consultation

process," said Marcel Pinon, the manager for level of service and aeronautical studies at Nav Canada. "As a direct result of stakeholder feedback the current ILS equipment is to be retained and replaced in 2018."

— BOURSES — Neil Armstrong

Nous aidons les rêves à devenir réalité!

A chaque année, le Fonds des Bourses Neil Armstrong permet aux lauréats de compléter leur formation au pilotage.

Si vous êtes un citoyen canadien âgé entre 15 et 21 ans et projetez une carrière aéronautique ou un entraînement de pilote... Si vous possédez des aptitudes académiques raisonnables, une bonne dose de motivation doublée d'un sens de l'engagement communautaire --et si avez besoin d'un coup d'épaule financier--, vous pourriez être admissible à une Bourse de formation au pilotage.

Dans le passé, nous avons contribué au lancement de plusieurs carrières de pilotes de ligne ou de pilotes de chasse... et même d'un astronaute!

Voyez grand! Inscrivez-vous dès maintenant.

Visitez-nous: copanational.org/fr/bourse/
ou écrivez nous à: reception@copanational.org





MEET YOU IN MONTEBELLO

ANNUAL SKI FLY-IN GETS COPA, APBQ INVOLVEMENT
BY CARTER MANN

.....

As of 2019, COPA, with the help of the Quebec Bush Pilots Association (APBQ), is taking over the organization and hosting of Montebello Magic, the annual fly-in held at the famous resort on the Ottawa River between Ottawa and Montreal. COPA staff will be key contributors to the success of this year's event, being held Jan. 26-28. COPA sat down with long-time organizer Claude Roy to discuss the history and future of one of Canada's largest winter aviation event.

.....



Every January for more than 25 years, pilots and devotees of the venerable Quad-City Challenger have converged on the shores of the Ottawa River to share tips, experiences, and discuss all things ultralight. Held annually since 1991 and since 2002 at the historic Fairmont Le Chateau Montebello, the Challenger Winter Rendezvous has become one of the biggest wintertime aviation events in Canada — regularly drawing over 100 aircraft and three-times as many enthusiasts. The Winter Rendezvous has become a major staple of the season in the resort town of Montebello, Quebec, and enjoys enormous support from the hotel and the surrounding community. This year's theme of Montebello Magic "celebrated the powerful Montebello Magic that makes the Challenger Winter Rendezvous so special and a must-attend event."

Announced at this year's fly-in was the news that long-time event organizer and director of the Canadian Challenger Owners Association, Maj. (ret'd)

Claude "Crash" Roy and his wife, Joan, would be retiring from their roles. Also announced was that COPA, the Canadian Owners and Pilots Association, working with the support of the Quebec Bush Pilots Association (APBQ), would be taking over the reins in 2019 to continue the Winter Rendezvous legacy. COPA Flight sat down with Roy and COPA President Bernard Gervais ahead of last month's event to discuss the transition, what it means to have built up an event of this caliber, and what pilots and fans can expect in years to come under COPA's stewardship (Note: answers have been edited for length).

CF: Tell us a little about the history of the Winter Rendezvous?

CR: It all started with a Challenger aircraft owner who, in the late 1980s, held the first event of what became an annual event at his cottage on a lake near Mont Tremblant. As attendance grew over the following four years, we searched for places that

could accommodate the growth. We decided to alternate between Vaudreuil and Montebello, creating a sort of competition between both locations. My logbook tells me this began on February 9, 1991. Our biggest year was 2005; we had 34 Challengers at Montebello and around 190 people at the banquet. It was almost a full crowd since the room had a maximum capacity of 200. Members of the Quebec Bush Pilots Association (APBQ) and local pilots too, all with their planes on skis, showed up. Throughout the entire weekend, we had about 100 planes visiting. In 2001 or 2002, we settled on Chateau Montebello — we would book their place every year, since it was the preferred location. We offered to make the hotel our exclusive hotel for the event and to book the last weekend of January, for a minimum of 10 years. Before this, we did not have a proper weekend. We tried early January, but it was too close to Christmas. We tried mid-February for a couple of years, and the weather conditions were not



consistent enough since it sometimes rained. So, we were happy to get the last weekend of January, which may statistically be their coldest weekend of the year. We've held it then ever since.

CF: Can you explain the concept of the Winter Rendezvous?

CR: The concept originated with a friendly group of flyers getting together who were big on education and helping each other. The ultralight world is very special in the sense that there is no real association for them

at the local level. So the idea was to get together, share the passion and learn from each other. We made mistakes along the way due to a lack of understanding about the whole thing. After the first years, however, we became more organized; we started having conferences and an entire program of events. Many participants were asking for this, and there were knowledgeable people wanting to help.

CF: What has the attendance been like over the years?

CR: It started going up from the early 1990s, continually growing until 2005. It then plateaued with about 30 or so Challengers. Then, in 2008, a downward trend began that did not turn around until 2015. It has plateaued again; discretionary funds for aviation appear harder to come by. Legislative issues also make flying more difficult. However, ultralights have generally been spared from additional regulation.

CF: What do you think attendees expect from the event? Are they expecting more every year, or more of a consistent and friendly gathering?

CR: There is an expectation that it will continue for the foreseeable future. One thing I have noticed as an organizer is that it is usually the same attendees, year after year, who come to meet with their friends; they come to socialize, learn about safety and look at a completely new set of photos and videos of Challengers from the area. There is very little regeneration with the group.

CF: Obviously you and your team have put significant effort into building the legacy of this event and it must have been a big decision about who to approach to take it over. Why did you approach COPA and what is it about the organization that attracted your attention?

CR: In terms of COPA, a normal progression was expected. It was always in the works to me, and it was a natural decision. Before offering it to COPA I asked the Challenger group, and no one wanted to take over the project as of 2019. Joan has been such a huge help, and with me being bilingual and retired, this was a project that made sense for me. Others were not in that position at that point in time. With COPA hiring an Event Coordinator as well, it was a natural progression.

CF: What are some of the things you would like to see COPA accomplish, working with APBQ and other partners, in the coming years as hosts?

CR: Montebello is the best place, and safest place to go for a fun winter event. I want that with COPA'S involvement, for the Annual Winter Rendezvous to be the Main and Number 1 Winter Aviation Event. If there is a place to be in the winter of skis, it's Montebello. Having COPA and APBQ involved, I expect that this change will re-generate and generate some new people. With COPA taking the lead and with APBQ walking in step, we see endless possibilities. It is a beautiful place to have this type of event. It is a safe place too since we use the marina docks to tie down the airplanes. All you need to bring is a rope to tie to the dock.

CF: Why was it important for COPA to agree to take this on?

BG: It was important because we have a responsibility to the aviators of the country to advance, promote and preserve the Canadian freedom to fly. In this case, the path to do so is already paved so it was a natural thing. The Montebello Winter Rendezvous falls exactly within the mandate of our mission. This is one of the most popular fly-in events of the season in the country and as such, we are there to advance and promote safe and fun winter flying. Pilots love to have a "mission" on their fly-outs so why not do it in a cozy, five-star country retreat? It is also important for COPA to be there to highlight the importance of ultra-light aircraft in the present and future of general aviation, as they are an essential solution to fun and affordable flying.

CF: What does it mean for COPA to be a part of this long-standing tradition?

BG: It means a lot! It is a big honour that Claude deemed COPA worthy of approaching to take this on. It means that this event can continue to live and be a big part of our community of pilots for Eastern Canada and perhaps more. It means the organizers recognize and trust COPA as the group that can pull it all together to

keep this going with the expertise and professionalism associated with our organization.

CF: What are some of the things COPA has in mind for the future of the event?

BG: Ultralights, especially Challengers, are the backbone of this event and we look forward to con-

tinuing to celebrate this aspect of general aviation. Although we plan to work with APBQ to extend the invitation to aviators from all over the Eastern part of the continent, the essence of the event will be to showcase ultra-light aircraft through the trade-show and presentations. The Montebello Winter Rendezvous is here to stay and to grow. ✈️

FREE STUDENT MEMBERSHIP

courtesy of



COPA

YOUR FREE 1-YEAR MEMBERSHIP INCLUDES:





12 ISSUES OF COPA FLIGHT: THE LATEST NEWS IN AVIATION WITHIN YOUR COMMUNITY AND ACROSS CANADA

ACCESS TO COPA'S MEMBERS ONLY SECTION WITH TOOLS, CLASSIFIED ADS, JOB POSTINGS, HOW-TO-GUIDES, AND MUCH MORE!

LEARN ABOUT GENERAL AVIATION ACROSS CANADA INCLUDING: UPCOMING EVENTS, PLACES TO FLY, AND CONNECT WITH FELLOW AVIATORS

To take advantage of this offer you must:

- Provide proof of enrollment from a Canadian Flight Training Unit or
- Provide an instructor's endorsement stating current training being undertaken and
- Have not previously held a COPA membership

Unlock the benefits of your membership:

SIGN UP TODAY!

visit our website [HTTP://WWW.COPANATIONAL.ORG](http://www.copanational.org)


@COPAnational

TO ADVANCE, PROMOTE, AND PRESERVE THE CANADIAN FREEDOM TO FLY

Canadian Owners and Pilots Association

75 Albert St. Suite 903 Ottawa, ON K1P 5E7

613-236-4901 | copa@copanational.org | www.copanational.org

AVIATION LABOUR SHORTAGE IS REAL

COMPANIES SCRAMBLING TO TRAIN FUTURE WORKFORCE

BY RUSS NILES



The mainstream media is now reporting what aviation news sources have been talking about for more than a decade: there aren't enough trained people to keep aviation growing.

A couple of well-researched stories carried by the CBC in early January highlighted many of the issues that have been analyzed and sweated over by the industry for more than a decade. A confluence of sagging prestige, high training costs, low wages and relentless shift work have made aviation less attractive to a well educated and savvy generation of new workers who value work-life balance above many of the traditional attributes of career choices.

Even though the numbers, with some adjustments, have been evident for years, it wasn't until regional airlines started cancelling scheduled flights that the mainstream media took serious notice.

As many as 20 years ago, labour analysts started sounding the call that unless the pace of training picked up, aviation would be gripped by a serious labour shortage. There simply weren't enough young people entering the many different career paths that keep the complex system operating to sustain the exploding growth in air travel.

At the time, young people practically had to be born to careers as pilots, and to a lesser extent, the trades and professions that give pilots safe and reliable aircraft to fly. Times were good, wages were high and even though aviation is an industry that relies heavily on long-term planning, it seemed the labour issues weren't getting much attention.

A couple of things happened that also made the looming crisis seem

- ◀ Airlines are hiring at an unprecedented rate and that's putting pressure on flight schools.

HOW TO HELP

COPA Director Cheryl Marek mobilized her network of contacts to spread the word about the work already being done to address the aviation labour shortage and her comments follow.

- Do you know teens or young adults who aren't sure what career path to choose? Adults in established careers wondering if that's all there is?
- A one-hour introductory flight at their nearest flight school could give them fresh ideas – if not to become a pilot then perhaps an avionics technician, maintenance engineer, charter operator or airport manager. An introductory flight makes a cool graduation, Mother's or Father's Day gift.
- Did you know student pilots get a one-year free membership to COPA. The monthly magazine is currently featuring stories about the pilot shortage and training. It also has a "why join?" ad. Anyone who flies in Canada – private, commercial, military, fixed or rotor wing aircraft – owes it to her/himself to be a member of COPA (since 1952, thanks to Margaret Carson, John Bogie, and Bill Pepler). Everyone starts at exercise one in "From the Ground Up". COPA also dialogues with Transport Canada on many issues including pilot training and testing practices, which should be of interest to instructors.
- Did you know one needn't be an aircraft owner, a pilot or a wanna-be-pilot to be a member of COPA?!
- Did you know COPA has \$2,000, \$3,000 and \$7,000 scholarships? Check out the Neil Armstrong scholarship at www.copanational.org to see how to qualify and see the biographies of previous recipients.
- Do you know a new pilot who never heard about COPA or the free COPA membership, who isn't sure of its value? Maybe they are deserving of their first year membership as a gift from you for having gotten this far!
- And yes, girls fly too! Locally <http://girlstakeflight.ca> will be updated soon with the 2018 April pre-registration and program information.
- Check the COPA magazine for similar events in other parts of the country.
- The COPA Web site gives coordinates for about 200 other COPA Flights that maybe closer to the inquirer. You may meet a pilot who'd take you for a short flight or invite you as a passenger to a fly-out!
- At <http://northernlightsaerofoundation.com>, discover who Elsie MacGill was and check out the Wall of Fame, especially the Rising Stars, to see the gamut of what's possible and to also to find out about mentors and speakers. Learn about mentors, scholarships and places to meet pilots by contacting a 99's Chapter near you. <http://www.canadian99s.org>. Get Insider Tips, and Career Insights at <https://www.letwomensoar.net/category/aviation-insider-tips/>
- Canada is also experiencing an air traffic controller shortage. Contact Nav Canada Careers about various careers and training. Summer student applications are being accepted. <http://www.navcanada.ca/EN/Careers/Pages/default.aspx>
- Have questions about COPA or becoming a pilot? Need pamphlets or guides? Contact COPA through copanational.org or call the Ottawa office at 613-236-4901.

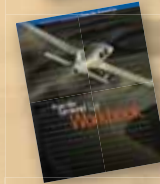
Join the FGU Community

Everything you need to know about flying starts... *from the ground up.*

Ab Initio Study



**From the Ground Up
29th Edition**
Published since 1941

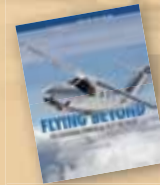


**From the Ground Up
Workbook**



**Canadian Private
Pilot Answer Guide**

Advanced Study



**Flying Beyond: The
Canadian CPL Textbook**



**Canadian Commercial
Pilot Answer Guide**



**Instrument
Procedures Manual**

Follow us on Twitter



Find out more and hear what's new about our publications, follow trending aviation topics, learn about being a better and safer pilot, and connect with your aviation community. Follow us @Aviation_Pub to keep in touch.



Find out more at aviationpublishers.com

Waterloo Wellington Flight Centre

The Skills You Need — The School You Want

AVIATION CAREERS



Strong **education** and **industry partnerships**, give our graduates a **competitive edge** and the **skills** needed to fly in jobs across Canada.

Contact us today! 519-648-2213 | 1-877-FLY-WWFC | wwfc.ca

Partnered with:



Waterloo Wellington Flight Centre professional programs are approved as vocational programs under the Private Career Colleges Act, 2005 (PC# 105919).

less serious. The mandatory retirement age for airline pilots increased from 60 to 65 and military forces around the world shed thousands of excess pilots in an outbreak of relative peace. Many disillusioned young pilots who had spent about \$100,000 to train as pilots found themselves stocking shelves and waiting tables as the airlines snapped up the low-hanging fruit.

Now that the supply of ready-trained jet pilots has been all but exhausted, the process is continuing but in a potentially more insidious way. Airlines have now turned to their last source of more or less cockpit-ready candidates and are hiring flight instructors at unprecedented rates with predictable results. Instructor jobs are going begging at schools that have traditionally attracted the best and brightest to start their aviation careers.

“They just can’t continue to take everybody and leave no one behind with any experience or depth to teach the next generation. We just can’t do it,” Terri Super, who owns Super T Aviation in Medicine Hat, told the CBC.

“The airlines can’t get the quality and experienced people they want, so they take from the smaller operators, so now the smaller operators don’t have experienced people they can keep, so the industry takes from the flight training industry which means there are no flight instructors to train the upcoming commercial pilots,” she said.

The shortage ripples through the system in insidious ways, she noted. Inexperienced pilots who are essentially training on the job are barred from flying in all but ideal weather and other challenging circumstances which puts pressure on the other pilots.

In the meantime, for young people with the interest to succeed in any of the dozens of aviation careers, there has never been a better time to get started and based on the numbers that are coming out of labour market analyses it will be that way for some time. ✈️

WHAT'S YOUR DREAM?

PRIVATE, COMMERCIAL, INSTRUCTORS, IFR, NIGHT OR FLOAT RATING, TIME-BUILDING

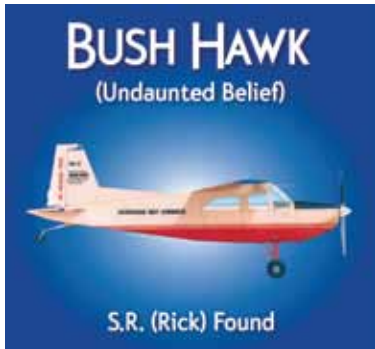


* NEW PREFERRED RATES *

Steven Wills | 403-397-6107

filicanlend@primus.ca | studentaviationfinancial.ca





BUSH HAWK (UNDAUNTED BELIEF)

An important chapter of Canada's aviation history is told for the first time in a new book by S.R. (Rick) Found titled *Bush Hawk (Undaunted Belief)*. The Found family's name is famous among bush pilots, worldwide, for having built a tough little freighter aircraft designed for hard service in Canada's wilderness. The author's father, Sherman, along with his uncle Nathan (Bud) Found with financial backing from department store magnate John David Eaton took on the herculean task of gaining FAA certification for their dream aircraft. Despite both financial and engineering set-backs they hung in and produced an airplane that outperformed anything being then imported from the United States. So why, with an industry begging for the plane, were only 27 aircraft produced? Financial consultants and timid bankers did the trick and crashed the Found FBA-2C before it could gain altitude. For 15 years the rights to manufacture lay in Eaton's vault, but (Undaunted) Bud Found did the Phoenix from the ashes thing and the Bush Hawk flew once more. Don't wave the maple leaf just yet as what is known as angel money became the devil's own and the Found family lost their Bush Hawk to investors once more—this time across the seas from where it is about to reappear in international skies.

By S.R. (Rick) Found
 Publisher: Canadian Aviator Publishing Ltd. Imprint of Coast Dog Press
 List price \$29.00 CAD



VERTICAL HORIZONS

Author Doug Grant was a long-term employee of Okanagan Helicopters and has put together

an amazing fluidly written and comprehensive history of this pioneer company. OK, as they soon became known, achieved world renown from humble beginnings in British Columbia's interior by developing a mountain flying technique that is still a fundamental of helicopter flight training. Teaching the US army was just one of the achievements of founder, Carl Agar, who became known as Mr. Helicopter as he took the company into world prominence. Grant has not missed one other outstanding feature of Okanagan Helicopters—hundreds of former employees still speak of the pleasure they experienced in working for this pioneer Canadian company.

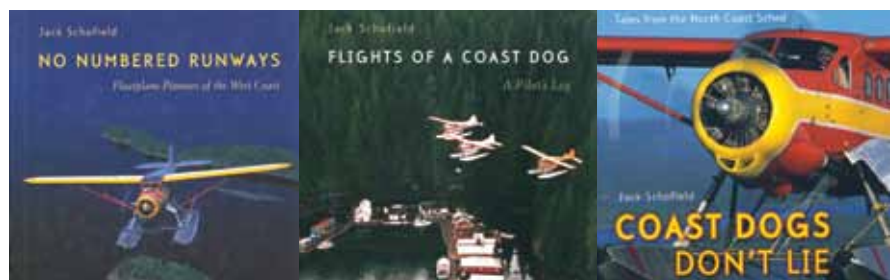
Author: Doug Grant
 Publisher Harbour Publishing Ltd.
 Price: \$39.95



HANGAR FLYING

Hangar Flying—Tales from the Flight Deck will be hot off the press by the end of November—a great 162 page full colour gift for an aviator friend who might just be yourself! Six professionals tell stories from their log books and some outstanding aviation artists illustrate with acrylic paintings and pen and ink sketches and now, for the first time, a twenty-first century painting by a digital Raphael and that's not finger painting. Priced at \$31.00 CAD we can mail it to you for \$7.00 anywhere in Canada. Perfect under the covers reading during winter's blast.

Author: Jack Schofield
 Price: \$39.00



THE COAST DOG SERIES

These are Schofield's three books that were destroyed in a warehouse fire and brought back to life by an enthusiastic aviation community who ordered sufficient numbers of sets to finance the reprinting. Wow! That's something of a mind-boggling story. *Flights of a Coast Dog* — a BC book award and west coast bestseller along with its sequel, *Coast Dogs Don't Lie* and some significant BC aviation histories in a revised edition of *No Numbered Runways* makes up the trio of great flying yarns with a BC Coastal flavour.

Author: Jack Schofield | Publisher: Coast Dog Press
 Price for the set of 3—\$75.00 CAD

COPA **Flight** CANADIAN Plane Trade

COPA Flight Classified Section

FEATURED LISTINGS FOR FEBRUARY, 2018



1976 CESSNA 172M, 11457TT, 1845 SM, Long Range Fuel (48 USG), Commercial Registration, N/C, ADF, DME, Tspdr, Audio \$ 36,500 CAD! Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.16020)



2003 CIRRUS SR22 w/TKS/Avidyne/G430's, only 420.5 TTSN! One Owner, Hangared, No Damage History and All Logs! Chute Repack 2014, Cutters/Motor 2015! CALL! Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.16019)



1971 BEECH BONANZA V35B FOR SALE - \$80,000 recently invested in engine overhaul and airframe work, located in Western Canada - will deliver - asking \$125,000. Contact peter@starpress.ca or phone 780-806-6990 (3016.15947)



HYBRID CELLULAR & SATELLITE AIRCRAFT TRACKING Upgrade your fleet tracking! Affordable Very High Rate GPS Tracking, Advanced 2-way Messaging, Accurate Fixed Wing and Helicopter Flight Time Reports, Electronic Checklists, Transmit EFB, Manifest, & Custom Form Data, External Sensor Inputs. Call us now for a free trial! Phone (647) 560 1188 www.v2track.com (2481.15715)



1969 WOODY PUSHER two seat, open cockpit fun flier. Gross weight 1200 lbs. Completely rebuilt 1998. Always hangared. Continental A65 plus spare runout engine. 849 Airframe TT. No electrics. \$7000. cbalme@cogeco.ca (3093.15951)



1941 PIPER J-5C, 2875TT, 1135 SMOH, 100HP Lycoming 0-235-C, electrics, Icom 200, ME406 ELT, VG's, Federal 1500 skis, 3 pnt harness, new windshield and seat upholstery, Annual due Sept 2018. Hangared at CEH6, \$245000 CDN, (780) 857-2391 Gary, mtorpe@newalta.com (2729.15949)



2004 CIRRUS SR22, Ser.# 1145, TTSN 1071, Ice Protection, Platinum Series, Skywatch, Emax, Cmax, Twas, GNS 430 Waas, Weather, DFC90 Auto Pilot, 406 ELT, Oxygen, 4 Bose, Sheepskin Seat Covers, New Parachute & Prop, NDH, Always Hangared, all maintenance by Cirrus Service Centre, \$227,900 USD. No HST, bcurrelly@norag.ca, 905-376-3178 (3058.15269)



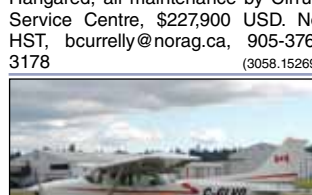
1973 C172M TTSN 4250, TSMO 225, 160HP RAM stc, NARCO NAV/COM, COM, XPOND, New WS, INT 6/10, PNT 5/10 \$55,500, Phone 250-546-9718, pgpi@shaw.ca (3102.16053)



1984 PIPER TURBO ARROW IV – Call for Pricing! 4,396.60 Hrs TT; 56 Hrs SFRM; 15 Hrs SPOH; Pristine Turbo Arrow, Avionics Upgrade, Ready to Fly - Garmin 530 WAAS, KAP-150 AutoPilot, Intercooler, Merlyn Wastegate, JPI 900 Engine Monitor, Knots2U Speed Mods, No Damage History. Aviation Unlimited 905-477-0107 ext 225 (2247.16027)



1967 CESSNA 172H TTAf 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. \$49,500.00 call 780-278-1598. skylaneaircraftsales.com (2712.15569)



1979 CESSNA 172N, 7740 TTSN, 900 SMOH, 160HP Lycoming 0-320-D2J, 50 Gallon Fuel Tanks, 2 VOR/ILS, DME, Mode C, IFR, Garmin 296, Last Annual 28/06/2017, \$65,000 CDN, 604-862-7865, tyler.holthe@hotmail.com (3081.15600)



2003 CIRRUS SR22 – \$179,900 USD 1,735 TT; Beautiful 2003 SR22! Service Center Maintained, Avidyne Glass Panel, TKS De-Ice, Factory O2, Traffic Avoidance, No Damage History! Complete Logs! Aviation Unlimited 905-477-0107 ext 225 (2247.16060)



Leggat Aviation Ltd.

YOUR EASTERN CANADA CESSNA DEALER

The New C-172s • C-182s • C-206s



WWW.APEXAIRCRAFT.COM
905-477-7900 • Fax 905-477-8937

CALL US ABOUT THE NEW CESSNA 182 SKYLANE!

2012 Turbo Skylane 182T, G1000/GFC700 AP, Active Traffic c/SVT1	.....\$262K/Half Share CYKZ!	1979 C310R, 8595TT, 1414SM, FIKIw/NewBoots (2012)!	.....\$119,900 USD
2006 Turbo 182T, 1468 TTAe, G1000, TAS600 Traffic, SVT1	.....\$215,000 USD	1979 C44A, 6462TT, 250/750SM, VGs, Winglets!	.....\$399,900 USD
2005 Cessna 182T Half Share at CYKZ! G1000!	.....\$132,900 USD	1978 Seneca II, 2464 TT, 745/745 SMOH, GTN750 GPS!	.....\$170,000 USD
2005 Cirrus SR20, 2359 TT, 367 SFRM	.....\$163,900 USD	1977 Piper Super Cub, 1585 TTSN, Edo 2000 Floats, Wheels and Skis!	.....\$115,000 USD
2003 SR22, 420 TTAe, TKS, Dual 430's and Avidyne PFD/MFD! Heated Hangar!	.....\$219,900 USD	1976 C172M, 11455TT, 1789SM, Commercial Training Aircraft!	.....\$ 36,500 CAD
2002 Piper Super Cub Replica, 187 TTAe, Amphibs/Wh Gear!	.....\$89,900 USD	1976 Mooney Exec, 5892TT, 2433SM, GX55 GPS, 140 KTS (9.5GPH)/FlownOften!	.....\$60,000 CAD
2001 Diamond Eclipse, 4827TT, 1278 SM, Garmin GNSS30! Commercial!	.....\$99,000 USD	1976 Piper Lance, 2774 TT, 1743 SM, King w/HSI/ALTI1 AP!	.....\$89,900 USD
1998 C182S, 1206 TTAe, King Digital/KAP140 AP!	.....\$177,000 USD	1976 Tiger, 1471TTAE, Original, Elec Gear&Flaps, All Logs, Hangared!	.....\$42,000 USD
1994 Bonanza A36, 1405 TT, Garmin GIN750/650 GPS, Immaculate!	.....\$299,900 USD	1975 Mooney Exec, 5892 TT, 2433 SM, Flown Regularly! GX55 GPS! EDM700!	.....\$60,000 CAD
1982 Mooney Rocket 305, 3170TTSN, CONT TS10520	.....\$150,000 USD	1975 Traveler, 2072 TT, 1419 SM, BeautifulPaint/TanLeather	.....\$40,900 USD
1981 C42IC, 4680 TT, 716/868 SM, G600 PFD/MFD! FIKI! Please See Website!	.....\$560,000 USD	1974 414 6905TT, 1185SM, Full De-Ice	.....\$125,000 USD
1981 Cessna 414A, 6462 TT, 250/750 SM, Garmin GSNS30W, VGs, Winglets!	.....\$399,000 USD	1972 Navajo '600', Normally Aspirated, 5044TT, 1377SM	.....\$125,000 CAD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVil, Garmin530/430!	.....\$439,900 USD	1971 Navajo310, 7511TT, 796SM, FullDeIce, VGs!	.....\$159,000 USD
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate!	.....\$295,000 USD	1970 Cher180, 9013TT, 1137SM, Commercial Training Aircraft!	.....\$45,000 CAD
1981 Duke B60, 4507TT, 1092 L&R, G550W, KFC-250 IFCs, Winglets!	.....\$238,500 USD	1967 Mooney Exec, 3800 TT, 700 SM! Narco Avionics!	.....\$52,000 USD
1980 Cessna T206G Amph, 3566 TT, 56 SM, Wip 3900's!	.....\$280,000 USD	1959 Pacer, 2967TT, 1019 SM, Hangared! Low Time!	.....\$45,000 CAD
1980 Turbo Arrow IV, 4083 TTSN, 637 SM, King! 3 BL Prop!	.....\$70,000 USD	1953 Cessna 180 Floatplane, 5574TT, 820SM, Horton STOL!	.....\$70,000 CAD
1979 Archer II, 18484TT, 2278SM, Commercial Training Aircraft!	.....\$40,000 CAD	1942 Harvard MKIIB! 5224 TT, 991 SM, RCAF Scheme!	.....\$159,000 USD

FEATURED LISTINGS FOR FEBRUARY, 2018



1972 CESSNA 177B 3684.4TT, 78.5h on 3 blade Hartzell prop, 180hp Lycoming O-360-A1F6. 1684.8 Engine hours .STEC 40 Fuel flow monitor, Elec. ignition, Garmin 430 Nav Com coupled to the Autopilot, NARCO AT165 Trans. Mode C, NARCO MK 12D Nav Com, new #3 cylinder, Power Flow exhaust, tail gap seals, strobes. 2 new extra tires, new battery, light weight starter, wheel pants. Annual April 2016. \$65,000 USD. Call 306-421-6500 or email: 2000@accesscomm.ca (3097.15996)



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 (2901.15664)



CESSNA T206E CAMERA OR LIDAR CONFIGURATION. 8400TT, 900 SMOH, 100 STOH, 400 SPOH. 20" stc camera hole, Canadian Commercially registered. Long range fuel w/tip tanks. Scimitar prop, Garmin 530, GTX327, JPI730, JPI450FF, VGS, 28V 100amp, PMA8000 com, built-in O2, well maintained, hangered. \$165k US. Call 250-267-1099 (3092.15948)



¼ SHARE 2005 DIAMOND DA40 BASED AT CYBW. 2,000 TTSN. G1000, KAP140, NEXRAD. IFR Certified. 50 Gal tanks. Upgraded MTOW. AM-SAFE airbags. Heated hanger. No accidents, no damage. Includes funded maintenance and power plant reserve. \$37,500 CDN. Phone Marc 403.870.3731. (3091.15946)



1976 FG CARDINAL 177B FOR SALE, \$55,000 USD, Excellent condition inside and out. TTAF 4685; O-360-A1F6D 180HP 1685 SFREM; Prop 517 SPOH; Fresh Annual - Dec 2017; Complete Logs; New interior 2005; Paint 1988; Includes: Aircraft covers and wheel pants; Contact Ben Giesbrecht for pictures and more info. Located AB, Canada. Phone: 780-740-5584 or email ben@foothillssurveys.com (2669.15999)



1966 CESSNA 172G, 220HP, 4200 TTAF, 630 SMOH, Edo 2440B Floats, Garmin 250, Fresh Annual August 2017, Excellent Performance, Well Maintained, Lots of Extras, Located Flin Flon, MB \$75,000 obo 204-271-3772 baynton58@gmail.com (2978.16003)



1970 SMITH MINIPLANE 468 hours TT. Lycoming O290 125 h.p. Fun flier. Photo shows it before totally dismantled, cleaned, painted, recovered with ceconite and dope, cowlings and struts stripped ready for paint and final reassembly. No electrics. \$7000. cbalme@cogeco.ca (3093.15950)



1979 MAULE M5-235, 2763TT, Lycoming O-540, 743 SMOH, McCauley 3 Blade, 28 SPOH, GMA340 4PLC, GNS430W, KX170B, KT76A, Aircom HF; Fresh Annual. \$86,000 OBO 1-403-331-9251 jamesoudshoorn@yahoo.com (3101.16031)



2003 QUAD CITY CHALLENGER II. (2 SEATER AIRCRAFT.) 278 total time airframe, 40 hours on brand new factory engine, I-Com radio, intercom, headsets, wheel skis, cabin heat, cheap to fly, wicked fun! \$20,000 Phone 204-532-2187 weekdays, 204-532-2013 evenings/weekends. (3094.15981)



1970 CESSNA 150K TTAF 4798, O-200, SMOH 2289, STOH 395, propeller due 2020, Fresh annual. MX-300 Digital flip-flop Nav/Com, KT76A Transponder. Recent Sky-Tech starter. Interior redone in 2011. Paint is 6/10. Dual PTT with intercom, perfect for training. \$20,500. Hangered at CNC3. 647-888-4340 or challengethesky@rogers.com (3098.15994)



STINSON 108-1 Metalized Franklin 165hp, 2792.0 Total air time, 1050 SMOH. Springbank, AB. \$28,000 OBO Email: lchristiansen2@gmail.com (2742.16002)



MASON (PITTS) C85-12. \$10,000 Open cockpit biplane, fun, inexpensive, operate @4.5GPH. fun flying. 700TT. 2H/T.O.H, electrics/radios ** 1st 2 make deposit takes it** Find better aircraft for\$, interesting trade? Alex 905-774-1803, 1-888-701-6005 (3090.15938)

1974 Lake Buccaneer LA-4-200 Amphibious

- 2547h TT, 4 new cylinder in 2003 - 303h, Mitchell RPM rebuilt in 2003.
- Double strobe, ELT, New interior, Complete paint
- Extra Fuel tanks in floats, pump for draining water in the hull
- Hydro reinforced part of the hull, better stability, more fluid movements and better control on water.
- Unique and aerodynamic cab for the engine that improves performance

Call André Dionne
Tél: 418-248-2803
Cell : 418-576-2481

Located at Montmagny airport




TRUTRAK
THE AUTOPILOT PEOPLE

AFFORDABLE AUTOPILOTS FOR CERTIFIED AIRCRAFT ARE HERE!

Contact Tailwind Aviation for details.

We are a



GARMIN
Authorized Dealer



Tailwind
AVIATION SERVICES

www.tailwindaviation.ca
Geoff@tailwindaviation.ca
519-694-4435

PIERRE GIRARD AVIATION

Floats and wheel skis

floats@outlook.com
http://aviationpg.com
Tel. & Fax: 819-438-1758



FEATURED LISTINGS FOR FEBRUARY, 2018



1946 AERONCA CHAMP 7AC. 8150 TT, 950 SMOH. ELT, VHF, Lowrance GPS. New fabric and paint 2008. Straight skis included. Annual just done. \$28,500 OBO. (416)678-9372 or jcsair@gmail.com (3040.15995)



CESSNA T206G 1979 AMPHIBIAN on Wipaire 3730 amphibis For Sale, New Garmin Avionics, A/P, RSTOL, 0 Prop SMOH, many options, very clean. Low time Contact Wilson Aircraft- ph 647-227-6996 (586.15776)



1973 CESSNA 337 G CFDPQ Airframe 5442.3TT, Engine front: SMOH 1043/rear: SMOH 876.9, Prop: front SOH 513.8/rear SOH 513.8, Avionics: KX 155 Nav/Com w/ GS, KX 175 B Nav Com w/ VOR, KMA 20 Audio Panel, KR 87 ADF, Garmin GTX 327 Transponder, DME Narco 190, GPS Apollo II MORROW, Intercom SPA 400, 6 seat. Interior and exterior both 7/10. New battery, commerial maintenance, Rosen visor. Located in Trois-Rivières, Québec. Asking \$75,000 CDN. Email: riegare@avjet.ca or Phone: 819-695-0502 (3059.16018)

*Preferred
Airparts*

Chosen for value and service



25% to 85% off list price!

New surplus Piston, Turboprop and Jet parts as well as parts for Single and Twin Cessnas, Citations, Pipers, and more! If there's a part you need, there's a good chance that we have it!

Check with us for Parts like

- **Airframe** - New parts for most light singles to corporate and commuter aircraft, including ag, warbirds and experimental. Cessna twins are our specialty. Also parts for many others in general aviation.
- **Engine** - 50% discount on most new Continental and Lycoming parts in stock, and a growing inventory of P&W and Allison turbine and jet engine parts.
- **Propellers & Blades** - McCauley, Hartzell, Hamilton Standard. www.preferredairparts.com/props.htm
- **Accessories & Parts** - 100's of new, and OHC accessories. Check with us for all accessory parts!
- **Hardware** - 12,000+ part numbers, 40% discount!
- **Consumables** - Spark plugs, ignighters, air and fluid, brake lining, and more.
- **Wheels, Brakes & Parts** - for all makes, including tailwheel.
- **Lighting** - Strobes, beacons, bulbs, lenses, parts for all makes. 10,000 GE bulbs @ 85% off!

www.preferredairparts.com

Free Online Inventory Search!

Sales Hours 7:15am to 5:30pm EST

Preferred Airparts, LLC

Div. of JILCO Industries, Inc.

800-433-0814 - ToII free U.S./Canada

330-698-0280 Local/International

330-698-3164 Fax

sales2@preferredairparts.com

We Buy Worldwide

We buy inventories of new surplus parts for nearly anything that flies. Also tired or damaged Cessna twins, Caravans, Citations, engines and propellers.

Gene Hembree is our buyer. Please contact him at 330-698-0280 ext.224 gene@preferredairparts.com



PIPER PA22-108X 2361 TTSN 335 SMOH on 0-320 Lycoming and his accessories and floats new in 2013; 2 front glass doors, GPS, 406 ELT, gears, clean in and out, 636 useful and cruise at 105 TAS on floats excellent performer. See on Youtube: piperflottesfloatspa22-108naked. Price to go \$48,000 Call Paul 819-429-6022 or E-Mail: dgingras128@hotmail.com (3077.16012)

DIAMOND DOORS

40' x 10'
STARTING AT
\$5,990.00 + TAX

Other sizes available

Includes:

**Single Lever Lock,
Mounting Hardware,
Electric Operator,
Fully Wired/Assembled**

Delivery to any site
in North America

Request a FREE Quote

(866) 325.7600

www.DiamondDoors.com

www.csplane.com



2000 CARAVAN AMPHIB
TT 5122, SM 488, 675HP, VG'S, BOOTS, 1.1M USD



2010 AVIAT HUSKY A-1C-200
TTSN 1016, NDH /// 3 OTHER HUSKY'S AVAILABLE



1983 BARON 58P
3900/357/357, GARMIN EQP'D. ALSO 1981 B-55 LOADED AND DEICED.

50 Canadian Singles, Twins and Floatplanes



1978 CESSNA 414
7225/978/92 HRS, GARMIN, S-TEC, MOTIVATED SELLER. MUST FIND NEW HOME.



BEAVER ON 4930'S
H/GROSS, TIPS, EXT. CABIN, ALL AD'S, 1375 ENGINE. 239K OR CAN '0' ENGINE



PA-18-160HP
ON AEROCET 2200 FLOATS, 130 ON NEW ENGINE, REDUCE TO 112K ALSO PA-12-150 AVAIL.

CANADA'S #1 STOP FOR FRESH WATER FLOATPLANES !!

C & S ENTERPRISES LTD.

Phone: 613-632-0123
Email: steve@csplane.com

Aircraft Hangar Specialists

www.spantech.ca



Photo's courtesy of Edenvale Aerodrome, and Heli-Lynx Helicopters



Industrial and Commercial Buildings also available
dmorris@spantech.ca 1-800-561-2200
Proudly Made in Canada Design Build and T-Hangars available

DUNDAS, ONTARIO | 905-627-1127 Fax: 905-627-7339



Specializing In Fibreglass Aircraft Parts

selkirkav@selkirk-aviation.com
www.selkirk-aviation.com
(208) 664-9589

- Products FAA Approved
- Interior Panels
- Glare Shields
- Nose Bowls
- Extended Baggage Kits
- Composite Cowlings for All Cessna 180 and 185 and Years 1956 to 1961 Cessna 182 Aircraft Models
- Vinyl & Wool Headliners
- Soundproofing Kits Available
- Carbon Fiber Cowlings on Field Approval Basis Available for PA18 Cub

SCHEDULE A FACILITY TOUR



Your Maintenance Partner at CYQA in Muskoka

**MAINTENANCE • INSPECTION • CERTIFICATION • RESTORATION
REPAIRS • IMPORT/EXPORT • MODIFICATIONS**



info@lakecentral.com | 705-687-4343 | lakecentral.com
1016 Sabre Lane | Muskoka Airport (CYQA) | Gravenhurst ON | P1P 1R1

Quality Engine Overhauls Powered by Reliability

AEROTEC
Engines Limited



www.aerotecengines.ca
Tel: 902-873-3100
Celebrating over 20 years in service

AMO#6-96

Lycoming & Continental Engine Service & Overhaul
Over 60 engines in stock available for exchange
Industry leading 4-year warranty

INDEX

005 Aero Commander	215 Aircraft Wanted
010 Aerona	220 Antique A/C & Parts
015 Aerospace	224 Collectibles
020 Amphibian	225 Aviation Art
025 Beech	226 Aviation Services
030 Bellanca	230 Avionics for Sale
035 Britten-Norman	235 Avionics Wanted
040 Cessna	240 Balloons
045 Citabria	245 Books/Manuals
046 Cirrus	250 Blocktime
047 Commander	255 Business Opportunities
048 Commonwealth	260 Computers
050 de Havilland	261 Destinations
055 Diamond	265 Employment Wanted
060 Ercoupe	270 Engines for Sale
065 Fairchild	275 Engines Wanted
066 Financing	280 Flight Simulators
070 Fleet	285 Floats for Sale
075 Floatplane	290 Floats Wanted
077 Found	295 Fly-In Resorts
078 Hello Courier	300 Hangar Space
079 Generators	305 Help Wanted
080 Grumman	310 Flight Instruction
085 Gyroplane	315 Leasing/Rentals
090 Helicopter	320 Legal Services
095 Highlander	325 Miscellaneous
100 Homebuilt	327 Maps
105 Lake	330 Noticeboard
110 Luscombe	335 Parachutes
115 Maule	340 Parts for Sale
120 Mooney	345 Parts Wanted
125 Murphy	346 Powered Parachutes
130 Navion	350 Professional Services
135 Piper	355 Propellers for Sale
140 Pitts	360 Propellers Wanted
145 Rallye	365 Real Estate
150 Rockwell	368 Sailplanes
152 Scout	370 Share or Partner
155 Seabee	375 Skis for Sale
160 Starduster Too	380 Skis Wanted
165 Stearman	385 Tiedowns
170 Stinson	390 Thefts
175 Swift	395 Title Search
177 Lost or Stolen	400 Trade or Sale
180 Taylorcraft	405 Travel Information
185 Ultralight	410 FBO
189 Waco	500 Passsages
190 Warbird	
195 Aerial Photography/Advertising	
200 Aerial Touring	
203 Aerobatic Training	
205 Aircraft Ferrying	
210 Aircraft Painting	
212 Aircraft Covers	
213 Aircraft Storage	

040 - CESSNA

CESSNA 180-182 WINGS FOR SALE. LEFT wing in excellent condition, RIGHT wing not airworthy, Horton-Bush STOL kit, removed from 180A, painted white, U\$7,500 OBO 514-233-4476 djdsmith65@hotmail.com (3056.15258)

1976 CESSNA SKYHAWK II 172M. Factory float kit, 7295 TT, 113 SM, Lycoming O-320-E2D 160 HP + power flow system. King avionics, ADS, transponder. Fresh annual. \$75,000 CDN. Call 780-623-8000 or email: gm.cloutier@hotmail.com (3096.15991)

100 - HOMEBUILT

RV-6 180HP, RV-4, AVID, Midget Mustang, Zenith 250, Tripacer, Swallow, 75HP Continental, 80HP Franklin, several Lycomings, wings, landing gear, exhaust, etc. (519)453-2579 flyontario@gmail.com (2368.15740)

GLASTAR PROJECT FOR SALE. \$21,500.00 USD. Phone 519-351-0013 for more details. (3075.16011)

120 - MOONEY

1961 MOONEY M20 B , 2847 TT, 3 blade prop, contact (403) 540-7500 (2823.15602)

212 - AIRCRAFT COVERS CANOPY COVER FOR DIAMOND DA-40. Custom made by Arctic Covers (Sunbrella fabric). Used but in good shape, no tears. Best offer. Call Don 250-386-6628 (3100.16010)

213 - AIRCRAFT STORAGE



Sample size: 32'Wx24'Lx14'H \$4,365

ARE YOU PROTECTING YOUR INVESTMENT? We offer custom building variations suited to your needs without the custom price. Call for your personalized quote today. Structures up to 35'. Doors priced separate. Website: multisheltersolutions.com or call 1-866-838-6729 (2496.16042)

215 - AIRCRAFT WANTED

CASH FOR YOUR AIRCRAFT, damaged derelict parts, projects. SELLING AVID, Zenith 250, Midget Mustang, Tripacer. PARTING C150/152/172, Viking. (519)453-2579 flyontario@gmail.com (2368.15729)

285 - FLOATS FOR SALE

EDO 1320 FLOATS. Comes with complete rigging for Taylorcraft, including close off panels for wheel gear. 705-644-1148 (3039.16017)

285 - FLOATS FOR SALE

CERTIFIED FORWARD BOTTOM SKINS for most Edo Float. Ed Peck 902-467-3333 fax 902-467-3136 sales@peckaero.com (2350.15638)

NEW 2000 & 2250 FLOATS ANY RIGGING for homebuilt & O M aircraft. Also several sets of damaged Edo & PK floats for parts or rebuild. Ed Peck 902-467-3333. (2350.15650)

FLOAT BRACE WIRES Tie Rods

Most popular lengths in stock new certified new surplus and some used wires. Ed Peck 902-467-3333 sales@peckaero.com (2350.15626)

220 HRS ON PK 3500C FLOATS with compartments. Like new. Absolutely tight. No damage. 185 Gear. \$33,000 USD Call 705-690-2977 (3103.16054)



EDO 3430 FLOATS FOR CESSNA 206 including struts. No patches- very good shape. Contact Wilson Aircraft ph 647-227-6996 or email ken@wilsonaircraft.com (586.15764)

Buyers are recommended to check with original manufacturer to ensure structural and airworthiness requirements are met.

300 - HANGAR SPACE

CONDO T-HANGAR FOR SALE LACHUTE AIRPORT CSE4 32 x 42 x 16 including 16x16 furnished apartment. Main living area & kitchen with air conditioning upstairs connected by spiral stair case to bathroom with heated tile flooring & spare bedroom downstairs electric heating throughout dehumidifier & large 42' bifold door. Reduced to \$153,000. Bob 514-794-5544 or ramartin361@gmail.com (2345.15987)

CYKF T-HANGAR FOR RENT 40' wide 12' high sliding steel doors asphalt floor including electricity. Tie downs available. Peter (519) 400-2743 flynpete@yahoo.ca (2339.15692)



HANGARMINIUM FOR SALE OSHAWA AIRPORT. 3250 sq. ft. 65' x 50'. Freshly painted walls, epoxy floor, washroom, radiant gas heating, ceiling fans and 55' x 18' clear electric bi-fold door. \$349,900 NO HST Financing Available. Contact Brent at 416-456-1412 or brentnewburg@yahoo.ca (2348.16015)

AUTHORISED DISTRIBUTOR

ROTAX

AIRCRAFT ENGINES

ROTECH MOTOR LTD.

Authorized Canadian Distributor for Rotax® Aircraft Engines

6235 Okanagan Landing Rd. Vernon, BC V1H 1M5 Telephone 236-600-0137 ~ Fax 236-600-0138

website: <http://RotechMotor.ca> email: sales@Rotech.ca

ROTAX iRMT TRAINING: 2018 CLASS DATES May 5th-14th

Space is limited - Book your seats soon!

visit <http://Train.Rotech.ca> for details

141HP!

65HP Rotax©
582 Model 99

915 iS

(NOW AVAILABLE!)

912iS Sport
912 & 914
Series Engines

See ROTECHMOTOR.CA for ENGINE SPECIALS

Contact our Network of Dealers (see 'Canadian Repair Centers' on our website) or Call Us at 236-600-0137

300 – HANGAR SPACE

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 (2785.15919)

305 – HELP WANTED

PILOTS WANTED! To fly Cessna 182s and/or Caravan on Ontario's largest parachute centre. Parapilot Program to develop experience, airmanship, and maintain currency. Contact Joe, joe@skydivetoronto.com or 705-458-9339. (2666.15976)

325 – MISCELLANEOUS

LOOKING FOR BACK ISSUES OF CANADIAN FLIGHT MAGAZINES – Also Canadian Aircraft Operator and Wings-Canada's National Aviation Magazine back issues. Please email: john@hopkinson.aero or call 403-880-7051 (3089.15932)

335 – PARACHUTES

PILOT EMERGENCY PARACHUTES for gliders powered aerobatics warbirds. Sales and service. Back seat chair; custom colours. National Softie Strong new/used. Call Flying High Manufacturing Inc 403-687-2225 or thru www.flyinghigh.net (2334.14735)

340 – PARTS FOR SALE

MGK AERO: Parting C-185, C-337, C-172, C-150, C-140, PA28-140, Musketeer, Fabric planes; Lycomings, Continentals and parts; Coms; Transponders with harness and encoders (tested); Propellers fixed and C/S; Hundreds of clean airframe parts. 204-324-6088 (2576.16018)

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 (2368.15751)

PARTS FOR SALE: RV6A Tail Group. RV6A Main gear legs and weldments. RV6 Fuel tanks. Sigmatek Vacuum pump, heading and attitude gyros, regulator filter Brake cylinders, parking brake valve. Airspeed, altimeter, vacuum gauge Fuel gauges, throttle and governor Cables, Andair fuel valve, ignition switch. Electronic switchboard. Woodward prop. Governor. Sliding canopy, Kooger shade, canopy cover. Cows with Dzus fasteners. Email: charliedouma@gmail.com or call 905-450-2327 (3079.15598)

PARTING OUT A 1973 CESSNA 185F - very good fuselage, tail rudder, wheel gear, etc. Too many parts to list. Please contact owner at (705)237-8965 or email leudke@gmail.com (3085.15707)

AEROFAIRINGS

450+ new aircraft exterior Vinyl ester fairings available on the WEB at: www.aerofairings.ca 819-375-1250

Ask for a quote by email at: info@aerofairings.ca

For a list of common abbreviations used in Classified advertising please see page 53

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 (2830.14932)

ROBERT J. ALLEN - AVIATION LAWYER -

Specializing in aircraft accident litigation since 1978.

robertjallen@rogers.com
or 1-416-322-7280

FABRIC REPAIR

We have 2 experienced staff including an AME that do fabric repair and complete recovering on Singles or Twins. We also rebuild certified or uncertified airplanes including painting.



P.O. Box 2244
Charlottetown, PEI, Canada
phone 902-370-2194
cell 902-626-5262
email jbrewer@eastlink.ca

www.breweraviation.ca

365 – REAL ESTATE

AIRPORT FOR SALE - Steel building hangar 60 x 60 x 25 with office 12 x 32 x 8 annexed. Electric trolley hoist. Used for aircraft maintenance. Power 110-220-550 volts. Hangar 40 x 60 x 12 for aircraft storage. Trailer to move aircraft water-land. 12.8 acres. Landing strip of 200 x 3700 with possibility of 4000. Asking 380,000\$ Phone 819-586-2234 Pierre (3061.15982)

408 ACRE PARCEL NEAR NORTH BAY with 3600 ft. grass strip. Secluded monitored chalet with power, phone, high speed internet. South River through the property. Emailed pics available. \$550,000. Phone 519-765-4239 (3099.16000)

63 ACRES AIRSTRIP AND SEA BASE



With 3000 ft. of Waterfront in Norland, Kawartha Lakes, this Ontario property offers 2 hangars, a 2000 ft. grass airstrip, Seaplane base CPV5, water docking, barn with paddocks, wooded area, and wood/machine shops.

www.2677monckrd.com
\$1,950,000

Cindy Ray - Sales Representative
Affinity Group Pinnacle Realty LTD. Brokerage
Office 705 324-2552 | Direct 705 340-1188
www.cindyray.ca | cindy@cindyray.ca



370 – SHARE OR PARTNER

TWO 1/4 SHARES NEEDED for a partnership to purchase Mooney M21J 1981 to be based in CYKZ. \$30,000 per share. For seriously interested pilots contact Amr at: ahosny56@gmail.com (3095.15986)

375 – SKIS FOR SALE



FLUIDYNE HYDRAULIC 4000 WHEEL SKIS for Cessna 206 with LDR good bottoms. Contact ken wilson ph 647-227-6996 or email ken@wilsonaircraft.com (586.15787)

375 – SKIS FOR SALE



WHEEL SKIS FOR CESSNA 180 Hydraulic Federal 2500. Teflon bottoms 10/10, as new. \$10,000. 250-395-6659 (2945.15930)

COPA Flight

Canadian Plane Trade

Classified Ad Deadline for March is February 6th

E-mail your ads to:

classified@copanational.org

FLIGHT DESIGN
CANADA

CT ADVANCED ULTRALIGHT SALES



- Glass Panel Cockpit
- 49" Wide Cabin
- Aircraft Parachute System
- Dealer Financing Available!

www.flightdesigncanada.com

Email: info@flightdesigncanada.com
Phone: 1-416-995-8382



45 YEARS OF EXCELLENCE

800.628.2158

705.248.2158

SPRINGERAEROSPACE.COM

- ▶ Heavy Maintenance
- ▶ Structural Repairs
- ▶ Import/Export
- ▶ Modifications
- ▶ Avionics
- ▶ Paint



YOUR ONE STOP SHOP FOR ALL YOUR AVIATION NEEDS!

COPA *Flight* CORPORATE Members

4257189 CANADA INC
3415 DE L'AEROPORT HANGAR 14
MASCOUCHE QC J7K 3C1

536009 YUKON INC
200 - 204 LAMBERT ST
WHITEHORSE YT Y1A 3T2

**604 MOOSE ROYAL CANADIAN AIR
CADET SQUADRON SPONSORING
COMMITTEE**
801 - 11 ST SW
CALGARY AB T2P 2C4
403-263-0300
www.604moose.ca
*Providing familiarization flying for the cadets
of 604 Moose RCACS*

911321 ALBERTA LTD
7505 40TH STREET SE
CALGARY AB T2C 2H5

**9214-3866 QUEBEC INC (INTER-
STAR AVIATION INC)**
640 RUE CHAMBLY
SHERBROOKE QC J1J 2Y2
(819)346-5238

ADVENTIST WORLD AVIATION
1281 HWY 33
EAST KELOWNA BC V1P 1M1
778-753-6564
www.flyawa.org
*AWA mission flights support isolated com-
munities, with medical evacuations, medical
outreach (vaccinations/clinics), dental
outreach, health programs and Christian
Ministries (church planting, bible studies).*

AÉROPORT DE SHERBROOKE
900 CHEMIN DE L'AÉROPORT
COOKSHIRE-EATON QC JOB 1M0
819-212-7728
www.aeroportdesherbrooke.com
*Ravitaillement (100LL Jet A1), Tie-down, Res-
taurant sur place, Pas de frais d'atterrissage.*

**AIR TRAFFIC SPECIALISTS
ASSOCIATION OF CANADA**
309 - 428 SECOND ST S
KENORA ON P9N 1G6
807-548-2516
www.atsac.com
*ATSAC represents Flight Services
Specialists(FSS) at the International Flight
Service Station (IFSS) Airport Advisory sites
(AAS), and Flight Information Centres (FIC)
across Canada. 1-866-WXBRIEF*

AIRRIVAC INC.
812 BOULEVARD STE GENÈVIÈVE
SAGUENAY QC G7G 2E8
https://airrivac.com/families
*Gain peace of mind by becoming a universal
membership cardholder with AirRivac, the
emergency air transport service offering the
most complete range of services across
Canada.*

**IFR - IATRA - ATPL
Intensive Ground School**

- Three-day preparation for Transport Canada exams
- Montreal area

Seminair inc.
markperron@sympatico.ca
514-923-6275

ALLEN AIRWAYS LTD
PO BOX 148 13 AIRPORT ROAD
SIOUX LOOKOUT ON P8T 1A1
(807)737-2668
*Cessna Services Station, Cessna Factory
Fuselage and wing jigs, for Cessna aircraft
rebuild*

ATC QUALITY ENGINE OVERHAUL
6406 BLUEBIRD ST ORILLIA ON
L3V 6H6
(705)325-5515
*Engine overhaul/repair, non-destructive test-
ing, dynamic balancing, engine modifications,
dynamometer testing.*

AVIATION D. M. INC
1535 AVENUE DE L'AEROPORT
SAINT-HYACINTHE QC J2S 9A6
514-220-1200
www.aviationdm.net
*Aviation D.M. inc. is a flight training unit
(CSU3-QC) offering private and commercial
curriculum including night, VFR and instruc-
tor ratings.*

AVIATION ROU-AIR / ULM CANADA
1775 AVE DE L'AÉROPORT
SAINT-HYACINTHE QC JOH 2G0
514-608-6018
www.rouair.com
www.ulmcanada.ca

**BEL-AIR LAURENTIEN AVIATION
INC.**
1341 CHEMIN DE LA VIGILANCE
C.P.2009 SHAWINIGAN QC GOX 1L0
819-538-8623
www.belairaviation.com

*Maintenance aéronefs pistons, distributeur,
pièces Cessna, réparations structurales,
distributeur flotteurs aerocet, wing exten-
sions distributeur, essence 100LL, restauration,
aérodrome lac-à-la-tortue*

BIG LAKES COUNTY
BOX 239 HIGH PRAIRIE AB T0G 1E0
780-523-5955
biglakescounty.ca

BLACKSUN WEB HOSTING
201 - 116 RESEARCH DR
SASKATOON SK
306-933-9898
http://www.blacksun.ca

*In support of Canadian Aviation, BlackSun
offers a discount on all web hosting, ecom-
merce, domain name registration, and web
design services for COPA members.*

BOISVERT & FILS AVIATION LTD
8295 GOUIN BLVD E
MONTREAL QC H1E 2P6
(514) 648-1856

*The only seaplane base on Montreal Island,
providing seaplane maintenance, aviation oil
and avgas.*

BRANT AERO
PO BOX 274 STN MAIN
BRANTFORD ON N3T 5M8
(519)753-7022

**BRIGGS TRUCKING & EQUIPMENT
LTD**
11350 2 ST NW
EDMONTON AB T6S 1G2
Heavy equipment hauling and rental.

BURLINGTON FLYING CLUB
2446 WOBURN CRES
OAKVILLE ON L6L 5E9

**CANADIAN BUSHPLANE HERITAGE
CENTRE**
50 PIM STREET
SAULT STE MARIE ON P6A 3G4
705-945-6242
www.bushplane.com

*The CBHC preserves and presents exhibits,
artifacts and educational programs about
Bush Planes, Bush Flying and Forest Protec-
tion.*

CANADIAN PROPELLER LTD
462 BROOKLYN ST
WINNIPEG MB R3J 1M7
(204)832-8679
*Canadian Propeller Ltd., provides aircraft
propeller, governor +NDT services. We are
an authorized Hartzell & McCauley service
centre.*

**CANADIAN SPORT PARACHUTING
ASSOCIATION**
204-1468 LAURIER STREET
ROCKLAND ON K4K 1C7
613-419-0908
www.cspa.ca

*CSPA, through affiliation with the Aero Club
of Canada, is Canada's representative to the
Federation Aeronautique Internationale, and
is thereby the National Sport Organization for
parachuting.*

CBR TECHNOLOGY INC.
92 LAKE CRIMSON CLOSE SE
CALGARY AB T2J 3K7
(403)285-6432
www.cbrtech.ca

*Remote airfield services include - Runway
firmness testing, Survey of threshold, runway
profile, & obstacles, Full to partial AWOS in-
stallation & servicing, Dual Aircraft Altimeter
& on-site personnel Certification, Industry
Canada Licensing for personnel & base sta-
tions, Flight Check Instrument Procedures.*

CITY OF OTTAWA
110 LAURIER AVE W
OTTAWA ON K1P 1J1
(613) 580-2752
http://councillorallanhubley.ca/

CLEARGRID
516 HURRICANE DRIVE
CALGARY AB T3Z 3S8
844-402-5327 ext110
www.cleargrid.io

CNC4-GUELPH AIRPARK INC
50 SKYWAY DR
GUELPH ON N1H 6H8
519-716-0521

*Fuel 100LL Cardlock System 24/7. Runway
(14-32) 25 ft long with lights dusk to dawn.
Runway (05-23) 2100ft.*

COMBINE WORLD INC.
PO BOX 357
ALLAN SK S0K 0C0
1-306-221-3800
combineworld.com
*Combine World is a world class leader in
agricultural equipment sales, as well as new
& used parts.*

COMMERCIAL FUNDING GROUP INC
120 WESTBEAVER CREEK RD 16
RICHMOND HILL ON L4B 1L2
(866)762-0484

*Commercial Funding Group Inc. specializing
in commercial and business use aircrafts/
engines for Canadian based companies rang-
ing from \$100,000 - \$2,000,000.*

COOPER AVIATION
1700 STE-ANGELIQUE
ST-LAZARE QC J7T 2X8
(450)455-3566
*A friendly country airport, CST3 is located
in downtown St. Lazare and home to COPA
Flight 43. We sell 100LL AvGas and have
telephone and toilet facilities on site.*

CRYSTAL LODGE INC
37-315 BAYVIEW CRES
SASKATOON SK S7V 1B5
DEVENIR PILOTS GBSN S.E.C.
182 TETREAULT
MONT-SAINT-GREGOIRE QC JOJ 1K0
514-502-0499
www.devenirpilote.com
*Airplane shares available at a fraction of the
cost. Professional aviation administration of
your asset.*

**DIGBY ANNAPOLIS REGIONAL
AIRPORT**
BOX 5 RR 2 HILLGROVE
1266 BLOOMFIELD RD
DIGBY NS B0V 1A0
(902)245-5885
*Digby Municipal Airport has paved 3950ft
runway capable of accommodating medium
size aircraft 365 days a year around the
clock. Five minute drive to local town with
numerous amenities and activities. Staffed
24/7 at our terminal.*

DORVAL AVIATION INC
202-9025 RYAN AVE
DORVAL QC H9P 1A2
(514)633-7186
*Dorval Aviation is a flight training centre
offering the full curriculum of training from
private to commercial including multi, instru-
ment and float ratings.*

DUESS GEOLOGICAL SERVICES LTD
1314 BYRNE POINT RD HOWE IS-
LAND GANANOQUE ON K7G 2V6
(613)542-8822
*Providing a wide range of mineral exploration
services throughout Canada.*

EAGLE AIRCRAFT INC.
HANGAR 3, TAXIWAY C SEGUIN
PARRY SOUND AREA MUNICIPAL
AIRPORT ON P2A 2W8
705-378-4728
http://www.eagleaircraftinc.com/
*Bases at Toronto Island CYTZ and Parry
Sound CNK4. Piston, turbine, fixed, rotary
wing and float aircraft maintenance. Garmin
Distributor and Service Centre. Avionics and
structures.*

EARLY BIRD AIR LTD
BOX 26 SITE 22 RR 2
STRATHMORE AB T1P 1K5
(403)934-3618
*Agricultural Chemicals, Aerial Seeding &
Spraying Service, Crop Dusting & Spraying.*

FAIRMONT HOT SPRINGS AIRPORT
5225 FAIRMONT RESORT RD
FAIRMONT HOT SPRING BC
V0B 1L1
250-345-2121
www.fairmonthotspingsairport.com

*Full aviation and fueling services for aircraft
up to and including 737's, 24/7. 6000x100
asphalt runway CYCZ*

FLIGHT FUELS INC
3515 76 AVE
EDMONTON AB T6B 2S8
(800)607-4355
Distributor of aviation fuels and lubricants.

**GLOBAL AEROSPACE UNDERWRI-
TING MANAGERS (CANADA) LTD**
200 - 100 RENFREW DR
MARKHAM ON L3R 9R6
(905)479-2244

GUDD INC
7 RUE DESSAULLES ST PAUL
D'ABBOTSFORD QC JOE 1A0
(450)379-5195

*Aircraft fleet management company.
email:jeanmariebergman@gmail.com*
HAMMOND AVIATION LIMITED
11-4881 FOUNTAIN STREET
N. WATERLOO INTERNATIONAL
AIRPORT
BRESLAU ON N0B 1M0
1-888-256-1106
www.hammondaviation.com
*Hammond Aviation Ltd. - Is an exclusive
wholesale and retail distributor for a wide
variety of quality aviation products servicing
Flight Schools, Pilot Shops and pilots directly.*

COPA *Flight* CORPORATE Members

JETPRO

234 3-11 BELLEROS DR
ST ALBERT AB T8N 5C9
780-973-5902

Jetpro is an engineering firm specializing in the design of instrument approaches and departures. Our capabilities include conventional (VOR/NDB/ILS) and satellite-based procedures including (GPS/WAAS).

KELLY PANTELUK CONSTRUCTION LTD

PO BOX 190
ESTEVAN SK S4A 2A3
(306)634-2166

KINDERSLEY PLANE OWNERS INC

PO BOX 1555
KINDERSLEY SK S0L 1S0

LEGGAT - APEX

2833 16TH AVE BOX 220
MARKHAM ON L3R 0P8
905-477-7900
www.leggataviation.com
Cessna aircraft sales, service, parts. Cessna Caravan service, parts. Engine overhaul, NDT, structural repair, modification.

LEVAERO AVIATION INC.

BILLY BISHOP TORONTO CITY
AIRPORT TORONTO HANGAR 6 ON
M5V 1A1
416-203-9940
levaero.com

MAGNES GROUP INC

7030 WOODBINE AVE, SUITE 801
MARKHAM ON L3R 6G2
(888)772-4672
www.magnesgroup.com
Providing value and protection to Canadian aircraft owners, pilots, operators and manufacturers for over 50 years.

MARSH CANADA LIMITED

800 - 70 UNIVERSITY AVE
TORONTO ON M5J 2M4
416-349-4590
www.marsh.ca
Marsh Canada, a global leader in aviation insurance broking and risk management, brings flexible, competitive, and progressive insurance program to Canadian private aircraft owners and pilots through MarsWings

MAXCRAFT AVIONICS LTD

250 - 18799 AIRPORT WAY
PITT MEADOWS BC V3Y 2B4
604-465-3080 EXT 221
Maxcraft Avionics Ltd. provides professional avionics services to all types of private and commercial aircraft including helicopters and fixed wing aircraft.

MCMILLAN LLP. LAWYERS/

AVOCATS
BROOKFIELD PLACE, 181 BAY
STREET SUITE 4400
TORONTO ON M5J 2T3
416-307-4005
www.mcmillan.ca
A national, full-service law firm located in Vancouver, Calgary, Toronto, Ottawa, Montreal and Hong Kong with a dedicated Aviation Law department.

MIRAGE AVIATION INC

120 PRINCIPALE CP 370
PALMAROLLE QC J0Z 3C0
(819)854-5151
www.mirageoutfitter.com
Compagnie de pourvoir au nord du Quebec chasse caribou, peche et aussie une piste d'atterissage. Leading the world of Outfitters, Mirage Outfitter inc. is the northern Quebec's jewel.

OUTAOUAIS FLYING CLUB

21 DU TAMARAC
GATINEAU QC J9H 6T3
819-332-0552

PASSPORT HÉLICO

10-3320 AVENUE DE LA GARE
MASCOCHE QC J7K 3C1
450-474-4888
www.passport-helico.com
Fondée en 1989, Passport Hélico est reconnue pour la qualité de ses services qui sont: Formation, nolisement, achats/ventes et entretien d'hélicoptères, services de hangar. Founded in 1989, Passport Helicopters is recognized for the quality of its services which are: Flight training, chartering, sales and servicing, hanging of helicopters.

PRAIRIE AIRCRAFT SALES LTD.

408C OTTER BAY, SPRINGBANK
AIRPORT
CALGARY AB T3Z 3S6
403-286-4277
http://www.prairieaircraft.com/
We were the Exclusive Cessna Dealer for both New Caravan and New Piston Aircraft for all of Western and Northern Canada. Prairie Aircraft specializes in aircraft ranging in all sizes for pre-owned aircraft for sale.

PREFERRED AIRPARTS

11234 HACKETT PO BOX 12
KIDRON OH 44636
1-800-433-0814
https://www.preferredairparts.com
We've parted out over 325 Cessna twins, from 303 to 441. We've also added Caravans and Citations to the list of aircraft we part out.

PROVINCIAL AIRWAYS

BOX 2170
MOOSE JAW SK S6H 7T2
877-717-7335
http://provincialairways.net
Aerial application, fuel, parts & service.

PURPLE HILL AIR

22678 PURPLE HILL RD
THORNDALD ON N0M 2P0
(519)461-1964
www.purplehillair.com
Aircraft painting, structural repairs, annual inspections. Transport Canada AMO74-98. Builder assist in amateur built aircraft. Aircraft interiors.

REPOLOGIX INC.

225 THE EAST MALL, SUITE 1662
TORONTO ON M9B 0A9
416-248-1229
repologix.com
REPOLOGIX Inc. is Canada's leading aircraft repossession company.

RICHARDSON BROS (OLDS) LTD

RR 3 SITE 11 BOX 19
OLDS AB T4H 1P4
403-556-4466

ROTECH RESEARCH CANADA LTD

6235 OKANAGAN LANDING RD
VERNON BC V1H 1M5
Exclusive Canadian distributor for Rotax aircraft engines, parts, accessories.
ST. ANDREWS AIRPORT INC
202 - 705 SOUTH GATE RD
ST. ANDREWS MB R1A 3P9
(204)981-4239
www.standrewsairport.com
General Aviation Airport. Flight training and aircraft maintenance.

STEINBACK FLYING CLUB

35107 Road 40 N
BLUMENORT MB R0A 0C1
204-371-5398
STUDENT AVIATION FINANCIAL
ENTERPRISES CORP
80 BLAZER ESTATES RIDGE
CALGARY AB T3L 2N7
403-397-6107
studentaviationfinancial.ca
Providing financial assistants across Canada to all aspiring students wanting to obtain the PPL and CPL license, muti, IFR, float, instructor rating.

SUMMERSIDE AIRPORT - SLEMON PARK CORP
PO BOX 90
SLEMON PARK PE C0B 2A0
(902)432-1760
www.slemonpark.com

Slemon Park is home to aerospace companies like Atlantic Turbines, Honeywell Aerospace and Testori Americas.
THE ABBOTSFORD FLYING CLUB
30540 APPROACH DR
ABBOTSFORD BC V2T 6H5
604-239-0199
www.abbotsfordflyingclub.ca
The Abbotsford Flying Club is a non-profit organization that rents out aircraft for pilots that enjoy leisure and personal flying.

THE NINETY-NINES INC. (MANITOBA CHAPTER)

HANGAR 24A LYNECREST AVE
57119 MURDOCK RD
PO BOX 55, GROUP 612 SS6
WINNIPEG MB R2C 2Z3
204-261-1007
The Manitoba Chapter of the Ninety-Nine, Inc. is a non-profit organization with charitable CRA status. The Manitoba Chapter of the 99s is the first chapter world-wide to gain approval to own a club plane.
TRAVELERS AIRCRAFT FINANCE
500 - 41 80 LOUGHEED HWY
BURNABY BC V5C 6A7
416-706-4331
www.travelersfinancial.com
We finance certified new or used aircraft, generally for personal use, including single or multiple engine, turbine or piston, fixed or rotary winged aircraft.

VICTORIA FLYING CLUB

101-1852 CANSO ROAD
SIDNEY BC V8L 5V5
(250) 656 2833
http://www.flyvfc.com
The Victoria Flying Club has been training pilots and meeting the needs of recreational and career flyers for more than 70 years.
WABAKIMI WILDERNESS ADVENTURES
176 HILLDALE RD
THUNDER BAY ON P7G 1Y8
807-708-4080
www.Wabakimi.com
Fly floats or wheels to Armstrong, Ontario. 6 remote outposts, plus main lodge. Great fishing for Walleye, Pike, Trout, and Moose Hunts.

WATERLOO WELLINGTON FLIGHT CENTRE

3 - 4881 FOUNTAIN ST N
BRESLAU ON N0B 1M0
(519)648-2213
Offers Flight Training - Recreational, Private, Commercial, Multi-engine, and IFR with 18 training aircraft. Also, a two-year Professional Pilot Diploma Program with Conestoga College.

WILSON AIRCRAFT

14845-6 YONGE ST STE 353
AURORA ON L4G 6H8
(905)713-1059
Aviation sales & consulting since 1968. cell:647-227-6996

WINGS OF FLIGHT INC

TORONTO MARKHAM AIRPORT
PO BOX 518
MARKHAM ON L3P 3R1
416-720-1465
Wings of Flight inc. a full range of services for airport operations, and development in accordance with the Aeronautics Act, CARs and Transport Canada Technical Publications.

YORKTON AIRCRAFT SERVICE LTD

BOX 1604
YORKTON SK S3N 3L2
(800)776-4656
AMO # 125-90 "We-re there to keep you in the Air"



KOVACHIK AIRCRAFT SERVICES LTD.

Serving the aviation community for 55 years
Certified AMO 335-92
Specializing in fabric work, structural repairs and rebuilds
• Certified engine overhaul and repair
• Parts and accessories
• American IA on staff for all American aircraft
• Certified or Homebuilt
905-335-6759
kovachik@spectrumairways.com

FOR SALE OR TRADE

CESSNA SEAPLANES AND
CESSNA LANDPLANES

For listings, please visit our web site

www.boisvertaviation.ca

*SERVICING, BUYING, SELLING,
TRADING SEAPLANES SINCE 1979*

*MONTREAL'S ONLY SEAPLANE
BASE CSA4*

BOISVERT & FILS AVIATION LTEE

8295 BOUL. GOUIN EST
MONTREAL, PQ, H1E 2P6
Tel.: 514-648-1856
Fax: 514-648-9309

**Classified Ad Deadline for
March: February 6th**

send to classified@copanational.org

**COPA is
general aviation**



*Join now and support
aviation in Canada
today!*

Membership benefits include:
Information • Representation
• Insurance • Assistance
• Friendship

BRUCE'S CUSTOM COVERS

A Division of Aircraft Covers, Inc.

WHY YOU NEED COVERS

- UV sunlight protection
- Stop leaky seals
- Protect avionics & upholstery
- Corrosion prevention
- FOD protection
- Maintain clean surfaces
- Preheating / deep cold ops.
- Prevent frost & icing



**WE HAVE
YOU
COVERED!**



Aircraft Covers, Inc.
18850 Adams Court
Morgan Hill, CA 95037

800/777-6405
408/738-3959
bruce@aircraftcovers.com



www.AircraftCovers.com

HYDRAULIC DOORS

By the oldest and most trusted name in the industry



New installations or retrofits with local manufacturing, installation and support from our locations throughout Canada and the US.



ZERO HEADROOM LOSS · NO MAINTENANCE · LIFETIME WARRANTY

Contact us today to learn more about what we can do to help you begin your next project, or bring new life and functionality to your existing structure.

Toll Free
855.368.9595
POWERLIFTDOORS.com

PLD17120-001

Time to Upgrade!



Out with the GNS530 & In with the Avidyne IFD550 featuring:

- 3D Synthetic Vision,
- Built-in AHRS
- Forward Looking Terrain
- WiFi/Bluetooth
- Even add a video line!

Out with the GNS430 & In with the Avidyne IFD440:

- Add WiFi/Bluetooth, pair with an iPad & IFD100 App to mirror the 440 on a larger display.

Contact **Tailwind Aviation Services** to get a quote today.

AVIDYNE



Avidyne IFDs are Slide-in Replacements for GNS530/430

Tillsonburg Regional Airport
519-694-4435
www.tailwindaviation.ca

Oshawa

Executive Airport

CY00 is Ontario's Busiest GA/
Corporate ONLY Airport serving
Oshawa, Durham Region and the
Greater Toronto Area



The lowest-priced Self-Serve 100LL
in Southern Ontario - Guaranteed

No Landing Fees for GA aircraft
under 4400 lbs GW

Grass, Paved, T-Hangar and 24/7/365
full-service FBO on-site

Home to over 250 Aircraft,
5 aircraft maintenance facilities,
2 flight schools and 300,000 sq ft
of hangar space

Canada Customs on-site and GNSS/LPV
approaches down to 250 ft AGL



www.oshawa.ca/airport

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	MB See 3LMB
A/C aircraft	MK Mark (model of equipment)
AD Airworthiness Directive	MPH miles per hour
ADF automatic direction finder	NAV navigation
A&E airframe & engine	NAV/COM navigation/communications
alc. alcohol (as in alc. prop)	NDB non-directional beacon
AP auto(matic) pilot	NDH no damage history
ATS automatic throttle system	OAT outside air temperature
ASI airspeed indicator	OBO or best offer
360CH 360 channel radio	O/Oxy. oxygen
720CH 720 channel radio	P&W Pratt & Whitney (engine)
CG centre of gravity	RMI radio magnetic indicator
CHT cylinder head temperature	RNAV area navigation
Comm/com communications	SCTOH since chrome top overhaul
Cont Continental (engine)	SCMOH since chrome major overhaul
CS constant speed propeller	SFREMAM/
DG directional gyro	SFRM since factory remanufacture
DME distance measuring equipment	SMOH since major overhaul
EGT exhaust gas temperature	SPOH since prop overhaul
ELT emergency locator transmitter	STC supplemental type certificate
Enc Alt encoding altimeter	STOH since top overhaul
FBO fixed base operation	STOL short take off & landing
FD flight director	T&B turn & bank
FREMAN,	TBI turn & bank indicator
FREM factory remanufacture	TBO time between overhauls
GEM graphic engine monitoring	TT total time
GPH gallons per hour	TTAE or
GR glide ratio	TTE total time aircraft engine
GS Glideslope	TTAF or
HP horsepower	TTA total time aircraft frame
HSI horizontal situation indicator	TTSN total time since new
IFR instrument flight rules	VFR visual flight rules
ILS instrument landing system	VHF very high frequency
3LMB/MB 3 light marker beacon	VOR very high frequency
LOC localizer	Omni-Range
LRF long range fuel (capacity)	xpdr transponder
Lyc Lycoming (engine)	

SCHWEISS
THE DOOR LEADER

DOORS

HYDRAULIC

ONE-PIECE DOORS

— OR —

BIFOLD

STRAP LIFT DOORS

CANADIAN CONTACT:

519-366-9986

SCHWEISSDOORS.COM

507-426-8273

- AVIATION
- SHOP DOORS
- AG DOORS
- BARN DOORS

Skywagon City Corp.

- Fuselage parts, cowlings, tail feathers, engine parts and mounts, wings, interior parts and more, avionics and instruments
- No parts too large or too small
- We also have a homebuilders corner (wheels and brakes), instruments, landing gear and lots more
- Skywagon City will purchase damaged and derelict aircraft or inventories
- Currently parting out 50 aircraft

Your Premiere Source
for Pre-Owned Parts
for Cessna:

150/152/170/172/180/
182/185/206/210
and several Piper models

2851 Concession Rd. 7

Brechin, ON, L0K 1B0

parts@skywagoncity.com

705-484-5667 Fax 705-484-5606

Canadian Plane Trade

MARCH DEADLINE: FEBRUARY 6, 2018

BASIC WORD CLASSIFIEDS

Ad includes placement in the magazine and copanational.org web site

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

Non-members: \$35 + applicable taxes (25 word maximum)

COLOUR PHOTO CLASSIFIEDS

Ad includes colour photo, and placement in both the magazine and the copanational.org web site

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

Non-members: \$85 + applicable taxes (25 word maximum)

In case of error or omission, *COPA Flight* will be responsible for one insertion only. Ads received after deadline date will appear in the next issue.

Extra words are permitted for additional cost

COPA members - Add \$0.85 per additional word (if over 30 words)

Non-members - Add \$1.00 per additional word (if over 25 words)

Please type or print clearly. *COPA Flight* is not responsible for errors due to poor copy. Please punctuate your ad. Editor reserves the right to make stylistic changes. Refer to index to select index number.

Email ads to: classified@copanational.org

To Pay by Credit Card Phone 1-800-656-7598

*charges will appear on your statement as OP Media Group

If paying by cheque please make out to Canadian Aviator Publishing and mail to:

4758 Gulch Road, Armstrong, BC V0E 1B4

COPA is general aviation

Join now and support aviation in Canada today!

Membership benefits include:
Information • Representation • Insurance • Assistance • Friendship

- Freedom to Fly representation to all levels of government
- Information - 12 issues of COPA Flight per year
- Discounts on aviation products, services, car rentals and accommodations
- Pilot insurance • Fly-ins and seminars

For more information: 613-236-4901
Fax: 613-236-8646
E-mail: membership@copanational.org
www.copanational.org

MEMBERSHIP APPLICATION & RENEWAL FORM

New Renewal Membership Number: _____

Name: _____

Address: _____ City: _____ Province: _____ Postal Code: _____

Phone no. (h) _____ (w) _____ Fax: _____

Payment Method: Cheque Money Order Visa MasterCard

Credit Card No.: _____ Expiry Date: ____/____/____

Email Address: _____

MEMBERSHIP	MEMBERSHIP FEES			AMOUNT
<i>All funds in Canadian dollars, taxes included</i>	AB, BC, MB, NT, NU, SK, YK, QC	ON	NB, NL, NS, PE	Foreign Address Fees Outside of Canada
1 Year Regular	\$63.00	\$67.80	\$69.00	\$60.00
1 Year Family	\$87.15	\$93.79	\$95.45	\$83.00
3 Year Regular	\$170.10	\$183.06	\$186.30	\$162.00
3 Year Family	\$236.25	\$254.25	\$258.75	\$225.00
Lifetime	\$1,000 including tax	Lifetime Family	\$1,350 including tax	

Voluntary Donations to:

*You will receive an income tax receipt for your charitable donation.

Special Action Fund _____
Neil Armstrong Scholarship Fund* _____
COPA Flight Safety Foundation* _____
(All prices in Canadian funds) TOTAL: _____

FAMILY MEMBERSHIP:

(Please list family member's name below. Each will receive their own member card.)

Name: _____ Date of Birth: _____
Name: _____ Date of Birth: _____
Name: _____ Date of Birth: _____
Name: _____ Date of Birth: _____

As a COPA member you receive a membership card, our monthly COPA Flight magazine by mail and, if you provided an email address, electronic notification of your membership renewal.

I wish to receive electronic communications from COPA.

COPA also provides the opportunity for you to receive information by email from our membership benefits partners. In order to comply with federal electronic anti-spam legislation, you must opt in by clicking the box immediately below to receive this information. If you do not wish to receive this information, simply leave the box unchecked.

I wish to receive electronic solicitations from COPA's membership benefits partners.

You will also receive information by direct mail from our membership benefits partners, such as our insurance broker, Magnes, informing you of special deals for members unless you click the box immediately below.

I do not wish to receive direct mail solicitations from COPA's membership benefits partners.

By submitting this form you agree to support the Strategic Vision of the Organization, which is "COPA will be the strong, recognized and credible voice, sufficient in size and capability to optimize access to General Aviation in Canada." Your membership is effective upon receipt of your membership number sent to you by electronic or other means. When you receive your number you are entitled to all the benefits of COPA membership but it is subject to confirmation by the Board of Directors at their next board meeting in accordance with COPA General Operating By-Law No. 1, section 3.01 (http://www.copanational.org/files/2014-06_COPA_Bylaws_Final.pdf). Unless and until you hear back from COPA about the status of your membership, you can consider yourself a full member of COPA.



Canadian Owners and Pilots Association

75 ALBERT ST., SUITE 903
OTTAWA, ON, K1P 5E7
TEL: 613-236-4901
FAX: 613-236-8646

E-MAIL: MEMBERSHIP@COPANATIONAL.ORG
WWW.COPANATIONAL.ORG

PLEASE CLIP & RETURN THIS FORM BY FAX OR MAIL

COPA Members, your VIP Aviation Program is ready for takeoff.

Membres COPA, votre programme d'assurance VIP est prêt à décoller!



Preferred Rates. Comprehensive Coverage for COPA Members!

VIP Gold. For aircraft owners seeking full motion hull and liability coverage. **NEW!** Accident Forgiveness.

VIP Silver. For aircraft owners seeking not-in-motion hull and/or liability only coverage. Clients can purchase coverage online anytime or anywhere 24/7.

VIP Bronze. For pilots renting or borrowing aircraft. Peace of mind and protection for aircraft owners/instructors.

Accident Death and Dismemberment Insurance:
You can add to your aviation policy not just when you're flying but around the clock 24/7.

AIG Insurance Company of Canada is the licensed underwriter of AIG Commercial and Consumer insurance products in Canada. Coverage may not be available in all provinces and territories and is subject to actual policy language. Non-insurance products and services may be provided by independent third parties.

Tarifs préférentiels. Couverture complète pour les membres de la COPA!

VIP Or. Pour les propriétaires d'avions voulant une assurance complète sur la coque en mouvement ainsi qu'une assurance de la responsabilité civile. **NOUVEAU!** Pardon d'accident.

VIP Argent. Pour les propriétaires d'aéronefs qui cherchent une assurance sur la coque au sol seulement et/ou responsabilité civile.

VIP Bronze. Pour les pilotes qui louent ou empruntent un aéronef. La tranquillité d'esprit et la couverture adéquate pour les propriétaires/instructeurs d'aéronefs.

Ajoutez l'assurance Accident 24/7 et minimisez votre risque.

La Compagnie d'assurance AIG du Canada est le souscripteur autorisé des produits d'assurance commerciale et d'assurance consommateur au Canada. La présente protection pourrait ne pas être disponible dans toutes les provinces et tous les territoires et est assujettie aux termes et aux conditions des polices en vigueur. Les produits et les services de nature autre que l'assurance pourraient être fournis par des tierces parties indépendantes.

For more information/
Pour plus d'information
please call/appelez
1-855-VIP-COPA,
email us at/courriel
VIPCOPA@magnesaviation.com
or visit/visitez nous
magnesaviation.com/copa



Coverage proudly administered by
The Magnes Group Inc. and underwritten by
AIG Insurance Company of Canada.
Couverture administrée fièrement par The Magnes Group
Inc. et souscrite par AIG Insurance Company of Canada.



AIRCRAFT SPRUCE CANADA

VISIT OUR STORE AT THE BRANTFORD AIRPORT (CYFD)

Everything for Airplanes!



Lowest Prices Guaranteed!



AIRCRAFT PARTS



AVIONICS



PILOT SUPPLIES



FREE
2017-2018
CATALOG!



CALL 1-877-795-2278
www.aircraftspruce.ca

AIRCRAFT SPRUCE
TRANSPORT
CANADA
APPROVED

ASK FOR YOUR
STAMP!

EXCLUSIVE ELT OFFER
RECEIVE A FREE COPA
MEMBERSHIP WHEN YOU
PURCHASE A 406 MHZ ELT
FROM AIRCRAFT SPRUCE

FAA AERONAV CHARTS IN
STOCK AT AIRCRAFT SPRUCE!

AIRCRAFT SPRUCE CANADA
27 York Rd.,
Brantford, ON N3T 6H2
Brantford Municipal Airport (CYFD)
Tel: 519-759-5017
Fax: 519-759-8964