

COPA Flight

The Journal of the
Canadian Owners and
Pilots Association

JANUARY 2019

Best Photos Of 2018

MEMBERS CHOOSE THE WINNERS

5400 NM TREK IN A SEABEE

ONTARIO PILOT EXPLORES THE NORTH

ADS-B IN CANADA

POSSIBLE REPLACEMENT FOR ELTS?

WINTER FLYING

COLD STARTS A HOT TOPIC

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AMPHIBIOUS AIRCRAFT ALLOWS FOR ENDLESS LANDING SITES
 STORY BY LAUREN NAGEL

There are many ways to see and enjoy our vast country. However, not many of us venture north of the Arctic Circle. Those of us who do, and do so for recreational purposes, typically travel by car, either tenting or hauling an RV along. But that only allows views of the scenery that is visible from the roadside. An aircraft, on the other hand, allows a fortunate few to see as much as we want, and up close.

30 PHOTO CONTEST WINNERS

THIS YEAR'S WINNERS ANNOUNCED

This year's photo contest has again showcased some of Canada's most spectacular settings. The fact that much of the scenery is revealed as we exercise our freedom to fly in this magnificent country only adds to our enjoyment of the photographs.

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ON THE COVER:

Capturing the Northern Lights challenges many photographers, and Rick Phillips rose to the occasion, including a floatplane to produce a quintessentially Canadian scene and earning first runner-up in this year's photo contest.



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LOOKING AHEAD TO 2019

SEVERAL NEW INITIATIVES ARE ON THE WAY

What's in store for us this year? As you may have noticed, COPA has been moving forward with many new and exciting initiatives aimed at focusing our organization on delivering better services and value to our membership. As an example, we are continuing to meet with our COPA Flights for information gathering and sharing while pursuing our much-needed advocacy work.

Soon we also will initiate Transport Canada (TC)-approved safety seminars through our COPA Flights, with TC-approved individuals coming from within our membership. This is great collaborative work that sees the light because of the General Aviation Safety Campaign we are conducting with TC. This means that the safety seminars will have the possibility of being given by our 207 COPA Flights and not just from an inspector at a regional TC office. These seminars will also obviously count toward the 24-month recurrent training program requirement. This is something I am personally very excited to introduce.

In addition to our Montebello Winter Fly-in on ice later this month (Jan. 25-27), we will meet in Innisfail, Alta. for our big convention, trade show and AGM. In July we will once more be at the EAA's AirVenture in Oshkosh, Wis. We will be present in the Federal Pavilion with TC and Nav Canada, and will of course hold what's becoming our traditional Great Canadian Cookout in a more relaxed setting this year. Later in the summer

we will be holding a more grassroots type of convention in Cornwall, Ont.

Above all, there are other initiatives on the way to bolster COPA's Flight Safety Foundation (FSF) and enable it to provide better programming and services to further safety in GA. In the works are several big fundraising initiatives, never before seen in COPA's history. Being under the umbrella of the Flight Safety Foundation, COPA's charitable arm, all donations over \$25 are eligible for charitable tax receipts. Keep an eye out over the next few months to see what's in store.

Speaking of media, a few words on the web, your newsletter and your magazine. First, we will be continuing to improve our website in the early part of 2019. Last year we transitioned to a much more modern, user-friendly platform and we will be making some more substantial changes to enhance its look, feel and functionality.

Second, I am extremely proud of our weekly newsletter. It is prepared and mostly written by COPA Flight's publisher with input from our staff, and has a readership like none other, averaging between 45-65 percent.

Third, a reminder that the COPA Flight magazine is yours; yours to read, but mostly yours to submit articles that you want to share with all other COPA members.

Happy New Year, everyone!

Send your comments to bgervais@copanational.org.

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LE CHANTIER DE 2019 PLUSIEURS NOUVELLES INITIATIVES SONT EN COURS

Que nous réserve cette nouvelle année ? COPA est loin d'avoir stagné au cours des dernières années et encore une fois, de nombreuses initiatives sont en préparation. Pour n'en nommer que quelques-unes, nous poursuivrons les consultations avec les Clubs COPA afin de recueillir et de partager des informations tout en poursuivant notre important travail de défense d'intérêts.

Une avancée importante sur laquelle nous travaillons depuis longtemps et dont je suis très fier est de commencer à donner des séminaires de sécurité approuvés par Transports Canada (TC) par le biais de nos Clubs COPA, avec des personnes approuvées par TC issues de ces Clubs. C'est un excellent travail collaboratif qui voit le jour grâce à la Campagne de sécurité pour l'aviation générale que nous menons de concert avec TC. Cela signifie que les séminaires sur la sécurité auront la possibilité d'être donnés par nos 207 Clubs COPA et pas seulement par un inspecteur d'un bureau régional de TC. Ces séminaires compteront évidemment pour l'activité de formation périodique de 24 mois et j'en suis personnellement très fier.

En plus de notre rendez-vous aérien hivernal à Montebello plus tard ce mois-ci (25 au 27 janvier), on se verra à Innisfail (Alberta) pour le congrès, le salon professionnel et l'assemblée générale annuelle.

En juillet, nous serons de nouveau à AirVenture d'AAA (Oshkosh, Wisconsin) au pavillon fédéral avec TC et Nav Canada, afin de rencontrer les centaines de membres canadiens qui s'y rendent, en plus d'être le guichet unique pour répondre aux questions de nos amis du monde entier sur ce qu'implique voler au Canada. Nous allons bien sûr organiser ce qui est en train de devenir la traditionnelle soirée canadienne dans un cadre plus

détendu pour cette année.

Plus tard au cours de l'été, nous organiserons un deuxième congrès à Cornwall (Ontario) d'une moins grande envergure que le premier à Innisfail.

Mais surtout, d'autres initiatives sont en cours pour renflouer les coffres de la Flight Safety Foundation (FSF) de COPA. Une grande partie du travail que nous accomplissons est sous la tutelle de la FSF et devrait être reconnue comme telle. Plusieurs initiatives importantes de collecte de fonds sont en cours, inédites dans l'histoire de la COPA. Et étant sous la tutelle de la FSF, nous pourrions émettre aux donateurs de plus de 25 \$ des reçus d'impôts, notre fondation étant un organisme de bienfaisance. Surveillez nos différents médias au cours des prochains mois pour découvrir ce qui s'en vient.

En parlant de média, quelques mots sur le site web, notre infolettre et notre magazine. Premièrement, nous donnerons au site web une apparence légèrement plus moderne au début de 2019. Nous sommes passés d'un look des années 1990 à celle que vous connaissez depuis presque deux ans. Beaucoup d'entre vous ont demandé à donner un coup d'éclat et c'est le temps de le faire.

Deuxièmement, je suis extrêmement fier de notre infolettre. Elle est entièrement préparée par l'éditeur de COPA Flight avec la collaboration de notre personnel. Avec un lectorat sans pareil, nous obtenons une moyenne entre 45 à 65 pour cent, un vif succès pour ce type de communication.

Troisièmement, rappelez-vous que le magazine COPA Flight est à vous, à vous pour le lire mais aussi à vous pour y soumettre des articles que vous voulez partager avec tous les autres membres COPA. Bonne année à tous !

Commentaires: bgervais@copanational.org



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MAILBOX



☑ CANADA'S MOST APPRECIATED C.A.M.E.

Flying is not a trivial pursuit. It involves overcoming many hurdles, and one of the most dreaded hurdles in acquiring a pilot's licence is the recurring medical exam. So the Oshawa airport takes great pride in having a Transport Canada Medical Examiner who is willing to come to the airport to offer all pilots, whatever their level, their Transport Canada medical exam. This is especially helpful for new student pilots and commercial pilots who are spending a lot of time on site.

It should be noted that the Canadian Flight Academy (an FBO and a flying school) facilitates Dr. Gillmore's efforts by providing an office/examination room right in their building. Most pilots say that being on an airport surrounded by airplanes and fellow pilots makes them feel a lot less stressed than sitting in a doctor's office in a medical building.

All of these efforts have not gone unnoticed and so on November 15 a group representing all aspects of aviation gathered in the CFA classroom and presented Dr. Gillmore with a well-deserved Members Appreciation Award, not just for his service, but for the example he is setting.

If you live in the Greater Toronto Area and need a Transport Canada medical exam, you might consider giving Dr. Gillmore a call. He is on site at the Canadian Flight Academy on Tuesdays and Thursdays, and at another location west of the city on Mondays and Wednesdays.

Gord Mahaffy

▲ Dr. Trevor Gillmore (3rd from right) displays his award certificate alongside CFA staff and COPA Flight 70 members.

☑ POOR ELT PERFORMANCE DRIVES MEMBER TO SPOT

Like other COPA members, I have become increasingly concerned with the dismal performance of ELTs in the event of an aircraft going missing on a flight. As reported in recent issues of COPA Flight and COPA eFlight, it has been shown that in a high percentage of cases the ELT either failed to activate or, as I think may have happened, the device activated but was never heard because the antenna was either ripped off on impact or buried in the ground. Either way, the failures have resulted in loss of life that may have been avoided.

I find this very disturbing and quite troubling. I have been a private pilot for the past 50 years and have been flying my RV-6A for the last 18 years. I still have the 121.5 MHz ELT as I was not convinced that laying out the additional money for a 406 MHz model was justified. While the performance of the 406 is better, it is not that much better and I don't feel it is the answer for me.

I have extensive cross-country experience and my wife and I always file detailed flight plans and dutifully file position reports en route. However, the most recent missing aircraft, an RV-6 from Edmonton to Chilliwack with two people on board really

struck close to home. I understand that he was an experienced pilot who had flown the route many times and he had a very well equipped instrument panel. I believe there was a flight plan and he posted position reports. His route took him over some really rugged terrain and without the ELT signal or a sharp-eyed spotter it would be extremely hard to find the downed aircraft.

I always felt my 30 to 40-minute position reports would be sufficient, but then I remembered that I was not always able to raise FSS because of my location or the strength of my radio. My aircraft cruises at roughly 140 knots, so under ideal conditions I will cover 84 to 100 miles from my last position report. If I went down, it is entirely reasonable that I could be five miles to either side of my track (maybe more) so now the search area is 420 square miles. That really scared the heck out of me knowing some of the rugged country I regularly fly over.

So, I recently purchased a SPOT and I have it set for 5-minute tracking, which gives the search team a real fighting chance of finding me should I ever go down. The weak link, of course, is ensuring SPOT tracking is turned on and you have a good set of batteries installed. Right now I have three people who have access to this data, but what if FSS also had access and having a SPOT was part of the equipment list when filing that flight plan?

I get my aircraft insurance at a great rate through my COPA membership and wondered if there is any chance that COPA could strike some sort of arrangement with SPOT for our members to reduce that yearly subscription. For me, the SPOT is worth it and I don't mind the \$20 per month that it is costing me. Just so you know, I will still be filing detailed flight plans and position reports when I fly cross-country.

John Hansen

✉ SIDE- AND FORWARD-SLIPPING USEFUL TOO

I would add to Mr. Audet's article 'Your First Real Engine Failure' (December, 2018) that, in addition to gaining experience with glide speeds, training in forward- and side-slipping should be high on the agenda during ab initio training. It should be practised frequently, and occasional dead-stick landings (i.e. throttle idled) from downwind would be beneficial as would flying tight circuits, which require slipping on final to avoid landing three-quarters of the way down the runway.

Having selected a glide speed, our 'dead-stick' pilot will be fast approaching the moment at which his aircraft will inescapably meet terra firma. If he is lucky, an open space long enough to permit an uneventful landing will be within reach. With Murphy's Law poking its nose into the proceedings, our intrepid aviator may be obliged to set down in a postage stamp-sized field with bothersome hedgerows or trees inconveniently standing at the far end.

The need then arises to land as close as possible to the front end of the small space, thus minimising the severity of the impact on the trees at the far end. The time-honoured method of pulling this off is by means of side- and forward-slipping.

Another method of preparing pilots for dead-engine events is to undergo some gliding instruction, in which go-arounds are not possible (no kidding!), and where gliding schools tend to get very upset when their machines have to be manhandled a half-mile mile back to the launch line or, worse, from an adjoining field.

David Green

Letters like the one above from readers who want to add to our columnists' contributions are always welcome at COPA Flight.

— Ed.

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 backyard, so 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 from 300 to 400 words. Send them in an MS Word document without any formatting or inserted graphics. News stories should be from 500 to 1,000 words, and make sure facts are checked and the statements made in the article are factual. We will edit out any libellous or erroneous material.

Letters should be no more than 500 words and be civil and respectful. Photos must be sent in high resolution or we can't use them. A good rule of thumb is that if the image is 1Mb or larger it's good to go. Remember that this is your magazine and among its roles is to reflect the activities, goals and objectives of COPA. We're happy to help you make COPA even stronger through an open channel of communications. Send your submissions to steve@copaflight.ca by the first of the month for inclusion in the next magazine.

THE AVIATION SAFETY CASE FOR ADS-B IN/OUT

NEW TECHNOLOGY ALLOWS NAV CANADA TO TRACK US FROM SPACE

BY BRAM TILROE, COPA DIRECTOR FOR ALBERTA AND THE N.W.T.



ADS-B is a system in which electronic equipment onboard an aircraft automatically broadcasts the precise GPS location of the aircraft via a digital data link on radio waves. The Mode S (ES — Extended Squitter) transponder broadcasts that position twice per second, along with the aircraft's registration, altitude, velocity and other information. ATC receives the information via ground stations or via satellites, permitting precise tracking of the aircraft. This data can be used by other aircraft to show the aircraft's position and altitude.

An ADS-B OUT device provides surveillance data for ATC and other aircraft equipped with ADS-B IN

devices. The ADS-B IN devices can either be permanently mounted in the aircraft or a signal can be obtained by using a portable system (such as Stratus) and displayed on electronic flight bag devices or permanently mounted equipment. This technology is working right now in Canada and the rest of the world, as long as both aircraft are equipped with Mode S (ES — Extended Squitter) transponders. In other words, if your aircraft is equipped with Mode S (ES) and a suitable display, and as long as other aircraft are suitably equipped, you will see each other. Many Canadian aircraft are already so-equipped, including general aviation, airlines and

business aircraft and are visible on your display.

The all-important case for safety is for all aircraft to be equipped with 1090 MHz Mode S ES transponders. (1090 MHz is the ICAO standard frequency, globally protected by the International Telecommunications Union. Transmissions can be received either by ground stations or by the space-based Aireon system, scheduled to be operational in early 2019.)

To obtain ADS-B OUT capability on 1090 MHz, the installation of a new Mode S (ES) transponder, or the modification of an existing transponder (if the manufacturer offers an ADS-B upgrade) is required.

Additionally, a certified GPS position source, if one is not already present, must be included. Many of the newer Mode S (ES) transponders incorporate a certified GPS position source.

A question remains, however, whether antenna diversity is required in the case of smaller aircraft. In other words, will a top-mounted antenna be required in addition to the already bottom-mounted transponder antenna, or will the latter alone provide the needed link to both ground and spaced-based receivers? There is some evidence that a bottom-mounted antenna might be sufficient.

There are many ADS-B IN solutions on the market, either portable or installed. Equipment costs are decreasing and many new options are available. Consider cost in relation to the improved safety and situational awareness provided.

If you want collision avoidance, be equipped. Regardless of where you fly, including in Class G airspace, you'll be visible to other equipped aircraft and will also be tracked by Nav Canada. I have personally experienced the added safety of ADS-B IN/OUT. On two occasions, while in Class G airspace in the U.S., I could not spot converging traffic, but by descending I avoided a possible mid-air collision. In one case, the aircraft was spotted going by in front and above.

Once Nav Canada introduces a system that alerts authorities when an aircraft appears in their system to have landed somewhere other than their destination airport, or whose airspeed suddenly decreases, or any other parameter that might indicated a catastrophic event, ELTs may no longer be required.

Be SAFE, Be SEEN! 📶

WHAT DOES ADS-B MEAN?

Automatic – requires no pilot input or external interrogation.

Dependent – depends on accurate position and velocity data from a GPS device on board the aircraft.

Surveillance – provides aircraft position, altitude, velocity and other surveillance data to facilities and other aircraft that require the information.

Broadcast – information is continually broadcast for monitoring by appropriately equipped ground stations or aircraft.

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NEW AVIATION MUSEUM BORN

SAINT-HUBERT HOME TO THE QUÉBEC AEROSPACE MUSEUM

TEXT BY JEAN-PIERRE BONIN. PHOTOS BY PIERRE GILLARD AND P&WC



The Québec Aerospace Museum (QAM), in Saint-Hubert (Longueuil), Quebec, was established by LCol Gilbert McCauley (ret'd), Pierre Gillard and Eric Tremblay last August. These three gentlemen possess rich and varied experience in the aerospace industry as well as the Royal Canadian Air Force.

The museum will focus on showcasing, for the general public, the innovations and achievements of the aerospace industry in Quebec and Canada. Celebrating the aviation heritage of the City of Longueuil and located on the property of Saint-Hubert Airport (CYHU), it will also promote career opportunities in aviation and the aerospace industry.

The creation of QAM is linked to an opportunity given by the Canadian War Museum in Ottawa that secured the loan of an historic Avro CF-100 Canuck Mk. 5 fighter jet (s/n 100760) of the RCAF.

CF-100 Canuck s/n 100760 was well known to Saint-Hubert aviation aficionados as it stood as CFB Saint-Hubert's gate guard from 1985 to 2011. When on its pedestal, it wore 425 Alouettes squadron colours, but did not fly for that squadron. Yet it was fitting for this aircraft to be on its pedestal as, after flying for squadrons 433, 410 and 414, it was leased twice to Pratt & Whitney Canada (then United Aircraft Canada Ltd.) at CYHU for in-flight testing of small turbofan engines; the JT15 and later JT15D. The engine was fitted on a pylon attached to the front lower part of the fuselage. Over 850 hours of test flights were accomplished during just over 400 flights by s/n 100760. Also, on June 28, 1982, this aircraft made the last flight of a CF-100 out of Saint-Hubert.

Repatriated by road to CYHU last November, the aircraft parts are stored in a secured area on the Saint-Hubert military base. The general public got

▲ This CF-100 Canuck spent 26 years guarding the entrance to CFB Saint-Hubert in Quebec

its first glimpse of the fuselage during the École nationale d'aérotechnique's open house on November 11.

Short term objectives for winter 2019 will be to consolidate the management team and find financial partners. Structural repairs of some importance will be needed to the central ventral section due to modifications made to affix it to the pedestal. Main challenges will be finding main landing gear as well as engines, two Orenda 11s and a JT15D. It is anticipated the colour scheme when restoration is completed will be that of its years as a test bed for P&WC/UAC: RCAF markings with no squadron badge or logo.

MAQ does have plans for other aircraft and for future development, but is moving cautiously to ensure viability of the project. 🛩️

UN NOUVEAU MUSÉE DE L'AVIATION EST NÉ

SAINT-HUBERT ABRITE LE MUSÉE DE L'AÉROSPATIALE DE QUÉBEC.

TEXTE PAR JEAN-PIERRE BONIN. PHOTOS PIERRE GILLARD ET P&WC

En août 2018, le Lcol (ret) Gilbert McCauley, Pierre Gillard et Éric Tremblay ont créé le Musée de l'aérospatiale du Québec (MAQ) à Saint-Hubert-Longueuil, Québec. Le trio cumule une vaste expérience dans divers domaines de l'industrie aérospatiale et dans l'Aviation royale canadienne.

Le musée mettra l'accent sur la présentation au grand public des innovations et des réalisations de l'industrie aérospatiale au Québec et au Canada. Célébrant le patrimoine aéronautique de la ville de Longueuil et situé sur les terrains de l'aéroport de Saint-Hubert (CYHU), il fera également la promotion des possibilités de carrière dans l'aviation et l'industrie aérospatiale.

La création du MAQ vient d'une opportunité offerte par le Musée canadien de la guerre à Ottawa qui a consenti au prêt d'un Avro CF-100 Canuck Mk. 5 (numéro 100760) de l'Aviation royale canadienne (ARC).

Le CF-100 Canuck no. 100760 était bien connu des passionnés d'aviation de Saint-Hubert car il se trouvait sur un piédestal à la porte de la base des forces armées à Saint-Hubert de 1985 à 2011. Sur ce piédestal, il portait les couleurs de l'escadron 425 Alouettes

mais sans avoir volé pour le 425. Pourtant il convenait que cet avion soit sur son piédestal car, après avoir volé pour les escadrons 433, 410 et 414, il avait été loué deux fois à Pratt & Whitney Canada (alors United Aircraft Canada Ltd.) à CYHU pour des essais en vol de petits turboré-

LES OBJECTIFS À COURT TERME POUR L'HIVER 2019 SERONT DE CONSOLIDER L'ÉQUIPE DE DIRECTION ET DE TROUVER DES PARTENAIRES FINANCIERS

acteurs à double flux, le JT15 et plus tard JT15D. Le moteur était monté sur un pylône fixé à la partie inférieure avant du fuselage. Plus de 850 heures de vol d'essai ont été effectuées sur 100760 en un peu plus de 400 vols. De plus, le 28 juin 1982, cet avion a

effectué le dernier vol d'un CF-100 au départ de CYHU.

Rapatriées par la route à CYHU en novembre dernier, les pièces de l'avion sont stockées dans une zone sécurisée de la base militaire de Saint-Hubert. Le grand public a eu un aperçu du fuselage lors de la journée portes ouvertes de l'École nationale d'aérotechnique, le 11 novembre.

Les objectifs à court terme pour l'hiver 2019 seront de consolider l'équipe de direction et de trouver des partenaires financiers. Des réparations structurelles d'une certaine importance seront nécessaires à la section ventrale centrale en raison des modifications apportées pour la fixer sur le piédestal. Les principaux défis seront de trouver les trains d'atterrissage principaux ainsi que les moteurs, deux Orenda 11 et un JT15D. Une fois la restauration terminée, il est prévu que la livrée de l'appareil soit aux couleurs des années de banc d'essai pour P&WC (UAC) : marquages de l'ARC sans badge ni logo d'escadron.

Le MAQ a des projets pour d'autres aéronefs et pour les développements futurs, mais entend faire preuve de prudence pour assurer la viabilité du projet. ✈️

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INCIDENTS + ACCIDENTS

ATLANTIC REGION

At approximately 0906Z, an American corporately registered Boeing 747 400 (N908AR/KYE4854) from Chicago O'Hare Int'l Airport, IL (KORD) to Halifax/Stanfield Int'l, NS (CYHZ) exited the end of the runway while landing on Runway 14. Four (4) crew members were transported to hospital for minor injuries.

ONTARIO REGION

The Brantford, ON (CYFD) airport manager reported an accident on the airfield that occurred sometime during the night, time not known. The accident involved a privately registered Piper PA-28R-200 from origin unknown to Brantford, ON (CYFD). There were 2 fatalities.

A privately registered Xenos entered

Runway 27 at Peterborough Airport to perform a high speed test. The pilot did not intend to takeoff, but gathered too much speed, and had to takeoff before the end of the runway. The aircraft performed a 180 degree turn after takeoff and landed on Runway 09. No emergency was declared. Upon landing, the aircraft was missing its right main gear, and landed with 2 wheels (missing wheel not yet discovered). The aircraft came to a stop on the runway in between Hotel and Delta on Runway 09. Both 09-27 and 13-31 were closed for roughly 30 minutes. The aircraft was set up with a dolly, and was pushed off the runway back to the Private apron. Operations were delayed for the duration of the incident.

QUEBEC REGION

There was a communications search for a 4385403 Canada Inc. Eurocopter EC120B (C-FSII) from Rouyn-Noranda, QC (CYUY) to Mirabel Hélico, QC (CMH4). The call was made to the



Quebec/Jean Lesage, QC (CYQB) flight information centre (FIC) by a responsible person who was waiting for the aircraft at Montreal/Mirabel, QC (CYMX). The duplicate AOR 241688-V1 indicated that C-FSII had crashed near Sainte-Agathe-des-Monts. Investigation in progress. One person deceased.

RÉGION DE L'ATLANTIQUE

Vers 0906Z, un Boeing 747 400 immatriculé par une société américaine (N908AR/KYE4854) reliant Chicago O'Hare Intl Airport (KORD), IL, à Halifax/Stanfield Intl (CYHZ), NS, a dépassé le seuil de la piste lors de son atterrissage sur la piste 14. Quatre (4) membres de l'équipage ont été transportés à l'hôpital pour des blessures mineures.

RÉGION DE L'ONTARIO

Le gestionnaire de l'aéroport de Brantford (CYFD), ON, a signalé qu'un accident s'était produit sur le terrain d'aviation au cours de la nuit, sans savoir à quelle heure. Accident impliquant un Piper PA-28R-200, de provenance inconnue, et à destination de Brantford (CYFD), ON. Deux morts.

Rapport d'incident de l'aviation no

15397 : Un Xenos privé est entré sur la piste 27 à Peterborough pour effectuer un essai à haute vitesse. Le pilote n'avait pas l'intention de décoller

mais l'aéronef a gagné trop de vitesse et a dû décoller avant d'avoir atteint l'extrémité de la piste. Après avoir décollé, l'aéronef a exécuté un virage à 180 degrés et s'est posé sur la piste 09. Aucune urgence n'a été déclarée. Le train principal droit manquait lors de l'atterrissage, et l'aéronef s'est posé sur deux roues (la roue manquante n'a pas été trouvée). L'aéronef s'est immobilisé sur la piste 09, entre les voies de circulation Hotel et Delta. Les pistes 09-27 et 13-31 ont été fermées pendant environ 30 minutes. L'aéronef a été fixé à un châssis roulant et poussé hors de la piste, jusqu'à l'aire de trafic privée. Les opérations ont été retardées pendant la durée de l'incident.

RÉGION DU QUÉBEC

Recherche par moyens de communications concernant un Eurocopter EC120B (C-FSII), exploité par 4385403 Canada inc., de Rouyn-Noranda (CYUY), QC, à Mirabel Hélico (CMH4), QC. L'appel a été fait au centre d'information de vol (FIC) de Québec/Jean-Lesage (CYQB), QC, par une personne digne de confiance qui attendait l'aéronef à Montréal/Mirabel (CYMX), QC. L'AOR 241688-V1 en double a indiqué que C-FSII s'était écrasé près de Sainte-Agathe-des-Monts. Enquête en cours. Une personne décédée. 🕒

ENFORCEMENTS



ONTARIO REGION

A person attempted to conduct a takeoff in an aircraft that had frost, ice or snow adhering to any of its critical surfaces. CAR 602.11(2), \$1,000.

PRAIRIE AND NORTHERN REGION

A person failed to operate an unmanned air vehicle in flight in accordance with a special flight operations certificate or an air operator certificate. CAR 602.41, \$1,300.

RÉGION DE L'ONTARIO

Une personne a tenté d'effectuer le décollage d'un aéronef lorsque du givre, de la glace ou de la neige adhéraient à toutes surfaces critiques de l'aéronef. RAC 602.11(2), 1 000 \$.

RÉGION PRAIRIE ET DU NORD

Une personne a omis d'utiliser un véhicule aérien non habité conformément à un certificat d'opérations aériennes spécialisées ou à un certificat d'exploitation aérienne. RAC 602.41, 1 300 \$.



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ENGINE PREHEATING

WINTER FLYING CALLS FOR SPECIAL MEASURES



◀ This Tanis multipoint configuration fully preheats the engine and attached accessories.

Aircraft operations during the winter months require more planning and technology than the other three seasons. Cold temperatures, snow and ice play havoc with airframes, aircraft engines, avionics, gyros and people. A heated hangar is a silver bullet, typically keeping the aircraft at a toasty 10° to 15°C or more. Operating procedures for Canadian bush pilots differ from those in the lower 48 U.S. states. Before the era of engine heaters, bush pilots would drain the oil from their radial engines, keeping the oil warm overnight in their wood-fired cabins.

Lycoming recommends that preheating is required when the temperature is at or below -17°C. Many pilots/operators use their best judgment as to when to preheat. I preheat once the outside air temperature (OAT) dips below +5°C for a minimum of three hours. Many pilot/operators leave their aircraft plugged in and heated all winter, while others believe that

preheating before you fly (or the night before) minimizes the probability of corrosion to the engine.

There are three types of preheaters: electric forced air, propane forced air and electric bands, pads and probes. Companies like E-Z Heat, Hornet, Safe-Heat, Tanis, Reiff and AeroTherm manufacture preheaters.

Takeoffs demand 90 to 100 percent of an engine's horsepower, and for this reason it is vitally important to properly warm the engine. Proper preheating reduces wear and tear and substantially extends the life of an engine. Idling is not an effective way to warm an engine. When idling, the propeller forces cold air back across and through the engine compartment keeping a cold engine from heating properly.

Tanis and Reiff manufacture engine heaters and related accessories designed to preheat the engine, cabin and battery and are powered via 110 or 220 VAC connections. Both manufacturers use similar technologies designed to provide consistent heating with a variety of compo-

nents: oil sump pads; heated cylinder probes; heated cylinder bands; wiring harnesses; on/off lights; cabin heat pads and thermostats. Reiff utilizes a 3/8-inch-wide stainless steel clamp placed around the cylinder that acts as a band heater, while Tanis uses cylinder probe heating elements. Kits start at \$1150 CAD, plus taxes and installation.

Thermostats are used to prevent overheating while the engine heater is operating. Reiff's cylinder heaters do not have a thermostat control, but some of their oil heaters do. While an engine is running, the cylinder normally reaches 300-350°F. Cylinder heaters increase temperatures to 70-90°F over ambient air temperature, so there is no danger of overheating the engine. Oil sump heaters are sized to raise the temperature of the oil up to 100°F above ambient, and a thermostat on some systems further limits the oil to about 190°F. This means that in normal winter use the thermostat never cycles, it just stays on. This design approach gives you the benefit of thermostat-controlled maximum oil temperature, without the disadvantage of limited thermostat life due to constantly cycling on and off.

Many Canadian FBOs have propane heaters to preheat the engine, which produce high BTUs, transferring heat to the cylinders via the cooling fins. With hoses tucked into the cowling, heated air is blown into the engine compartment, typically taking 20 to 30 minutes, depending upon the OAT. Warm cylinders are all you need if your only goal is to get the engine started. To avoid damage and wear to the engine from cold

starting, the entire engine and the oil need to be uniformly heated; a 20 to 30-minute blast of hot air may not be enough.

AeroTherm manufactures a forced air electric heater. Designed to hang off the propeller and using thermo-plastic ducts, it pushes heated air at 32 mph into the engine compartment. With a variety of models, this compact system weighs between nine and 15 pounds, making it ideal for travel. It costs between \$599 and \$979 USD.

Many pilots/operators do not keep their engine heaters powered 24/7. Cellular or Wi-Fi controlled power switches are used to remotely turn electrical power on or off. There are a variety of options: pager controlled; cellular dial-up; cellular data with an app and IP-controlled (WEMO) using Wi-Fi. Companies like SwitchBox and

FST LLC (Regal Pro) have hardware and apps which use a cellular data service to control when power is turned on and off. These are typically priced between \$485 and \$535 CAD.

Winter operational requirements will vary based upon the specifics of geography. Winter conditions in Toronto, Yellowknife, Halifax, Iqaluit and Victoria vary greatly. For aircraft parked outside, wing and tail covers and thermal engine covers are recommended to aid in removing snow and ice quickly while keeping the engine preheater's heat at an optimal temperature.

Winter flying provides an environment which dramatically improves the performance of most general aviation aircraft. To provide a safe environment for both aircraft and people more planning is required, rewarded by an outstanding experience. ✈️



WINTER CHECKLIST

- Carry a few long extension cords to preheat when on cross-country trips
- Preheat the cabin during the walkaround
- Have a lighted extension cord or testing device to ensure there is power at the electrical outlet
- Winter survival kit including warm blankets for forced landings and dress accordingly



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ON THE HORIZON

UPCOMING EVENTS

JANUARY

January 25-27

Montebello, QC

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February 16

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michelbelisle9@gmail.com

February 23-24

Lac La Biche, AB

Flight 165, Lac La Biche Flying Club Lac La Biche Ice Fly-in
lACLAbicheflyingclub.ca/events

February 23

Rivière des Outaouais, QC

Flight 169, Pontiac-30e RVA de Mo, 1 mille à l'ouest du VOR d'Ottawa, 45°26'57N, 75°55'48O

Ottawa River, QC

Flight 169, Pontiac-Mo's 30th Fly-n, 1 mile west of YOW
VOR, 45°26'57N, 75°55'48W,
819-682-5273

REGULARLY HELD EVENTS

Airdrie, AB (CEF4)

Flight 134 Monthly Meeting
1st Thursday 19:30 airdrieflyingclub.ca

Bancroft, ON (CNW3)

Flight 119-Bancroft Flying Club Monthly meeting last Monday 19:00, except Jul, Aug & Dec.

Beaverlodge, AB (CYQU)

Flight 184-Monthly Meeting 3rd Tuesday September to April 19:30. Terminal Building 2nd floor board room wpaa@telus.net

Bonnyville, AB (CYBF)

Flight 90-Monthly Meeting last Monday 19:00 Terminal building facebook.com/bonnyvilleflyingclub

Borden, ON (CNV8)

Flight 84-Borden Flying Club Monthly Meeting - 3rd Tuesday 19:00.
bordenflyingclub.com

Boundary Bay, BC (CAK3)

Flight 5-Boundary Bay Flying Club Monthly Meeting 2nd Wednesday 19:30
copa5.wordpress.com

Brantford, ON (CYFD)

Flight 148-Brantford Flying Club Monthly Meeting 3rd Wednesday 19:00 Clubhouse
copa148.com

Calgary, AB (CYBW)

Flight 114-Monthly Meeting 2nd Wednesday, Hangar Flight Museum
crufc.ca

Carleton Place, ON (CNR6)

Flight 121-Monthly Meeting last Saturday 10:00 ctwinter@gmail.com

Charlottetown, PEI (CYYG)

Flight 57-PEI Flying Association members breakfast. Every Saturday Razy's Road-house 8:00. 902-626-6963 or pound@pei.sympatico.ca

Chatham-Kent, ON (CYCK)

Flight 203-COPA YCK Monthly Meeting 2nd Monday, 19:00
tim@schinkels.ca

Clarence-Rockland, ON

Flight 132-Monthly Meeting 1st Thursday 20:00 3984 Indian Creek Road
crmartel45@gmail.com

Cold Lake, AB (CEN5)

Flight 205-Monthly Meetings Bi-weekly Thursday 16:30, Terminal building. jayconlin@hotmail.com

Cornwall, ON (CYCC)

Flight 59-Monthly Meeting 2nd Saturday 9:00. earfran@cogeco.ca

Dawson Creek, BC (CYDQ)

Flight 183-Mile Zero Flying Club Monthly Meeting last Thursday.
rfofster@pris.ca

Edmonton, AB

Flight 176-Monthly Meeting 1st Thursday 19:30 Alberta Aviation Museum.
treasurer@copaedmonton.ca

Estevan, SK (CYEN)

Flight 3-Monthly Meeting 2nd Tuesday of every 2nd month 19:30, Main terminal building
Nealandnadine@hotmail.com

Fredericton, NB

Flight 2-Monthly Meeting 19:00 2nd Tuesday, Bloor St.
Churchraystl@nbnet.nb.ca

Grand Falls-Windsor, NL

Flight 195-Monthly meeting 19:00 3rd Tuesday, community room, IBEX Fuels.
wallypennell@hotmail.com



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ON THE HORIZON

Guelph, ON (CNC4)

Flight 1-Monthly Meeting 19:30
1st Tuesday, Guelph Airpark Café.
brianoates@hotmail.com

Hanover, ON (CYHS)

Flight 54-Monthly Meeting 20:00 2nd
Saturday, CYHS SMA Boardroom.
barrytschirhart@wightman.ca

Havelock, NB (CCS5)

Flight 27-Havelock Flying Club weekly
Fly-in/Drive-in Breakfast, 8:00-Every
Sunday. havelockflyingclub.ca

Hawkesbury East, ON (CPG5)

Flight 131-Monthly Breakfast Meeting,
8:30 1st Saturday Club 131-Déjeuner
mensuel 08h30-1er samedi.
hawkesburyflyingclub@gmail.com

Hinton, AB (CEC4)

Flight 126-Monthly Meeting 20:00
2nd Friday Clubhouse/Terminal building.
glenair@telus.net

Innisfail, AB (CEM4)

Flight 130-Innisfail Flying Club Monthly
Meeting 19:30, 3rd Thursday. Terminal
building, heaton.bd@gmail.com

Kamloops, BC (CYKA)

Flight 82-Kamloops Flying Club Monthly
Meeting 19:00, 1st Monday Clubhouse.
kamloopsflyingclub.com

Kelowna, BC (CYLW)

Flight 36-Kelowna Flying Club Monthly
Meeting 19:00, 1st Tuesday.
kelownaflyingclub.com

Kingston, ON (CCE6)

Flight 109-Monthly Meeting 9:30 1st
Sunday, Camden East airfield.
youcanreachusat@hotmail.com



Kitchener, ON (CYKF)

Flight 26-Breslau Flyers Monthly Meeting
19:00, 2nd Tuesday. Upstairs classroom
Waterloo-Wellington Flight Centre.
copaflight26.com

Lac La Biche, AB (CYLB)

Flight 165-Monthly Meeting 3rd Monday
at 19:00 Terminal building.
laclabicheflyingclub.ca

Lethbridge, AB (CYQL)

Flight 24-Lethbridge Sport Flyers
weekly breakfast, 07:30 Every Saturday.
lethbridgesportflyers.com

Lindsay, ON (CNF4)

Flight 101-Kawartha Lakes Flying Club
Monthly Meeting, 19:00 1st Wednesday at
LCVI High School, klfc.ca

Medicine Hat, AB (CYXH)

Flight 171-Gas City Aviators Monthly
Meeting 19:00, last Thursday.
iclarkso@telus.net

Miramichi, MB (CYCH)

Flight 39-Monthly Meeting 19:30,
3rd Wednesday, Clubhouse.
nbdbrown@nbnet.nb.ca or 506-625-5788

Nanaimo, BC (CYCD)

Flight 91-Nanaimo Flying Club Monthly Meet-
ing 9:30, 3rd Sunday. nanaimoflyingclub.org

Nelson, BC (CZNL)

Flight 87-Nelson Pilots Association
Monthly Meeting 18:00 3rd Wednesday,
Terminal building, nelsonpilots.ca

North Bay, ON (CYYB)

Flight 23-Monthly Meetings 19:00,
2nd Monday, flyingnorthbay.ca

Okotoks, AB (CFX2)

Flight 81-Monthly Meetings 19:30,
Last Monday, Okotoks Elks Hall.
foothillsflyingclub.com

Olds-Didsbury, AB (CEA3)

Flight 142-Old Didsbury Flying Club Monthly
meeting. 19:30 1st Tuesday, 403-701-1600

Oshawa, ON (CYOO)

Flight 70-Monthly Meetings 19:30
1st Thursday. copa70.com

Ponoka, AB (CEH3)

Flight 187-Monthly Meeting 19:00
1st Monday, Airport terminal.
drew@flyingwatsons.ca



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ON THE HORIZON



Penticton, BC (CYF)
Flight 50-Penticton Flying Club
Monthly Meeting, 19:00 2nd Tuesday.
ronjohnson@telus.net or 250-493-0441

Peterborough, ON (CYPQ)
Flight 34-Monthly Meeting 19:00
2nd Wednesday. tommooore@live.ca

Picton, ON (CNT7)
Flight 53-Breakfast at the Prince
Edward Flying Club, 8:00 2nd Sunday,
613-471-1868

Pitt Meadows, BC (CYPK)
Flight 16-Aero Club of BC Monthly Meeting
19:30, 1st Wednesday. aeroclubofbc.ca

Pontiac, QC
Flight 169-Monthly Breakfast Meeting
at Restaurant Aylmer, 1st Saturday.
Club 169-Déjeuner mensuel a restaurant
Aylmer, 1er samedi, 819-360-0706 ou
812-329-2830

Prince George, BC (CYXS)
Flight 79-Monthly Meeting 19:30,
2nd Wednesday. pilotpg@telus.net

Qualicum Beach, BC (CAT4)
Flight 76-Parksville-Qualicum Aero Club-
Monthly Meeting 19:00, 1st Tuesday of odd
numbered months at QBFC clubhouse.
portal.clubrunner.ca/100860

Quebec, QC
Flight 168-Monthly Meeting, various
locations 19:30, 3rd Monday, Club 168-
rencontres mensuel, lieux varies 19h30
3ieme lundi. 418-889-9023

Red Deer, AB (CYQF)
Flight 92-Red Deer Flying Club Monthly
Meeting 19:30 3rd Monday, Flying Club
building, 403-350-5511

Russell, MB (CJW5)
Flight 138-Monthly Meeting 20:00 1st
Wednesday, Russell Flying Club clubhouse,
wrwile@gmail.com

Saskatoon, SK (CYXE)
Flight 10-Monthly Meeting 19:00 2nd
Tuesday, SK Aviation Museum classroom,
copasaskatoonraa.com

Sarnia, ON
Flight 7-Monthly Meeting 4th Monday
19:00 , Naval Association 403 Wing,
jkwood_99@yahoo.com

Sedgewick, AB (CEK6)
Flight 157-Iron Creek Flying Club
Monthly Meeting 2nd Thursday 19:30,
shelley@cciwireless.ca

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ON THE HORIZON

Shoal Lake, MB (CKL5)

Flight 162-Shoal Lake Flying Club Monthly Meeting, 19:30 2nd Tuesday of every 2nd month, Terminal building sflyingclub.com

Sundre, AB (CFN7)

Flight 146-Sundre Flying Club Monthly Meeting 19:30 2nd Thursday. 403-638-7370 or winmy@telusplanet.net

Star City-Tisdale, SK

Flight 93-Monthly Meeting, 3rd Monday Sep-Jun, Terminal building. tisdaleaviation.ca

Val D'Or, QC (CYVO)

Flight 192-Monthly Meeting 18:00, 2nd Tuesday, Hangar Q-60. copaflight192@yahoo.ca

Vernon, BC (CYVK)

Flight 65-Vernon Flying Club Monthly Meeting 19:00, 3rd Tuesday. VFC Clubhouse, flyingclubvernon@gmail.com Monthly pancake breakfast, 09:00 4th Sunday starting January 27, 2019. flyingclubvernon@gmail.com

Vermillion, AB (CYVG)

Flight 204-Monthly Meeting 2nd Wednesday vrfflyingclub@gmail.com

Victoria, BC (CYJY)

Flight 6-Victoria Flying Club Monthly Meeting 19:00, 1st Tuesday. copaflight6@gmail.com

Welland, ON (CNQ3)

Flight 149-Monthly Meeting 19:00 3rd Tuesday. verburgam@aol.com

Westlock, AB (CES4)

Flight 139-Westlock Flying Club Monthly meeting. 19:00 3rd Thursday Terminal building. dan@syz.com or 780-961-2213

Wetaskiwin, AB (CEX3)

Flight 51-Wetaskiwin Flying Club Monthly Meeting 1st Tuesday, Terminal building, scottcoggan@hotmail.com

Warton-Georgian Bluffs, ON (CYVV)

Flight 68-Monthly Meeting 9:30 1st Saturday. Terminal building, dshcolter@cabletv.on.ca or 519-793-3473



Whitecourt, AB (CYZU)

Flight 185-Monthly Meeting Various locations 19:00 3rd Tuesday 780-778-0854

Woodstock, NB (CCD3)

Flight 86-Woodstock Flying Association monthly fly-in and meeting. 8:00 — 1st Saturday, Clubhouse 506-356-5025

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JEREMY MASON MEMORIAL SCHOLARSHIP AWARDED

ANCASTER'S MATTHEW DRURY AIMS FOR AEROSPACE ENGINEERING DEGREE



The 2018 Fly the Dream pilot licence scholarship, worth \$2400, was presented to Matthew Drury from Ancaster, Ontario. The scholarship program, sponsored by COPA Flight 177-Exeter and the Jeremy Mason Memorial Fund, is in memory of Mason's love of flying. The \$2400 bursary provides assistance to a worthy young person to help with the cost of earning a Recreational Pilot Permit or a Private Pilot Licence.

Drury is currently in Grade 12 and has worked over 200 volunteer hours since the beginning of high school, mainly coaching various teams, help-

ing the Rotary Club of Ancaster and as an official scorekeeper for Little League Baseball. Drury is an active member of sports teams at his high school and community. His five-month co-op placement term in aerospace and aviation was at Jetport Inc. at Hamilton airport (CYHM). His future goals include a degree in aerospace engineering and getting his PPL. Drury plans to start his training this spring at the Brantford Flying Club.

This is the fourth year that the Scholarship has been awarded. COPA Flight 177-Exeter and the Jeremy Mason Memorial Fund, through the

▲ Presenting the award at COPA Flight 177's recent Christmas gathering are (L-R): Chris Redfearn, COPA 177-Exeter, Matthew Drury, recipient and Kathy Martin (Mason), Jeremy Mason Memorial Fund

Fly the Dream scholarship committee, are actively looking to financially support local youth who are interested in aviation. Any youth over the age of 14 and up to their 21st birthday who has ever dreamed of flying an airplane is strongly encouraged to apply. For more information on the scholarship, please visit copaexeter.ca 📄



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COPA FLIGHT 76 LOSES INFLUENTIAL MEMBER

FRED EVOY SAVED HIS LOCAL FLYING CLUB FROM COLLAPSE



The local flying club was virtually down to their last few dollars. Membership had dwindled to less than 10, the club was failing to attract new, young members, and the airplane was about to be sold to pay bills. The club's hangar was to be next on the block. That's when Fred Evoy got involved.

It was 1998 when the Qualicum Beach Flying Club (QBFC), which had been established on the same site in the late 1950s, drew the attention of Evoy, a low-time pilot with an RPP and a passion for flying. The recently-retired pipeline executive took it upon himself to revitalize the club, located at the Qualicum airport (CAT4), enlisting the support of Jim Hannibal who, although a local resident, had previously preferred to keep his plane at down south at Nanaimo airport (CYCD).

Evoy devised a plan that would bring about the rebirth of the QBFC. And as surely as the proverbial Phoe-

nix rose from the ashes, so did the QBFC under Evoy's leadership. Over a relatively short period of time, membership increased to over 120 aviation aficionados, with the youngest member 16 and the oldest 90. Today, the club aircraft, a 1975 Cessna 172M, is in

SURE, I WAS A 'GET-THINGS-DONE-QUICKLY' KINDA GUY, BUT IT WAS FRED WHO PICKED UP THE PIECES AND MADE THINGS WORK

excellent mechanical and visual condition, sporting new paint and interior. An overhaul reserve fund is set aside, and the club has around \$80,000 in working capital.

Lifetime member Jim Hannibal said of Evoy, "He was the catalyst that

made it all happen." Hannibal went on to add, "Sure, I was a 'get-things-done-quickly' kinda guy, but it was Fred who picked up the pieces and made things work."

Evoy, a COPA member, served as club president and treasurer for 18 years. Those who knew him describe him as being a quiet, kind and gentle soul. They said he was an unassuming man who never had an unkind word to say about anyone.

George Walter Frederick Evoy was born in Norwich, Ontario on December 4, 1940. His career with Trans Canada Pipelines took him and his family across central and western Canada from Ontario to Manitoba to Alberta. Evoy's love of Canada's west coast took him and his wife Bonnie to the east coast of Vancouver Island to spend their retirement years.

Evoy passed away after a short, two-week battle with cancer on December 4, 2018. It was his seventy-eighth birthday. 🕊️

REMEMBERING EARL KICKLEY

COPA DIRECTOR SERVED FROM 2004 TO 2016

BY SHANE ARMSTRONG, COPA DIRECTOR (SASKATCHEWAN)



Being very early in the morning it was still dark; a bit of snow was in the air, and it was a typically cold Saskatchewan temperature on December 5. On this day I jumped into my truck to begin a highway journey to Lampman, Saskatchewan, the hometown of Earl Kickley. Kickley passed away on November 27, 2018, and I was on my way to attend his memorial service.

As the current Saskatchewan COPA Director, I was determined to attend for all the friends and extended COPA family that Kickley had become part of. Personally, being the Captain for COPA Flight 10 in Saskatoon, I only knew him as a straightforward man, a skilled pilot who cared very much about general aviation and worked hard for COPA over his 12 years on the board. But what I discovered during this day was that Kickley was a giant in his community and for his family.

Born in Qu'appelle, Sask. on March 12, 1937, Kickley spent his early life on a

nearby farm where he learned his first passion on a dugout — skating and hockey — that would be prominent throughout his lifetime.

Through his teen years he became a member of the Air Cadets where, at age 19 and following his second passion, he earned pilot's licence.

Kickley's third passion was Eleanor. They were married on August 16, 1958. That date, 16, became his, his son's and his grandson's hockey jersey numbers. As a Lions Club member, Kickley first headed a committee to build the town rink, then both played and coached with the Lampman Imperials hockey team until he was 40. A year before his passing, at age 80, Kickley took his final skate around the rink he had built.

Kickley's life was devoted to his community, at various times serving as a town councillor and mayor, a volunteer fireman, a member of the Lions Club and Legion, a minor hockey league coach, a sports council



▲ Earl Kickley with his Mooney (l) and in 2016 in front of a Spitfire (r).

member, a Lampman Hospital board member, and chairman for both the regional and provincial health boards. Together with his wife Eleanor, he also formed the first volunteer ambulance in Lampman.

As for aviation, Kickley first owned a PA-12, then a PA-14, and finally his prized 1960 Mooney, which he flew with Eleanor for 43 years. Kickley also built his own Glasair 1, and was part of a local formation flying team called the Flatland Five, declaring it to be "The most fun I ever had flying."

Kickley, who was also a member of the Lampman Pilot's Club, COPA Flight 4-Regina, COPA Flight 3-Estevan and EAA 154 Regina, said the best thing about serving on the COPA Board was the great people he met. He was right. Godspeed, Earl Kickley. 🙏

L'AÉROCLUB DE NEUVILLE

UNE CÉLÉBRATION DU TEMPS DES FÊTES

TEXTE PAR JONATHAN BEAUCHESNE, DIRECTEUR COPA POUR LE QUÉBEC

PHOTOS PAR JONATHAN BEAUCHESNE ET DANY LORD



La fin d'année est souvent synonyme de festivités et de regroupements. L'Aéroclub de Neuville (Club COPA 198) n'a pas fait exception à cette tradition en tenant son Souper des Fêtes le 1er décembre dernier au Club de golf Grand Portneuf, un endroit bien connu dans la région de Québec.

Pour l'occasion, près de 65 personnes ont pris part à l'événement. Comme à l'habitude, une pléthore de prix de présence ont été offerts aux convives — à un point tel qu'il y avait plus de cadeaux que d'invités, preuve de l'immense générosité des entreprises de la région qui, en plus de l'Aéroclub, ont contribué à faire de cette soirée un franc succès. Certaines personnes ont ainsi pu repartir avec deux présents, un estomac rempli et de superbes souvenirs.

Cette année, les organisateurs ont eu l'idée d'agrémenter la soirée avec un duo de danseuses offrant des présentations tournant autour de différents thèmes. Au départ, la foule fut timide,

mais l'enthousiasme dégagé par Kim et Isabelle a eu tôt fait de réchauffer l'atmosphère. En un rien de temps, le clappement des mains fusait des quatre coins de la salle afin d'encourager les deux artistes et de festoyer comme il se doit cette fin d'année 2018.

Pour 2019, l'Aéroclub de Neuville ne sera pas en reste. Étant l'un des Clubs COPA les plus actifs du Québec, celui-ci poursuivra sur sa lancée avec ses quatre à sept mensuels (voir la section « On the Horizon » pour plus de détails), en plus d'une journée Portes ouvertes prévue pour la fin de l'été. Plusieurs membres ont également démontré de l'intérêt pour l'événement hivernal prévu à Montebello, Qué. du 25 au 27 janvier 2019; tout pour pouvoir se dégourdir les ailes un peu.

Les litiges avec les autorités municipales et provinciales semblant chose du passé, l'aéroport de Neuville (CNV9) peut enfin se concentrer à temps plein sur son développement. Des bâtiments



▲ Un duo de danseuses a assuré le divertissement.

sont actuellement en cours de construction et d'autres devraient voir le jour au courant de 2019. Si vous passez dans la région de Québec, vous n'avez aucune raison de ne pas vous y arrêter. Le carburant est à prix compétitif, il n'y a pas de frais d'atterrissage et une voiture de courtoisie est disponible pour vos déplacements locaux. Que demander de mieux ?

Bonne Année 2019 de la part des membres du Club COPA 198 ! 🎉

HALIFAX BACK TO NORMAL

OPERATIONS RESTRICTED AFTER 747 OVERRUN



Operations returned to almost normal at Halifax's Stanfield airport (CYHZ) a month after a Boeing 747 cargo aircraft overran the secondary runway and destroyed navigation and lighting equipment.

The Sky Lease Cargo jumbo jet landed in rain and a quartering tailwind on Runway 14 about 5 a.m. on Nov. 7 and ran 210 metres beyond the pavement, shearing off its landing gear and two engines. It had come from Chicago to pick up a load of lobster for China. Four crew members were slightly injured.

The plane was written off but it took two weeks for heavy equipment to reduce it to rubble and haul it away and then remediate the environmental damage caused by leaked fuel. That meant the runway, which is commonly used by cargo and non-airline operators, was closed for more than two weeks.

It reopened for VFR operations once the wreckage was cleared but the localizer antenna wasn't ready until Dec. 9. There were still some light towers that needed to be replaced, but instrument approaches were available in most circumstances. The accident also inter-

rupted work to extend the runway end safety area to 150 metres to meet forthcoming Transport Canada regulations.

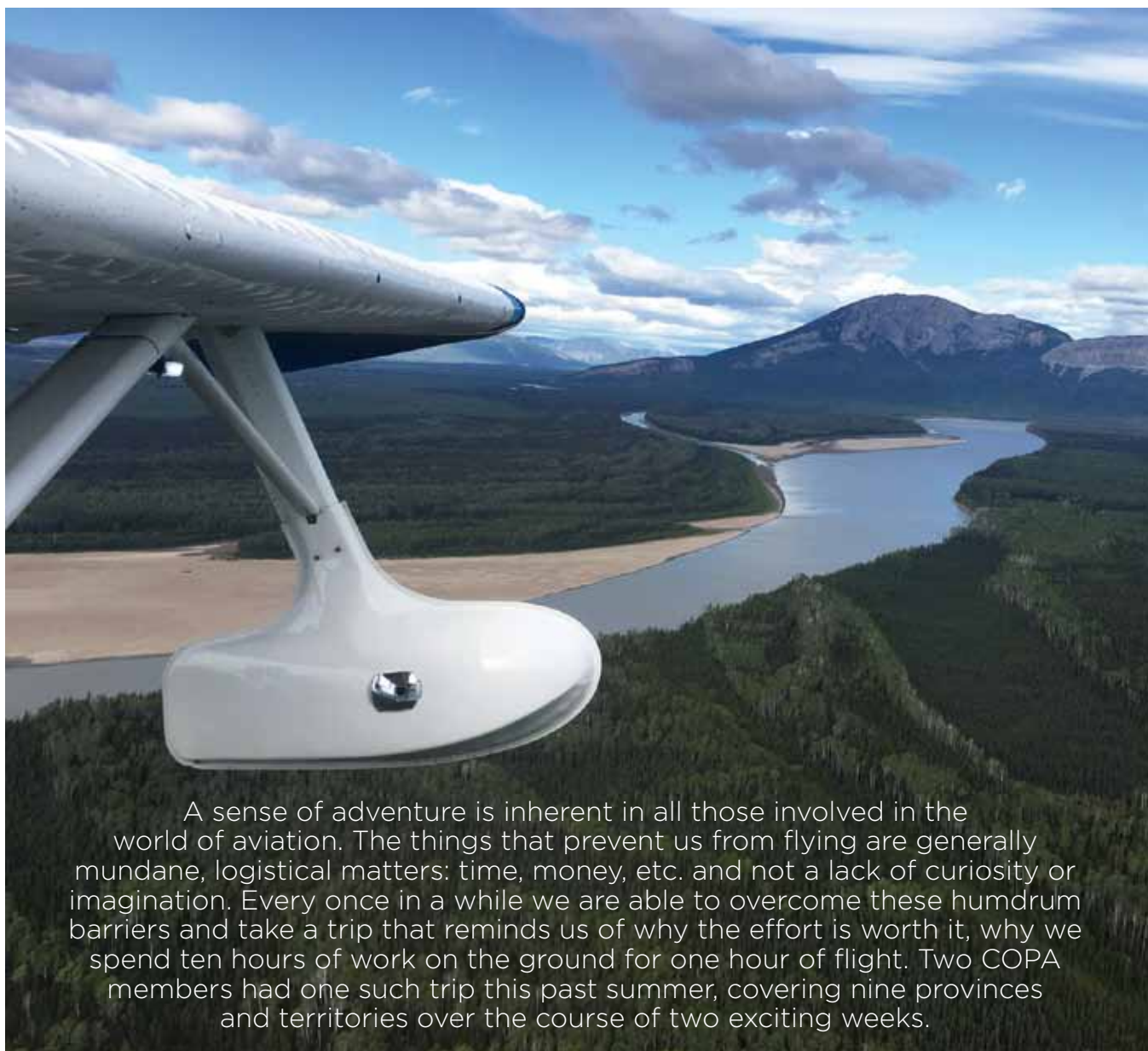
The 747 would have used up all that space and 60 metres more, and became something of a tourist attraction in the days after the mishap. The big airplane ended up less than 50 metres from the perimeter fence and an adjacent public road. Dozens of people lined the road to watch excavators tear the former airliner to pieces.

The Transportation Safety Board will release its report on the accident sometime next year. 🇨🇦

FIVE THOUSAND MILES IN A SEABEE

ONTARIO PILOT STRIKES ONE OFF HIS BUCKET LIST

STORY BY LAUREN NAGEL | PHOTOS BY EUCLID BENOIT



A sense of adventure is inherent in all those involved in the world of aviation. The things that prevent us from flying are generally mundane, logistical matters: time, money, etc. and not a lack of curiosity or imagination. Every once in a while we are able to overcome these humdrum barriers and take a trip that reminds us of why the effort is worth it, why we spend ten hours of work on the ground for one hour of flight. Two COPA members had one such trip this past summer, covering nine provinces and territories over the course of two exciting weeks.



Euclid Benoit of Tillsonburg, Ont. had long planned to do a cross-Canada trip of seven provinces and territories in his Seabee, and saw his 70th birthday as the ideal time to make it happen. Unfortunately, due to a variety of complications, the trip had to be cancelled and the idea was temporarily shelved. Two years later a new trip was planned: nine provinces and territories for his 72nd birthday, upping the stakes. Once again, Benoit was tested when his co-pilot's health began to deteriorate in the months leading up to the journey. Determined not to let this setback thwart his plans, he took a novel approach to finding a new co-pilot: Facebook.

For those not familiar with the website, Facebook includes a handy group where COPA members can share questions, photos, inquiries and more with other members. This is where Benoit posted his request for an experienced co-pilot to embark on a cross-country voyage with him. Within hours, he received several responses not only from interested parties, but also from members offering their support for the trip. The very first candidate to reply to his post also happened to be very qualified, holding his IFR, Commercial and Instructor ratings. Doug Tudor, the man for the job, considered this a chance for "a fascinating adventure". After a successful meeting and trial

▲ Many spectacular vistas were encountered along the northern flight legs.

flight in Tillsonburg, Benoit asked Tudor, "Are we on?", to which he replied, "100 percent".

As experienced pilots know, planning such a trip takes three times as long as flying it, this voyage being no exception. Years of plans drawn up by Benoit laid the foundation for the journey, but a definitive trip plan was not finalized until July 2018, shortly before their August departure. The timeline covered days with anywhere between one and 11 hours of flight in a 24-hour period, depending on the leg



of the journey. Included in the blueprint were plans for accommodations, spare parts, timelines, fuel, weather and more. While attempting to leave reasonable room for error, Benoit admits that if they lost a day of flying, a “domino effect of missed accommodations” would result. In addition to Benoit and Tudor, Benoit’s wife Jan and her friend Joan also joined the trip on day five in Ghost Lake, Alta, near Calgary. Benoit credits Jan with being “one of the biggest troopers he knows” as she is not a particularly avid flyer but decided to join the trip for the final 40 hours of flying anyway.

The trip took place over two weeks, covering 5437 nm or 10,060 km with a total of 63.3 hours of flight time. The 1947 Seabee was fitted with a Corvette engine that boosted its horsepower, allowing it to cruise at around 105 knots. The crew was also outfitted with matching Seabee hats, pins,

T-shirts and flight suits, calling themselves the ‘Seabee Republic’. The trip began in Tillsonburg, passed through Thunder Bay, Ont.; Winkler, Man.; Grand Prairie, Alta.; Fort Nelson, B.C.; La Biche River, Y.T.; Yellowknife, N.W.T.; Stony Rapids, Sask. and many other interesting locations along the way.

The only near-catastrophic obstacle faced by the crew was the loss of their tail wheel after hitting gopher holes near Maple Creek, Sask. The holes completely wrecked the tail wheel beyond the point of repair with the spare parts they had on board. Within two hours of sending out the signal for help, they heard from Brian Robinson, owner of a Seabee maintenance shop in Lindsay, Ont.; he had parts couriered to them the next day. Bob Gilchrist and Tom Udal of the Maple Creek (Sask.) Flying Club hosted Benoit and Tudor for the following 72 hours while the repairs were completed. This obstacle

and triumph were representative of the helpfulness they received all throughout the trip. Says Tudor, “We enjoyed the Canadian tradition of hospitality — general aviation style.”

The group of aviators had no shortage of adventure along their journey, from seeing dozens of polar bears overhead East Pen Island in Nunavut

*THESE EXPERIENCES
REMINDE US HOW
PRIVILEGED WE ARE
TO BE A PART OF
SUCH A FANTASTIC
COMMUNITY*

to flying safely overhead thousands of beluga whales near Moosonee, Ont., to walking from Manitoba to Nunavut during the ebb tide at Hudson Bay. These experiences remind us how privileged we are to be a part of such a fantastic community and to live in such a magnificent country. All the while, both pilots agree that the best part of their trip was meeting so many amazing people along the way. “We couldn’t have been more well treated,” said Benoit, reminiscing on all the kind people who lent them vehicles, helped them get from points A to B when no weather data or GPS signal existed, and kept them going after losing the tailwheel.

Benoit and Tudor are already planning another trip for next year to cover the same number of miles on the other side of the country. Their advice to other aviators considering a similar adventure: “Just do it. You wait any longer and you might not be allowed to do it.” These wise words are much needed in a society where our everyday lives tend to get in the way of the things we love to do the most. You never know where your next adventure might pop up: at work, at home or on Facebook. 🇨🇦

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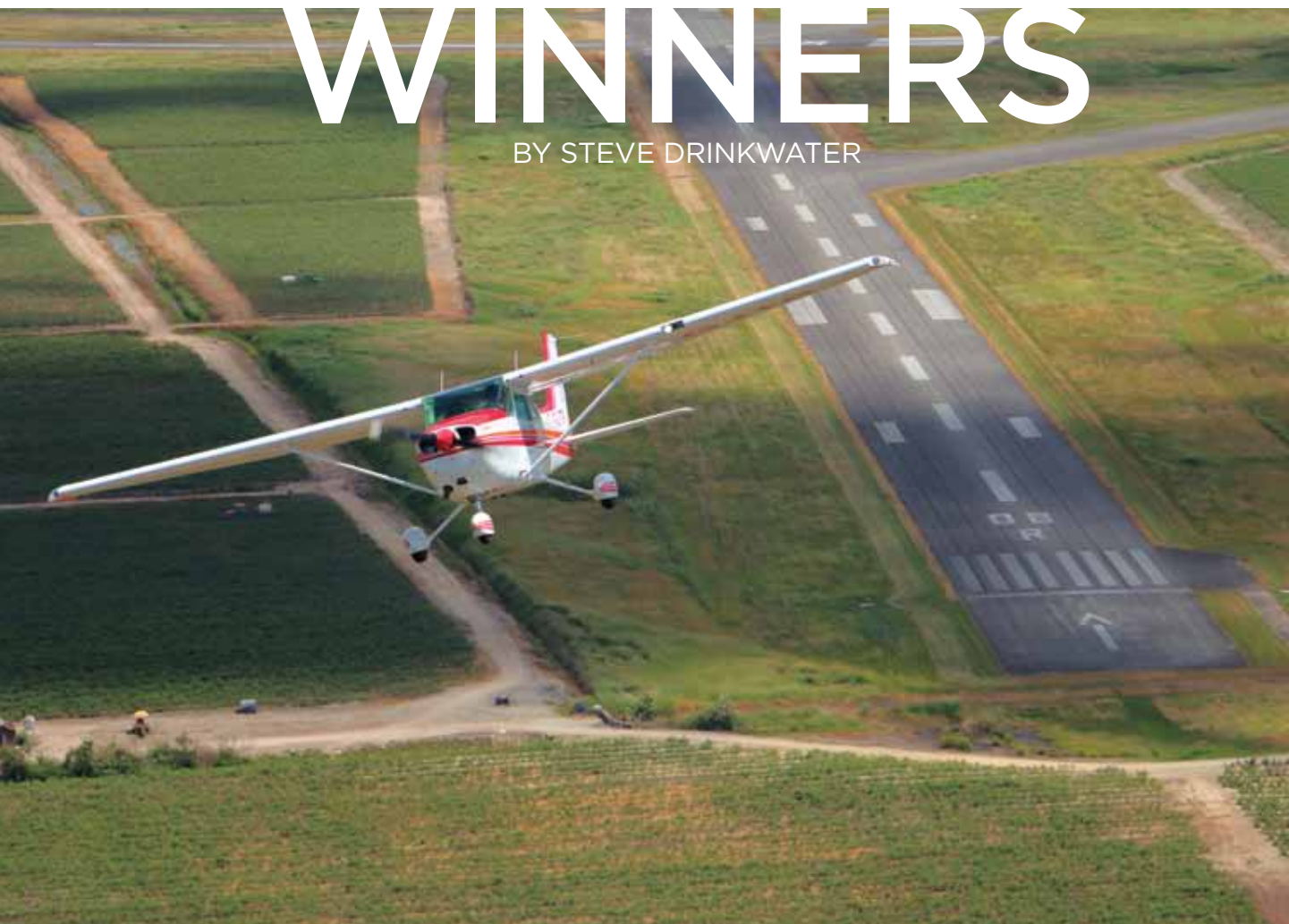
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2018 PHOTO CONTEST WINNERS

BY STEVE DRINKWATER



1

Among the 51 entries we received throughout the year was one that made it to the front cover of the September (2018) edition of COPA Flight. Such was its allure that, well, we couldn't resist using it right away.

The shot of Jill Korstrom's Cessna 172 (C-GJTR) taking off from Pitt Meadows airport (CYPK) in Metro Vancouver was taken by Prijjal 'PJ' Premakumar, a multi-IFR flight instructor and the Person Responsible for Maintenance at Pitt Meadows' Montair Aviation Inc. Premakumar's photo will become the back ground image on COPA's membership cards in 2019.





2

The first runner-up in this year's contest is the beautiful shot of COPA member John Mcelroy's Cessna 185 floatplane (C-FQLK), sitting serenely under the Northern Lights. The photo was taken in August of this year by Mcelroy's neighbour Rick Phillips at Charlie Lake, just outside Fort St. John in northern B.C. Phillips considers himself 'a part-time professional photographer' who also loves flying, though not a pilot himself. For those who are interested in these things, Phillips mentioned that he used a Canon 6D camera with a 14mm lens set at f2.8 for a 20-second exposure at ISO 1600. Although a summer scene, we thought it suitable as the cover photo for this, our January 2019 edition.

More of Phillips' photos can be seen at [facebook.com/showcasephoto.ca](https://www.facebook.com/showcasephoto.ca).



3

The second runner-up shows two homebuilt aircraft on a beach near Long Point on Fort Erie in Ontario. The red Highlander (C-FDEP) was built and is flown by Dan Oldridge, who finished it in 2014. Oldridge has already logged 500 hours in it, much of that time on amphibious floats. Some of those hours were logged during trips to the COPA 2016 convention in Yarmouth, N.S. and the 2018 convention in Saint John, N.B. The Denney Kitfox (C-GOOT) is owned and flown by Gary Walsh.

An honourable mention goes to Gerry Marcil and the beautiful photo of his 1955 Piper Super Cub (C-FIJK) on Tucker's Pond near Gander, N.L., taken by his wife Loretta. They were at their cabin preparing for (this being Newfoundland) a moose hunt. Loretta takes some pretty good photos, and we look forward to more submissions in the future.





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NEW PILOT FATIGUE RULES

TIGHTENED REGS COULD INCREASE PILOT SHORTAGE



Canada will implement new pilot fatigue and impairment rules that will bring it in line with the U.S. and most other jurisdictions but may also increase the pilot shortage. The new rules will mandate shorter flight times and duty days for pilots operating aircraft late at night and early in the morning when circadian rhythms are disrupted the most.

In enacting the changes to the Canadian Aviation Regulations, Transport Minister Marc Garneau said the new rules “respect modern fatigue science and international standards to limit the amount of time a crew member can be on the job.” The rules affect Parts 705, 704 and 703 operators who will have at least two years to fully implement them. The package also tightens regulations on drug and alcohol impairment, and increases the alcohol prohibition period from eight hours to 12 hours before a flight.

In response to concerns from some operators, the rules are not necessarily set in stone. By implementing fatigue risk management systems to modify flight and duty days to accommodate some of the challenging circumstances faced by some operators, notably those serving the far-flung wilderness regions in the North, as long as they can show that “alertness

and safety will not be affected.”

Northern operators have argued that pilots are already in short supply and that a ‘one-size-fits-all approach’ would spread them even thinner and could lead to cancellations and schedule disruptions. Operators can implement a fatigue risk management systems that meet the goals of the new regulations but are modified to suit their unique operating conditions. The new rules were announced six months after a serious close call involving an Air Canada flight at San Francisco that the U.S. National Transportation Safety Board linked to fatigue issues.

On July 7, 2017 an Air Canada A320 operating as Flight 759 from Toronto to San Francisco lined up for landing on a taxiway instead of one of the parallel runways at KSFO. Before going around at the order of tower controllers, the Airbus descended to within a few metres of one of four fully loaded and fueled airliners waiting on the taxiway to take off. The U.S. NTSB said the crew didn’t pay close enough attention to NOTAMS that dealt with a closure of one of the runways, but it also said that contributing factors included “fatigue due to circadian disruption and length of continued wakefulness.” The crew was within Canadian duty time rules but would have exceeded U.S. regulations. 🇨🇦

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CAREER AND SCHOLARSHIP GUIDE

CONTACT US NOW TO GET INVOLVED

The COPA/Air Canada Pilots Association Career and Scholarship Guide has been a big success with all sectors of the industry facing the challenges of recruitment.

Although it contains valuable information on how those who might already be interested in aviation as a career, it's not as much a "how to" as it is a "why to" guide on what makes those careers so great.

For any number of reasons, aviation has lost some of the appeal that used to keep pilot ranks full to overflowing and job prospects difficult to find for those entering the industry.

In just a few years, the so-called pilot shortage has hit full force and companies at all levels and the military are clamouring for fresh blood.

The guide features articles with people involved in all facets of the industry describing their jobs and the great benefits they enjoy as pilots, in maintenance and operations.

If your company has a great story to tell, we need to hear from you to help spread the word. If the guide can help in your recruitment efforts, email russ@copaflight.ca and we can send you some copies.

If your company, educational institution or non-profit groups offers aviation related scholarships not listed in the guide, let us know and we'll make sure they're included.

The next guide will be printed next April but we're starting to assemble it now to ensure it's an even more comprehensive tool for both industry and potential career seekers to get together.

We look forward to hearing from you. 🙌

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Photo by Mike Reyno

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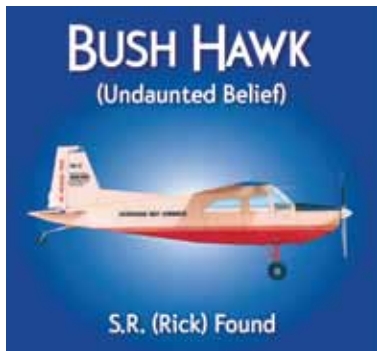
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BUSH HAWK (UNDAUNTED BELIEF)

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, and 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 setbacks, they hung in and produced an airplane that outperformed anything then being 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 \$34.00 (incl. shipping)



BEST SEAT IN THE HOUSE

Jim Griffith and Trans Canada Airlines were both born at about the same time and grew together over the decades, helping knit the expansive country together and becoming consummate professionals. Griffith first joined TCA when North Star piston airliners rattled the windows on long cross-country flights over the Canadian landscape. Griffith experienced the history of Canada's national airline and this book tells the story of both.

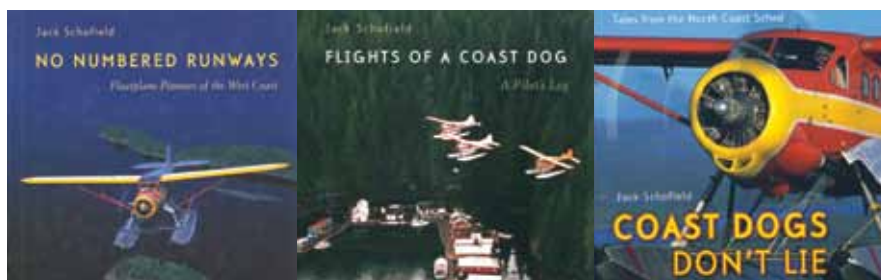
By Jim Griffith
 \$34.00 (incl. shipping)



HANGAR FLYING

Hangar Flying — Tales From the Flight Deck is now available and is 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: \$44.00 (incl. shipping)



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—\$93.00 (incl. shipping)

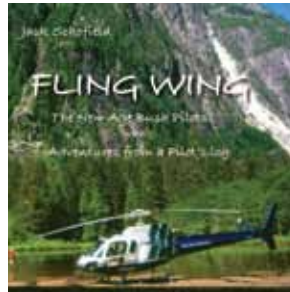


VERTICAL HORIZONS

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: \$55.95 (incl. shipping)



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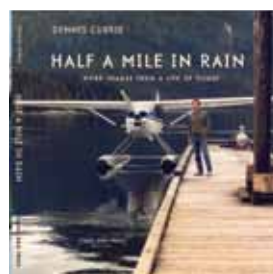


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FEATURED LISTINGS FOR JANUARY, 2019



1973 AEROSTAR 600, TTSN 5180, LE-564, RE-1092, SPOH 105 (2016), Garmin GNS530/430, GMA340, Insight strikefinder, Insight graphic engine monitor, Monroy ATD-300 traffic watch, HSI, ADF, engine heaters, passenger DVD player, over 200 knot cruise, NDH, always hangared, May 2018 annual, \$125,000 CDN (416) 254-3581 (2798.17995)



1977 PIPER NAVAJO CR - \$229,900 USD 6,579 hrs TT; 1,478/1,478 hrs SOH; 1,478/1,478 hrs SPOH; **PANTHER CONVERSION!!!** Recent top overhaul, Garmin 430 WAAS, Avidyne MX-500, Garmin TCAS, Colemill short wing tips, 4-Blade Q-tip propellers, Full de-ice System, A/C, Vortex generators, oxygen and MUCH MORE!!! Aviation Unlimited 905-477-0107 ext 225 (2247.17859)



1967 CESSNA 182K TTSN 2165 TSO 114, prop time 10 hours. Recent annual done. All AD's complied with. New paint, fuel bladders, windows (bubble side windows) in 2012. Gns 430 coupled to Stec 30 A.P. (3416.17460)



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SA100 STARDUSTER TT250 0290-D2 all chrome , refurbished 2007, tube/wood/fabric, grove gear ,cleveland wheels/brakes. Len Kennedy, 506-622-010-5. lennypk2@gmail.com (3423.17533)



1973 PIPER AZTEC "E" TTSN 4806 LE 2 since bulk, RE 730. Props due 2026. Deiced, 6 pl O2, LRF 192 gal. IFR GTN750, Alt V AP/FD, HSI, RMI, WX1000+, Leather. \$139,000 CDN. matessier@cogeco.ca 905 517-9165 (2949.17514)



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2000 Socata TB20, 1185 TTSN, G1N750 GPS/NAV/COM w/GTS800 Traffic!	\$239,900 USD	1975 Bonanza A36, 3809 TT, 24 Since RAM and New Prop!	\$180,000 USD
1999 DA20C 1562TT, 1500 SMOH, King NAV/COM, GPS, TSPDR!	\$69,900 USD	1975 Mooney Exec, 5892TT, Engine 'On Condition', Flow Regularly!	\$47,900 USD
1999 C172R, 15052TT, 915 SMOH, Garmin 430, Skywatch, Strikefinder!	\$125,000 USD	1975 Traveler, 2338TT/1420SMOH, New Cylinders in 2004! Aera 660 GPS	\$46,900 CAD
1986 Bonanza B36TC, 1645TT, 675 Since RAM OH, 6530WAAS, AspenPFD, Traffic!	\$279,900 USD	1974 414 6905TT, 1185SM, Full De-Ice	\$125,000 USD
1982 Mooney Rocket 305, 3170TTSN, CONT TSO10520	\$150,000 USD	1974 Beech Sierra, 2273TT, 815SMOH, AeraGPS, Fifth & Six Seats!	\$65,000 CAD
1981 Mooney 231, 1361 TT, 17 SM, GDL82 ADS-B Out, King Dig/KFC200	CALL!	1974 Chieftan, 12749TT/1956/826SM, Commercial Aircraft!	\$98,000 USD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin530/430!	\$439,900 USD	1971 Navajo310, 7511TT, 7965M, FullDelce, VG's!	\$159,000 USD
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate!	\$275,000 USD	1965 Twin Comanche, 5582 TT, 527/665 SM, Garmin 430WAAS	\$ CALL
1981 Duke B60, 4507TT, 1092 LBR, 6530W, KFC-250 IFCs, Winglets!	\$229,900 USD	1964 Cherokee 140, 6970TT, 2750SMOH, VeryNiceCleanAircraft!	\$24,900 CAD
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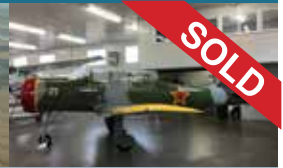
1959 RARE FWP149D GERMAN MILITARY TRAINER

Only two in Canada. Easy to fly and maintained. Low time engine and prop. A true sport Four seater. Good range and speed.



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1982 CJ6A NANCHANG

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1968 CARDINAL 2170 TTAE, 340 STOH, KR170B w/GS, KR87 ADF GTX-327 w/TransCal encoder. Apollo SL-15 w/stereo input. Paint and interior 2008. Maple Leaf cowl fairing, Monarch fuel caps, BAS harnesses. \$42,000USD
(2704.17483)



1978 CESSNA R172K XPii Sale or Partnership, Hangared@CSU3, IO360 6Cyl 210hp ~3200TT ~300SMOH ~20SPOH IFR Fuel Injection Constant Speed Prop. GARMIN Avionics, Annual 09-2017, AmeriKing ELT, \$120,000 OBO, (514)721-1818 or (450)653-3922
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1978 CESSNA 414A, TT 7225.2 SMOH, 978/913, GARMIN, S-TEC, AIR, OXY, PODDY, L/R FUEL 225K US



2011 CESSNA 208BTTSN 1160 G1000, GARMIN GWX 68-4N, SYNTHETIC VISION, A/C, MAINTAINED AS PER CESCO, 1.39M USD



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PA38-112 TOMAHAWK 1982 restored 2014 AFTT14054 ENG 2483, 0235-L2C engine complete reserviced and cylinders replaced. , new interior, fresh paint SPAR STC. Len: 506-622-0105 or lennyk2@gmail.com. (3423.17532)



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040 – CESSNA

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