

# COPA Flight

The Journal of the  
Canadian Owners and  
Pilots Association

JUNE 2019

## Flying With The Aerostars

*COPA'S TECH COLUMNIST RIDES SHOTGUN*

### REMEMBERING D-DAY

*75 YEARS SINCE YOUNG CANADIAN  
FLIGHT CREWS SACRIFICED SO MUCH*

### AVIATION EVENTS AND VOLUNTEERS

*A SHOUT-OUT TO THOSE WHO  
MAKE IT ALL HAPPEN*

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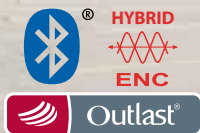
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**DEPARTMENTS**

**4 PRESIDENT'S CORNER**  
*MORE ON THE VULNERABLE  
SECTOR CHECK*

**8 MAILBOX**  
*CYBER-ATTACKING THE ANS*

**12 NEWSLINE**  
*D-DAY PLUS 75*

**24 PLANE TECH**  
*FOLDING ELECTRIC BIKES*

**26 ON THE HORIZON**  
*MARK YOR CALENDARS*

**30 REGIONS**  
*LOCAL NEWS AND MEMBER  
ACTIVITIES*

**40 BOOKSHELF**  
*BOOKS BY CANADIAN  
AUTHORS ABOUT CANADIAN  
AVIATION*



**35**

**FEATURE**

**35 PHILLIPS 66 AEROSTARS**

Sun 'n Fun was well represented by various members of the COPA team this year, with COPA Ontario directors Kevin Elwood and Doug Ronan making the trek. COPA Flight publisher/editor Steve Drinkwater and COPA contributing writer and Tech columnist Phil Lightstone were also on hand. Phil even found time between investigating JupiterBikes (featured in this issue) and other cool gadgets to clamber on board one of Phillips 66's Aerostar Extra 300s for a once-in-a-lifetime flying experience.

**ON THE COVER:** The four-member Phillips 66 Aerostar precision flying team is taking to the skies at airshows across the U.S. this summer after making their season debut at Florida's Sun 'n Fun in early April.

**COPA Flight**



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## COPA FOR KIDS

### MORE ON THE VULNERABLE SECTOR CHECK (VSC)

Since January, we began asking for all pilots flying youngsters in the COPA for Kids (C4K) program to take some time and go through a VSC if they did not already have one for another activity such as for their children's school activities, coaching youth teams, scouts, cadets, etc. I wanted to address a question that has been brought to my attention by one of our sponsors for the COPA for Kids program, namely our insurance underwriter AIG. Some members have assumed that it is our insurers who have insisted that VSCs be required. This is simply not the case. But Magnes, our risk management advisors and insurance brokers, fully support the move.

As many of you are aware, it has become a standard practice in this country for organizations whose members and participants deal with vulnerable people, principally children, to require a VSC prior to engaging in any such activities. It is now a social norm. As such, organizations which do not take such precautions are finding themselves vulnerable from a legal point of view and, indeed, some have faced existential threats to their programs and to their organizations as a consequence of not taking what is now a commonly practiced precaution. The legal turn this has taken for a program like C4K could be seen as unfortunate, but it would be unwise to discard the legal requirement of doing so. It is even more so when taking an individual youth on our upcoming

sanctioned, insurance-covered Discover GA program (see below).

As many have reported, the VSC process is simple and free for the vast majority across the country. I totally understand that it could be frustrating by the simple fact of having to go through this check when you are all volunteers. So too are many sport coaches, scout leaders, camp volunteers, school helpers and many, many others.

I personally want to thank all the volunteers in our in C4K program. Asking for a VSC is in no way doubting your honesty or a test of your character; it is an unfortunate sign of the times in which we live in. It is a simple check the community is asking of us, to be able to give back to it. I know that you are putting your time, money, energy and heart into these events and the country's youth rely on your participation.

### THE NEW DISCOVER GA PROGRAM

This exciting new initiative is a spin-off of the famous C4K program to promote GA. It relies on the same basic principles and guidance material, but it means you can at any time take any adult or a younger person who could not attend a C4K day and get the same top-up insurance as the C4K events. For flights with minors, a copy of the pilot's current VSC must be on file with COPA prior to the flight.

Keep an eye out for upcoming details in COPA eFlight and our website.



## COPA POUR LES JEUNES

### SUIVI SUR LA VÉRIFICATION DE L'APTITUDE À TRAVAILLER AUPRÈS DES PERSONNES VULNÉRABLES

Depuis janvier, nous avons commencé à demander à tous les pilotes qui emmènent des jeunes dans le cadre du programme COPA pour les jeunes (CPJ) de compléter une vérification s'ils n'en avaient pas déjà obtenu une pour les activités scolaires de leurs enfants, coaching d'équipes de jeunes, scouts, cadets, etc.

Je veux aborder une question portée à mon attention par le commanditaire principal de notre programme CPJ, à savoir notre souscripteur d'assurance AIG. Certains membres ont pu croire que ce sont nos assureurs qui ont insisté pour que les vérifications soient nécessaires, mais ce n'est pas le cas. Cependant, Magnes, nos conseillers en gestion des risques et nos courtiers en assurance appuient pleinement la démarche.

Comme beaucoup d'entre vous le savez, il est devenu pratique courante au pays pour les organisations dont les membres et les participants traitent avec des personnes vulnérables, principalement des enfants, d'exiger une vérification avant de se livrer à des activités avec celles-ci. C'est maintenant une norme sociale. Les organisations qui ne prennent pas de telles précautions se trouvent vulnérables du point de vue juridique. Certaines voient la viabilité de leurs programmes ou leur existence même menacées parce qu'elles n'ont pas appliqué ce qui est désormais une pratique courante. Le virage juridique nécessaire pour un programme comme CPJ peut être considéré comme malheureux, mais il serait imprudent de balayer l'obligation légale de le faire. C'est d'autant plus important lorsque vous prendrez une personne mineure à bord de votre appareil dans le cadre de notre programme approuvé et couvert par nos assurances, « Découvrir l'AG »

(voir ci-dessous).

Comme beaucoup l'ont signalé, le processus de vérification est simple et gratuit pour la grande majorité des gens à travers le pays. Je comprends parfaitement qu'il peut être frustrant d'avoir à passer par cette vérification alors que vous êtes tous des bénévoles, mais il en est de même pour de nombreux entraîneurs sportifs, leaders scouts, bénévoles de camps de jour, aides scolaires et bien d'autres.

Personnellement, je tiens à remercier tous les bénévoles qui participent à CPJ. Demander une telle vérification ne se veut aucunement une remise en question de votre honnêteté ou de votre personnalité. C'est un signe malheureux de l'époque dans laquelle nous vivons. Une simple vérification que la communauté nous demande afin de pouvoir donner au suivant. Je sais que vous mettez votre temps, votre argent, votre énergie et votre cœur dans ces événements, au grand profit de la jeunesse qui compte sur vous.

#### LE NOUVEAU PROGRAMME DÉCOUVRIR L'AG

Une initiative passionnante pour promouvoir l'aviation générale verra le jour sous peu. Découvrir l'AG s'appuie sur les mêmes fondations que CPJ, mais vous pouvez en tout temps prendre n'importe quel adulte ou un(e) jeune qui ne pouvait pas assister à une journée CPJ, obtenant la même assurance-aviation supplémentaire que lors des journées CPJ. Pour les vols avec ces derniers, une copie de la vérification discutée plus haut devra être à votre dossier avec nous avant le vol.

Gardez un œil sur notre Infolettre COPA ou notre site Web pour les détails à venir. ✈️



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## COPA MEMBERSHIP FEES TO INCREASE IN 2019

**The COPA Board of Directors recently approved a small increase to the organization's membership fee structure. The fee for an individual, one-year membership will rise to \$75 plus applicable taxes starting July 1, 2019.**

COPA faces several challenges that require a forward-looking vision to help the organization meet its objectives of advancing, promoting, and preserving the Canadian freedom to fly. Recent and continuous legal threats to airports and aerodromes in communities across Canada have increased the need to replenish the Freedom to Fly Fund, COPA's war chest for conducting legal battles on our members' behalf. While it was previously donation-based,

it was slowly being eroded and the volunteer approach did not work. With this increase, a substantial portion of it will be automatically injected into the Fund in order to ensure it remains ready and able to answer future challenges as they arise.

Also, as a membership-based organization, COPA relies on the generous contributions of its members and donors to provide the representation, advocacy and services on behalf of Canada's General Aviation community. A recent survey of COPA's membership showed that the majority of members would support an increase to the annual dues in order to help sustain the organization's operations and future

growth. The members also indicated a desire to have a more visible COPA presence at Canadian aviation events, requiring additional resources to meet these needs. The new fee structure will enable the organization to seek out and source new and better aviation-related member benefits, increasing the value of the membership. It will also better position COPA to be able to support our extensive network of regional chapters, the COPA Flights, as they help support the organization's mandate at the grassroots level. Thank you.

*Bernard Gervais*  
COPA President and CEO

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## AUGMENTATION DES FRAIS D'ADHÉSION EN 2019

**Le conseil d'administration de la COPA a récemment approuvé une légère augmentation des frais d'adhésion. La redevance annuelle pour un membre individuel augmentera à 75 \$ (plus taxes applicables) à compter du 1er juillet 2019.**

La COPA fait face à plusieurs défis qui exigent une vision d'avenir pour aider l'organisation à atteindre ses objectifs de faire avancer, promouvoir et préserver la liberté de canadienne de voler. Les menaces juridiques récentes et persistantes qui pèsent sur les aéroports et les aérodromes dans les collectivités du Canada ont accru la nécessité de reconstituer le Fonds pour la liberté de voler, le coffre de guerre de COPA pour mener des batailles juridiques au nom de nos membres. Alors que le renflouement de notre fonds se basait jusqu'à présent

sur une approche volontaire, il s'est progressivement érodé, démontrant l'échec de cette approche. Ainsi, une partie substantielle de cette augmentation sera automatiquement investie, et de façon récurrente, dans le fonds de défense afin qu'il puisse répondre aux défis actuels et futurs.

De plus, la force de notre organisation repose sur la solidarité de ses membres. COPA peut continuer de compter sur les généreuses contributions de ces derniers et de ses donateurs pour faire de la représentation, de la défense d'intérêts et offrir les services au nom de la communauté de l'aviation générale du Canada. Notre dernier sondage auprès de nos membres révèle que la majorité appuierait une augmentation des cotisations annuelles afin d'aider à soutenir les opérations de l'organisation et permettre

une croissance future. Les membres ont également manifesté le souhait de voir davantage la COPA dans les événements aéronautiques canadiens, exigeant des ressources additionnelles pour répondre à ces besoins. La nouvelle structure de tarification permettra à l'organisation de rechercher et de trouver de nouveaux bénéficiaires pour les membres liés à l'aviation, augmentant ainsi la valeur auprès des membres. Cela nous permettra également de mieux se positionner pour être en mesure de soutenir notre vaste réseau de Clubs COPA, qui aident à remplir le mandat de l'organisation au niveau local à la grandeur du pays. Merci.

*Bernard Gervais*  
Président et chef de la direction,  
COPA



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

### ✉ CYBER-ATTACKING THE AIR NAVIGATION SYSTEM

Although my aviation career is pretty much over, your thought-provoking articles in April's COPA Flight magazine are appreciated. Your appeal to professionalism from and to all levels of aviation was excellent.

Mr Lachance's eight points of risk to operational safety included #7: A significant cyber security breach [affecting] the provision of air navigation services." Immediately I compared such a breach to two things:

1. The peril awaiting GA pilots depending on GPS for navigation (especially in marginal VMC) and unused to 'watch, map, ground' navigation with physical charts, and
2. What would I have done entering Canadian arctic airspace on a return flight at high altitude from the Far East or Europe, if the GPS, CPDLC, ADS-B and R/T were hacked and useless?

So you follow R/T Fail procedures. If I remember properly, you try to find VMC at a suitable airport for landing or fly to destination in IMC. You try to remember the appropriate interception procedures and signals if a fighter suddenly materializes in your visual range. If you do not have comms, the fighter probably does not either. Maybe he is hoping you will help him?

No interception, no VMC. You arrive over destination, still no radio, no CPDLC and no ADS-B. You hold at altitude until ETA. Are the ground-based approach aides working? No. You descend over the appropriate fix, for the runway you believe to be the active based on your last weather update, look out for conflicting traffic, which is difficult in IMC and hope the no-GPS-update navigation display is still accurate. You commence your RNAV-type approach and pray nobody else is doing the same thing too close at a different speed or on

a conflicting runway. You break out, searching for the runway, hoping it is clear and glancing about for visual light signals giving landing clearance or a warning away. Where the heck is that tower, anyway?

With a 2-4 pilot crew, it is much easier to cover all the bases, even if it is at the end of a fifteen-hour flight from Hong Kong and you had a lousy sleep the night before. How can a solo pilot, even with a good autopilot, cover all the bases? It only requires one pilot forgetting to lower the gear and that airport may quickly go out of service, setting up a cascade of disasters.

Good point, Mr. Lachance. A single cyber-attack, well executed, could mess up the country's air transportation system for days. The toll in casualties does not bear thinking about.

This is how I would like to respond.

Radio failure procedures (especially during IFR flight) were expected to be memorized at my former employer (AC). However, pilots were seldom tested on that (I once was, in the sim, solved by the use of a cell phone). Memorizing R/T failure procedures is a good thing. Simplifying and harmonizing R/T failure procedures with all other nations' rules would make memorization easier.

Many pilots carry cell phones but cell towers and service providers can and would be hacked in the event of a general attack. Even satellite phones might be useless if the Area Control Centre is cut off from phone service. If the ACC and cell service are available, do most pilots (especially those flying solo) know where they can find the appropriate ACC phone numbers? (i.e. CFS. AC had that info in our manuals.)

I am sure you are far ahead of me along the line of running cyber-attack crisis response scenarios and fabricating drills to cover this eventuality.

Thank you for your efforts in this matter and for flight safety in general.

Barry L Stewart

## ✉ INSTRUCTOR SHORTAGE

With regard to your recent article on the high cost of training and the associated instructor shortage, there might be more to this problem than just cost.

I live in Victoria, British Columbia and my son was recently advised by the local flying club that there is now a one-year wait before he can complete his private licence. This is mainly due to a lack of instructors and an overwhelming volume of new students. As I am an experienced pilot, I offered to get my instructor rating to help with the training. I was told there would be an eight-to ten-month wait to begin because of the limited number of Class 1 instructors. I also contacted a training facility in the Vancouver area who explained that they were only willing to train new instructors who would be staying with their club. (This policy does little to help the industry as a whole.)

The problem we have in Canada is not just the cost but the system under which new flight instructors are taught and then classed. The availability of Class 1 instructors is decreasing every day and,

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*THE PROBLEM WE HAVE...  
IS NOT JUST THE COST  
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AND THEN CLASSED.*

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with fewer Class 1 ratings being issued, it is creating a backlog for training new instructors. I believe we have to push for a change in the regulations regarding instructor pilot ratings. It is my opinion that Canada should adopt an approach

similar to the FAA system where it is not categorized into 'classes' and a flight instructor rating allows you to train students for private and commercial licences and flight instructor ratings. I do not believe that this would impact safety as the current general aviation accident rates in Canada are similar to those in the U.S.

I also feel there could be more credit given to pilots who have previous instructor experience from another regulatory body or the military (our military pilots are given little or no credit for the time they have spent as trainers).

If these conditions were to change then I think more pilots would be willing to help by instructing at their local club or privately. There is a vast amount of experience and knowledge within the flying community that is not being used to help deal with this shortage.

Carl Guildford



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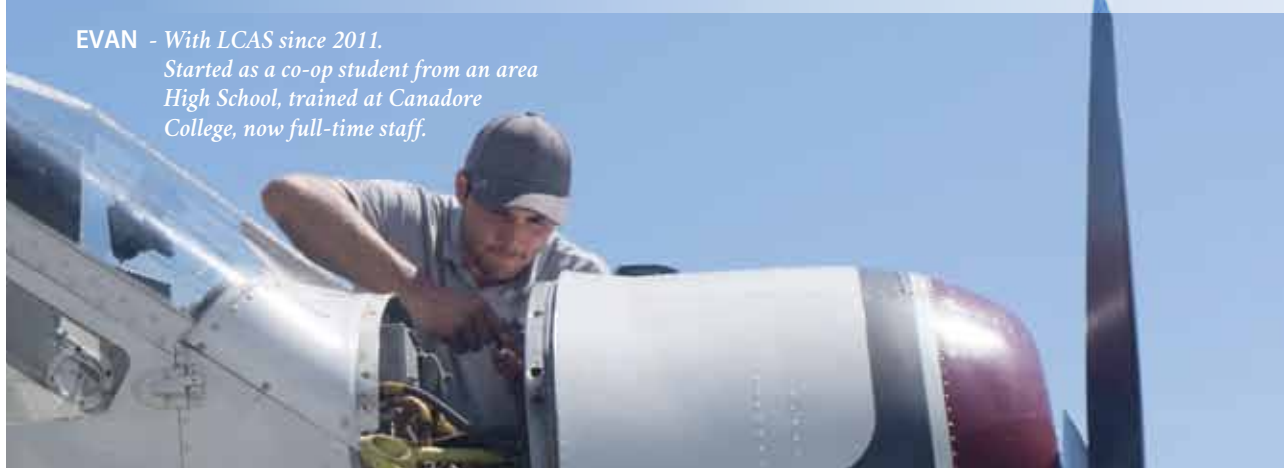
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# INCIDENTS + ACCIDENTS

## ATLANTIC REGION

**A CanLink Aviation Beech C90A** (C-FSXG) from Fredericton, NB (CYFC) to Fredericton, NB (CYFC) reported that their GPS was in a failure mode and required vectors for ILS09 CYFC. No impact on operation.

## QUEBEC REGION

**A privately registered Diamond DA40** conducted a low approach and then a go-around without any radio contact on the aerodrome traffic frequency while there was another aircraft nearby and a vehicle on the runway.

## ONTARIO REGION

**The pilot of a 1445804 Ontario Inc.** Piper PA-30 (C-FCIZ) from Erie, PA (KERI) to Toronto/Oshawa, ON (CYOO) called from CYOO to close their transborder VFR flight plan. No flight plan was on file with the London flight information centre (FIC). The pilot had filed with Leidos but was unaware that they were required to activate the flight plan.

**The pilot of a St. Thomas Flight Centre** Cessna 172M (C-GFTY) from London, ON (CYXU) to Ottawa/Macdonald-Cartier, ON (CYOW) filed a flight plan with flightplan.com and did not conduct the flight. A search was conducted. The pilot thought they had cancelled the flight plan via *flightplan.com*.

## PRAIRIE AND NORTHERN REGION

**A Mount Royal University Cessna 172R** (C-GTBF) from Calgary/Springbank, AB (CYBW) to Calgary/Springbank, AB (CYBW) was instructed to hold short of Taxiway A at the Mount Royal apron as there was opposite direction traffic, a Mount Royal University Cessna 172R (C-GLJL) from Calgary/Springbank, AB (CYBW) to Calgary/Springbank, AB (CYBW), taxiing southbound on

Taxiway A. The pilot read back the hold short restriction and then immediately taxied onto Taxiway A.

## PACIFIC REGION

**An Airsprint Cessna 525A (C-FIAS/ASP511)** from Kelowna, BC (CYLW) to Grande Prairie, AB (CYQU) departed Runway 16 on the 1w7 departure was observed deviating eastbound. When asked about the deviation, pilot reported aircraft turning left on its own. No impact on operations.

**An American, privately registered** Piper PA-28-235 from Bellingham, WA (KBLI) to Bellingham, WA (KBLI) entered the Abbotsford, BC (CYXX) control zone multiple times. Traffic was passed to 2 aircraft in the CYXX zone.

## RÉGION DE L'ATLANTIQUE

**Un Beech C90A (C-FSXG), exploité** par CanLink Aviation, de Fredericton (CYFC), NB, à Fredericton (CYFC), NB, a signalé que son GPS s'était mis en mode de défaillance et a demandé à être guidé pour l'ILS09 CYFC. Aucun impact sur l'exploitation.

## RÉGION DU QUÉBEC

**Un Diamond DA40, d'immatriculation** privée, a fait une approche basse altitude, puis remis les gaz, sans aucun contact radio sur la fréquence de trafic d'aérodrome, alors qu'il y avait un autre aéronef à proximité et un véhicule sur la piste.

## RÉGION DE L'ONTARIO

**Le pilote d'un Piper PA-30 exploité par** 1445804 Ontario Inc. (C-FCIZ) reliant Erie (KERI), PA, à Toronto/Oshawa (CYOO), ON, a appelé de CYOO pour demander la clôture de son plan de vol VFR transfrontalier. Le plan de vol ne figurait pas dans les dossiers du centre d'information de vol (FIC) de London. Le pilote a indiqué qu'il avait déposé un plan de vol auprès de la FSS de Leidos

mais qu'il ignorait qu'il devait procéder à l'activation du plan de vol.


**Le pilote d'un Cessna 172M (C-GFTY),** exploité par le St. Thomas Flight Centre, de London (CYXU), ON, à Ottawa/Macdonald-Cartier (CYOW), ON, a déposé un plan de vol sur flightplan.com, mais n'a pas effectué le vol prévu. Recherches mises en oeuvre. Le pilote pensait avoir annulé son plan de vol via *flightplan.com*.

## RÉGION DES PRAIRIES ET DU NORD

**Un Cessna 172R exploité par la Mount** Royal University (C-GTBF) effectuant un vol en provenance et à destination de Calgary/Springbank (CYBW), AB, a reçu l'instruction d'attendre à l'écart de la voie de circulation A sur l'aire de trafic de Mount Royal pour laisser passer le trafic roulant en direction opposée, un Cessna 172R exploité par Mount Royal University (C-GLJL) effectuant un vol en provenance et à destination de Calgary/Springbank (CYBW), AB, qui circulait en direction sud sur la voie de circulation A. Le pilote a collationné l'instruction d'attendre à l'écart puis s'est immédiatement engagé sur la voie de circulation A.

## RÉGION DE PACIFIQUE

**Un Cessna 525A exploité par Airsprint** (C-FIAS/ASP511) reliant Kelowna (CYLW), BC, à Grande Prairie (CYQU), AB, quittant la piste 16 à partir de LW 7 a été observé déviant vers l'est. Questionné concernant la déviation, le pilote a signalé un aéronef virant à gauche de lui-même. Aucun impact sur l'exploitation.

**Un Piper PA-28-235, d'immatriculation** privée américaine, de Bellingham (KBLI), WA, à Bellingham (KBLI), WA, a pénétré à plusieurs reprises dans la zone de contrôle d'Abbotsford (CYXX), BC. Information transmise à 2 aéronefs dans la zone de CYXX. 



# ENFORCEMENTS



**Une personne a utilisé un aéronef VFR dans l'espace aérien de classe C sans avoir reçu l'autorisation de l'unité de contrôle de la circulation aérienne compétente.** (RAC 401.03(1), 1 000 \$; RAC 606.02(8), 1 000 \$).

## RÉGION D'ONTARIO

**Le commandant de bord d'un aéronef** a omis, avant le commencement d'un vol, de bien connaître les renseignements pertinents au vol prévu. Le commandant de bord d'un l'aéronef a omis de s'assurer que l'aérodrome convient à la manœuvre prévue et a utilisé l'aéronef à moins de 2000 pieds au-dessus de l'aérodrome. Finalement, le commandant de bord de l'aéronef a omis de s'assurer que l'écoute est maintenue sur la fréquence appropriée. (RAC 602.71, 750 \$; RAC 602.96(2) & (4), 1 500 \$; RAC 602.136, 750 \$).

## RÉGION PRAIRIE ET DU NORD

**Le commandant de bord d'un aéronef** a omis d'exécuter tous les virages à droite, tel que précisés par le ministre dans le supplément de vol-Canada, quand l'aéronef est utilisé à l'intérieur du circuit d'aérodrome. (RAC 602.96(3)(c), 750 \$).

## QUEBEC 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, \$1,000).

**A person operated a VFR aircraft in Class C airspace when they had not received clearance from the appropriate air traffic control unit before entering the airspace.** (CAR 601.08(1), \$1,500).

## ONTARIO REGION

**The pilot-in-command (PIC) of an aircraft failed to be familiar with the available information that is appropriate before commencing the flight and he failed to ensure that the aerodrome was suitable for the intended operation. The PIC operated the aircraft at an altitude of less than 2,000 feet over an aerodrome. The PIC also failed to ensure a listening watch was maintained on the appropriate frequency.** (CAR 602.71, \$750; CAR 602.96(2) & (4), \$1,500; CAR 602.136, (\$750).

## PRAIRIE AND NORTHERN REGION

**The pilot-in-command of an aircraft failed to make all turns to the right, as specified by the Minister in the Canada Flight Supplement, when operating within an aerodrome traffic circuit.** (CAR 602.96(3)(c), \$750).

## RÉGION DE QUÉBEC

**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 601.08, 1 500 \$).



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# D-DAY PLUS 75

1944 NORMANDY INVASION REMEMBERED

BY ELEANOR EASTWICK



**June 6, 2019 is the 75th anniversary of D-Day, the courageous assault that began on the shores of Normandy and marked the beginning of the end of the Second World War.**

My dad, Flight Lieutenant J.W. Cantelon, was on Juno Beach a few days after D-Day with the 143 Wing RCAF and celebrated his 25th birthday there; he was not a pilot but was the Wing's Armaments Officer. His responsibility was ordering the bombs and rockets needed for a mission and overseeing the armourers loading them aboard the aircraft. The 143 Wing flew the fearsome Typhoon, a 24-cylinder fast fighter-bomber.

Between sorties, pilots practised instrument flying, low flying and target accuracy in the difficult Hawker Typhoons, referred to by the pilots as

▲ Flight Lieutenant J.W. Cantelon (sixth from left) stands alongside General Dwight 'Ike' Eisenhower, Supreme Commander of the Allied Expeditionary Forces (fifth from left), in this June, 1944 photo.

Tiffies. It was fun and challenging and they were thankful for the training when called upon to fly. Low level attacks were particularly tough. "Train hard, fight easy" was the motto. The young pilots were a jovial and positive bunch, keen to engage the enemy. More than one flier was known to bail out of flaming Tiffie and get back into the pilot's seat the next day.

Playing high stakes poker was a favourite pastime of some pilots and they gambled recklessly, never

knowing if there would be a tomorrow. Life itself had become a game of chance — death was always close at hand.

During May 1944, the 143 Wing was stationed in the south of England. It was charged with easing the way for the landing of the Allies in Normandy by destroying every enemy radar post from Cherbourg to Ostend in preparation for D-Day.

The raids intensified as D-Day drew nearer, with nine Tiffies scoring direct hits on two radar towers on May 30. June 3 saw a dive-bombing attack from 12,000 feet to 5,000 feet; the Typhoons crossed the target at 500 mph before pulling up. Everyone returned safely to base, jubilant and thrilled at the bit of fun. A flight of eight Tiffies went out on June 4 and finished the job of destroying the last Freya (German early warning radar), diving from 10,000 feet to 4,000 feet before dropping their bombs.

Excitement was running high in the 143 Wing as the impending invasion drew near, although the exact day was still unknown. The favourable weather above the English Channel was expected to continue. On the third and fourth of June, the 143 Brass were briefed and pilots were ordered not to fly the next day. The Typhoons were painted with the black and white invasion stripes for D-Day, as were all Allied aircraft.

June 5 had been the tentative date of the invasion but the Azores High, the mid-Atlantic system that fueled the Channel area climate, did not bring its high pressure and good weather as far north as usual. The warm, clear days began to turn ugly. Two low-pressure troughs headed eastward across the

Atlantic and the winds whipped up to a near gale, causing huge swells in the Channel. Too much for the troopships and landing craft. The sky filled with clouds down to 500 feet AGL. June 5 was a no-go.

The weather forecasters had detected a break for June 6 based on a rising barometer reported from one ship in the North Atlantic. Information came from many sources, including German submarines prowling the Atlantic, unaware that the Enigma Code had been broken. The high pressure was holding, although clouds were expected.

The D-Day invasion of Normandy was presided over by General 'Ike' Eisenhower. The enemy was taken by complete surprise, never expecting the invasion in such 'iffy' weather. Ike had his misgivings too, but ultimately said something like, "Let's do it." or "Okay, boys, let's go." The 143 Wing was stoked and ready. D-Day at last!

Convoys of ships set out on the morning of June 5 from British shores where the squadrons were standing on 30 minutes readiness by 0400 on the morning of June 6. My dad was busy getting the Tiffies armed for the raids. Their job was to provide cover for the landing craft as tanks and equipment rolled off them onto Juno Beach. The Typhoons were highly successful, although the

clouds were lower than expected. Heavy smoke was everywhere on the five beaches swarming with men and equipment. The sky was filled with planes.

Immense bravery was shown by troops on that incredible day, starting with the Pathfinders, who parachuted in the dark to set up radar beacons

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*"MY DAD WAS THERE  
— HE DIVED UNDER A  
TRUCK FOR COVER AND  
BEGAN FIRING WITH A  
SIDEARM IN A FURY AT  
THE GERMAN  
AIRCRAFT."*

---

for the paratroopers who followed an hour later. The C-47 troop carrier pilots did an astounding job flying through clouds and bullets to reach the parachute drop zones, navigating to hastily set up beacons and signal lanterns.

Total Allied casualties on D-Day reached more than 10,000, including 1,074 Canadians, of whom 359 were killed. When the windy, cloudy day ended, the Allies had a firm hold on

the beaches. The Canadian defence of Juno Beach was one of the most effective.

The 143 Wing continued supplying air support for the Allies after D-Day as they defended the beaches and battled their way inland. Ground crews arrived from Britain in landing craft loaded with trucks and equipment, the army engineers came with steel mesh runways to set up for the arrival of the Typhoons and the Wing headed deeper into Normandy. They took over abandoned enemy airstrips wherever they found them and operated just a few miles from the front, answering calls for assistance.

The Luftwaffe's last hurrah came on New Year's Day, 1945 with a sudden raid on the 143 Wing at Eindhoven which destroyed more than 300 aircraft, although human losses were few. My Dad was there — he dived under a truck for cover and began firing with a sidearm in a fury at the German aircraft as they strafed and bombed the airstrip. At that very moment, his field telephone rang and he was informed that he was being awarded an MBE as published in the London Gazette, January 1, 1945.

My Dad is gone now; he would have been 100 years old this June, 75 years after having his 25th birthday on Juno Beach, D-Day. 🇨🇦

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# IS YOUR AERODROME THREATENED?

WHAT YOU CAN DO TO PROTECT IT TODAY  
AND FOR THE FUTURE

BY JC AUDET



As the demand for energy and communications keeps growing, an increasing number of aerodromes face the threat of obstacles sprouting up in their immediate vicinity and impacting flight safety, or even their very existence. COPA has already successfully supported several aerodromes in their opposition to these obstacles. Powerlines, wind turbines and communication towers are all important parts of our lives and we all need them. COPA and aviators will not oppose these infrastructures being deployed across the land. **But too often, however, some infrastructure providers want to install their tower or other obstacle much too close to an aerodrome.**

(TCCA) has written a guide, TP1247E – Land Use in the Vicinity of Aerodromes. The Aeronautics Act also provides the following essential In essence, both a private grass strip and an international airport are aerodromes in accordance with the definitions in the sidebar. The size of the aerodrome, the density of traffic it serves, and the complexity of its installations could move an aerodrome into the airport category, such as Pearson International in Toronto. Not all aerodromes in this country are protected by the law, which obviously may lead to undesirable situations. Numerous airports are surrounded by a zoning bylaw imposing limitations on the type and size of infrastructure that can legally be installed in this protected zone. Typically, this is a municipal initiative and the municipality assumes responsibility for managing that zone around their airport. Smaller airports and private aerodromes do not typically

have that luxury and are thus exposed to the threat of obstacles being installed in close proximity.

Aerodromes are not obligated by law to be registered. The benefit, depending on one's perspective, of registering an aerodrome is that the facility will be listed in the Canada Flight Supplement (CFS). The owner of an aerodrome may perceive this as a benefit while another owner might have a different perspective, thus all aerodromes are not necessarily registered.

The utility companies appear to have learned, over time, to pay some attention to aerodromes/airports when planning the deployment of their infrastructure. Their ready source of information in this respect is the CFS. Obviously, they will not find an aerodrome that is not listed in the CFS. Their next tool could be Google Maps or Google Earth, but they seem to have issues with this particular approach as a grass runway can be difficult to identify to the untrained eye. Lastly, they can drive around, explore, inquire with town folks, walk, etc., but getting out of the office for such a mundane purpose is apparently frowned upon in those companies.

This preamble will help the reader understand the process these utility companies follow and how an aerodrome can ultimately end up being threatened by their proposed installations. This article does not consider power lines as these are of a different nature compared to communication towers and wind turbines. By the nature of their deployment in wind farm arrangements, wind turbines also bring special considerations. The most common issue rests with telecommunication towers and the planned expansions of the telecommunication networks in the near future. Let us look at a what would probably be a typical process for a utility company who might want to install a telecommunication tower in support of their mobile phone network expansion. Note that our description of that process is based on what COPA has observed when supporting aerodromes in these situations and it reflects our understanding of such processes.

## SITE SELECTION

Proper planning and management would dictate that a detailed assessment be carried out for the region where the infrastructure will be deployed and a preliminary layout of the various potential installation sites be established. Obviously, a flat, clear parcel of land, located close to a good road, is far more interesting than a site where one might have to cut a road through forest, hills, swamps, etc.

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*“SMALLER AIRPORTS AND PRIVATE AERODROMES...ARE THUS EXPOSED TO THE THREAT OF OBSTACLES BEING INSTALLED IN CLOSE PROXIMITY.”*

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## TCCA AND NAV CANADA

The utility company is under the obligation to communicate their plans with both TCCA and Nav Canada and obtain feedback on the perspective of these two entities. Nav Canada will assess the project for potential impact on their Air Navigation System. If the proposed installation does not interfere with their communication or guidance systems, or their radars, Nav Canada will then issue a Letter of No Objection. After reviewing the proposed project, TCCA will issue a statement addressing the need, or no need, to mark and illuminate the structure.

## LANDOWNER

It now becomes important to the utility company to ensure that they do not expend too much energy and funds for a project that could be doomed to failure. The owner of the land considered for the project is now contacted to obtain agreement that this owner will agree to allow the structure to be installed on his/her land for some consideration.

The current rate for this consideration seems to be approximately \$1,250 per month. Should the owner show sufficient opposition to this suggestion, the owner is then informed that the law provides for the utility company to install that tower where they want, that TCCA and Nav Canada have “approved” project, and there is nothing the landowner can really do about it. If this parcel of land is sufficiently close to an aerodrome, an aviation safety issue arises.

This approach is fraught with incomplete truth and some untruths. The law does in fact provide for the utility companies to install their infrastructures where they need too, but the same law also provides for a municipal authority the opportunity to oppose a specific location or site for legitimate reasons. A lack of appreciation for the esthetics, or just not liking the idea, are not considered legitimate reasons. This possibility for the municipality usually does not come up in the discussions or negotiations.

With respect to Nav Canada and TCCA, these two entities do not approve

## AIRPORT OR AERODROME?

Transport Canada Civil Aviation (TCCA) has written a guide, TP1247E – Land Use in the Vicinity of Aerodromes. The Aeronautics Act also provides the following essential definitions:

**Aerodrome:** means any area of land, water (including the frozen surface thereof) or other supporting surface used, designed, prepared, equipped or set apart for use either in whole or in part for the arrival, departure, movement or servicing of aircraft and includes any buildings, installations and equipment situated thereon or associated therewith.

**Airport:** means an aerodrome in respect of which an airport certificate issued under Subpart 302 of the CARs is in force.



anything of the sort. Nav Canada simply expresses a 'No Objection' position as explained earlier, not an approval. TCCA defines whether or not the structure has to be marked and lighted, not an approval. Further, the TCCA Form 26-0427E used for this purpose specifically states, just above the TCCA inspector signature block: "Completion of this form does not constitute authorization for construction nor replace other approval or permits." Hardly an approval.

COPA considers such behavior as unethical and abusive on the part of utility companies and COPA will protect the members at those threatened aerodromes when the situation warrants it. In this perspective, COPA will consider the extent of the impact the structure has on the aerodrome and its users, the overall environment of the aerodrome, and the support the municipality is

providing to the aerodrome in this situation. These factors determine the likelihood of winning the case should this eventually go to court.

### HOW YOU CAN PROTECT YOUR AERODROME

The best way to protect your aerodrome without spending a lot of money in legal fees and court expenses is to take the matter in your own hands as members of an aerodrome user group and ensure that you muster the support you need to forestall the eventual installation. To this effect, COPA offers the following brief guide, based on our recent experiences in these situations. Note that it is not necessarily easy or trivial, but a strong, well organized team effort can save you aerodrome and maintain the level of safety you need.

CREDIT DAVID ROUMANET



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Remain on the lookout for proposed structures in the immediate vicinity of your aerodrome; do not rely solely on someone being nice enough to inform you.

Understand the information provided above, and be ready to share it and explain it to whomever you feel should be aware it, particularly members of your local municipal council.

Share that information with members of your municipal authority as soon as possible so they are prepared if someone comes to them with such proposals. These persons possess their own areas of expertise and aviation is likely not one of those areas.

COPA has noted that when the facts are presented and explained to council members, they readily understand the situation and support the airport.


Organize an annual aerodrome open house so municipal administrators and their families can visit the aerodrome, meet the users and observe the air-

*"A STRONG, WELL ORGANIZED TEAM EFFORT CAN SAVE YOUR AERODROME AND MAINTAIN THE LEVEL OF SAFETY YOU NEED."*

craft, enjoy a barbecue, maybe even offer a short flight to someone who would love the experience (see our "Discover GA" program).

Building this kind of relationship early will pay enormous dividends when tough times come. Folks will be familiar with the aerodrome, they will understand its role and reason for being and how they could benefit from it, and will thus be more inclined to support the aerodrome.

Be aware that owning an aircraft is a very special privilege for which aircraft owners work very hard to achieve as they choose to allot their limited funds to flying as opposed to golfing, traveling, cruises, skiing, boating or any other legitimate form of leisure activity.

Sharing that privilege as suggested above will contribute to dispelling the too frequently encountered notion that the aerodrome and its users constitute an exclusive club of rich people who do not want to communicate with the rest of the population, which is obviously not the case. Quite the contrary, actually. 



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# VOTRE AÉRODROME EST-IL MENACÉ ?

CE QUE VOUS POUVEZ FAIRE POUR LE PROTÉGER AUJOURD'HUI ET POUR L'AVENIR

PAR JC AUDET

**À mesure que la demande en énergie et télécommunications démontre une forte croissance, un nombre grandissant d'aérodromes font face à la menace de voir de plus en plus d'obstacles dans leur environnement immédiat impactant leur sécurité aérienne, ou même leur existence propre. COPA a déjà supporté avec succès plusieurs aérodromes dans leur opposition à ces obstacles. Lignes de transmission électriques, éoliennes, tours de télécommunications, toutes constituent des éléments importants de notre société moderne et nous en reconnaissons tous le besoin. COPA et les aviateurs ne s'opposent pas au déploiement de ces infrastructures à travers le pays. Trop souvent par contre, certains fournisseurs d'infrastructures choisissent d'installer leurs tours ou autres formes d'obstacles beaucoup trop près de nos aérodromes.**

Essentiellement, une piste de gazon privée et un aéroport international sont des aérodromes selon les définitions dans l'encarté. Les dimensions d'un aérodrome, la densité du trafic qui y est desservi, et la complexité de ses installations peuvent entraîner que l'aérodrome devienne un aéroport tel l'Aéroport Trudeau à Montréal par exemple. Au Canada, ce ne sont pas tous les aérodromes, qui sont protégés par la loi, ce qui entraîne évidemment des situations parfois indésirables. De nombreux aéroports sont entourés d'une zone réglementée imposant des limites vis-à-vis les types et dimensions d'infrastructures qui peuvent y être déployées. Typiquement, ces zones de protection sont des initiatives municipales et la municipalité assume la responsabilité de gérer cette zone entourant l'aéroport. Les petits aéroports et les aérodromes

privés ne bénéficient pas de ce luxe et sont donc exposés à la menace de voir des obstacles érigés dans leurs environnement immédiat.

La loi n'impose pas que les aérodromes soient enregistrés. Le bénéficiaire, selon la perspective de tout individu, d'enregistrer un aérodrome est que l'installation sera listée dans le Supplément de Vol — Canada (SVC) mieux connu sous le nom de CFS. Le propriétaire d'un aérodrome pourra percevoir ceci comme un bénéfice alors qu'un autre aura une différente perspective. Les aérodromes ne sont donc pas nécessairement tous enregistrés et listés dans le CFS.

Les fournisseurs de services utilitaires semblent avoir éventuellement appris l'importance de porter attention aux aérodromes/aéroports lors de leur planification relative au déploiement de leur infrastructure de service. Leur meilleure source d'information dans ce domaine demeure le CFS. Ils n'y trouveront évidemment pas un aérodrome non enregistré. Un autre outil de recherche sera Google Maps ou Google Earth mais on semble connaître des difficultés dans l'identification de petits aérodromes lors de l'utilisation de ces outils visuels, du moins pour les non-initiés à l'aviation. Finalement, ces personnes peuvent toujours se déplacer à pieds, en voiture, s'enquérir auprès des municipalités, etc. Malheureusement, cette dernière approche ne semble pas être grandement prise en compte dans ces organisations.

Ce préambule permettra au lecteur de mieux comprendre le processus utilisé par ces compagnies d'utilitaires et comment un aérodrome peut ultimement être menacé de disparition suite à leurs projets d'infrastructures. Cet article ne discutera pas des lignes



de transmission hydroélectriques car celles-ci sont dans un tout autre ordre de complexité au niveau planification et approbation relativement aux éoliennes et tours de télécommunications. Due à la nature de leur déploiement en arrangement regroupé, les éoliennes présentent aussi des considérations qui dépassent les intérêts de cet article. Le problème le plus répandu semble être celui relié aux tours et antennes de télécommunications et les projets actuels d'expansion de grandes envergures dans ce domaine. Considérons ce qui pourrait constituer un processus typique pour une de ces compagnies désirant installer une

antenne de télécommunication en support d'un projet d'expansion de leur réseau. Soulignons que cette description du processus reflète ce que COPA a observé lors de nos expériences en supportant des aérodromes dans ces situations et reflètent notre compréhension du processus.

## SÉLECTION DU SITE

Une bonne planification et une bonne gestion imposent une évaluation détaillée de la région où l'infrastructure sera déployée et une élaboration préliminaire des sites d'installation potentiels pour les antennes. Il est évident qu'un morceau de terrain plat, dégagé de toute obstruction et offrant un bon accès routier sera beaucoup plus intéressant qu'un site en pleine forêt, nécessitant la construction d'une route d'accès à travers la forêt, marécages, montagnes, etc.

## TCAC ET NAV CANADA

La compagnie de services doit communiquer ses plans et intentions à TCAC et à Nav Canada afin d'obtenir leur perspective vis-à-vis les installations proposées. Nav Canada évaluera le projet en termes d'impacts potentiels sur ses installations supportant les services à la navigation aérienne. Si le projet n'affecte pas leur système de communications ou de guidage, Nav Canada émettra une « attestation de non-objection ». Après évaluation du projet, TCAC émettra un énoncé indiquant le besoin ou non d'identifier et d'éclairer la structure.

## LE PROPRIÉTAIRE DU TERRAIN

Il devient maintenant important pour la compagnie d'éviter de dépenser énergie et argent envers un projet voué à l'échec. L'étape suivante les amène donc à contacter le propriétaire du terrain où l'antenne en question sera installée dans le but d'obtenir une entente permettant cette installation sur la propriété choisie, en échange de certaines considérations. Le taux en vigueur pour de telles considéra-

tions semble être de l'ordre de 1 250 \$ par mois. Si le propriétaire se montre plutôt récalcitrant, on l'informerait que la loi prévoit que la compagnie a le droit inaliénable d'installer l'antenne où bon lui semble, que TCAC et Nav Canada ont déjà « approuvé » le projet et que le propriétaire du terrain n'y peut plus rien. Si cette parcelle de terre est suffisamment proche d'un aérodrome, il peut en résulter un problème de sécurité aérienne.

Cette approche par la compagnie est truffée de vérités incomplètes et de faussetés. La loi prévoit que les compagnies ont le droit d'installer leur infrastructure où nécessaire, mais la même loi offre aussi aux municipalités l'opportunité de s'opposer à certaines localisations pour des raisons précises et légitimes. Ne pas apprécier le manque d'esthétique d'une antenne, ou simplement ne pas aimer l'idée d'une antenne à un certain endroit, ne constituent pas des raisons légitimes pour s'opposer à l'érection d'une antenne. Les municipalités ne sont typiquement pas informées de cette option lors des discussions et négociations avec la compagnie.

Relativement à Nav Canada et TCAC, ces deux entités n'approuvent rien de la sorte. Nav Canada se limite à exprimer une position de « non-objection » tel qu'expliqué plus haut, ce qui ne constitue pas une approbation. TCAC définit simplement le besoin ou non de marquer et éclairer l'installation, pas une approbation. De plus, le formulaire 26-0427F de TCAC utilisé dans ce but stipule clairement, juste au-dessus du bloc signature de l'inspecteur TCAC, que «Le fait de remplir ce formulaire ne constitue pas une autorisation de construction ni ne remplace pas d'autres approbations ou permis.» Clairement pas une approbation.

COPA considère ce comportement comme étant un manque grave à l'éthique et abusif de la part de ces compagnies et nous nous engageons à protéger les membres à ces aéro-

dromes ainsi menacés, lorsque la situation l'impose. Dans cette perspective, COPA tiendra compte de l'ampleur de l'impact de l'infrastructure proposée par rapport à l'aérodrome et ses utilisateurs, l'environnement général de l'aérodrome et le support que la municipalité dévoue à l'aérodrome en question. Ces facteurs déterminent nos chances de succès si le cas devait être présenté en cour.

## COMMENT PROTÉGER VOTRE AÉRODROME

La meilleure façon de protéger votre aérodrome sans dépenser de fortes sommes en frais d'avocats et de cour est de prendre vos affaires en mains propres en tant que membres du groupe d'utilisateurs de l'aérodrome et de vous assurer de rassembler le support nécessaire pour prévenir l'installation des telles infrastructures. Dans ce but, COPA vous propose un bref guide, basé sur nos expériences récentes dans le domaine. Il est à noter qu'il ne s'agit pas d'un effort banal

## AÉROPORT OU AÉRODROME ?

Transports Canada Aviation Civile (TCAC) a produit le guide TP1247F – Utilisation des terrains au voisinage des aérodromes. La loi sur l'aéronautique fournit les définitions suivantes :

**Aérodrome** : Désigne tout terrain, plan d'eau (gelé ou non) ou autre surface d'appui servant ou conçu, aménagé, équipé ou réservé pour servir, en tout ou en partie, aux mouvements et à la mise en œuvre des aéronefs, y compris les installations qui y sont situées ou leur sont rattachées.

**Aéroport** : Aérodrome pour lequel un certificat d'aéroport a été délivré par le ministre en vertu de la Partie III du Règlement de l'aviation canadien.

ou facile, mais qu'une équipe sérieuse et bien organisée arrivera à protéger votre aéroport et à maintenir le niveau de sécurité aérienne nécessaire.

Demeurez vigilants vis-à-vis des projets d'infrastructure dans les environs de votre aéroport, ne comptez pas simplement sur quelqu'un qui aurait peut-être la gentillesse de vous en informer.

Assurez-vous de bien comprendre l'information présentée ici, soyez prêts à partager cette information, à l'expliquer à quiconque pourrait être intéressé à connaître ce matériel, particulièrement les membres de votre conseil municipal.

Partagez cette information avec les membres de votre administration municipale dès que possible, de sorte qu'ils soient prêts et informés si jamais une compagnie les approche avec de

tels projets. Ces personnes dans votre municipalité possèdent leurs champs d'expertise, mais l'aviation n'en fait pas nécessairement partie.


COPA a observé que lorsque les faits sont présentés et expliqués aux membres des conseils municipaux, ceux-ci comprennent facilement la situation et supportent leurs aéroports.

Organisez une journée portes ouvertes au cours de laquelle les administrateurs municipaux et leurs familles pourront visiter l'aéroport, rencontrer les aviateurs et leurs avions, faire un barbecue, peut-être offrir une courte envolée à quelqu'un qui en apprécierait bien l'expérience (voir notre programme « Découvrir l'AG »).

L'établissement précoce de ces relations amicales rapportera amplement une fois le temps venu. Les gens seront familiers avec l'aéroport, ils

comprendront son rôle et ses raisons d'être et comment ils peuvent en bénéficier, et seront par conséquent plus enclins à le supporter et le protéger.

Soyez conscients que posséder un avion est un grand privilège pour lequel les propriétaires d'avions travaillent très fort en choisissant de dévouer leurs ressources limitées à l'aviation plutôt qu'au golf, les voyages, les croisières, le ski, les sports nautiques, ou toute autre forme légitime d'activités de plaisance.

Partagez ce privilège tel que suggéré ci-dessus, contribuera à éliminer la notion malheureusement trop fréquente que l'aéroport local et ses utilisateurs constituent un club de gens riches qui ne veulent pas partager avec le reste de la population, ce qui n'est évidemment absolument pas le cas, bien au contraire. 



## LE CONGRÈS ET FOIRE COMMERCIAL COPA DE L'EST 2019 CORNWALL (YCC) ONTARIO, DU 22 AU 24 AOÛT OÙ L'AVENTURE VOUS ATTEND.

Inscrivez-vous et réservez votre hébergement dès maintenant pour une aventure au-delà du vol. Venez voir les châteaux de Millionaire's Row aux Mille Îles et monter, pagayer, marcher, dîner et camper le long du fleuve Saint-Laurent. Le congrès de l'est de COPA a tout ce qu'il faut avec ses séminaires, ateliers et présentations lors de salons professionnels.

visitez [FlyCornwall.ca](http://FlyCornwall.ca)  
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pré-enregistrement dès maintenant





The FAA has produced an airspace chart indicating the airspace in which ADS-B OUT will become mandatory as of January 1, 2020



# COPA VOUS INVITE À LIFT.

*Une soirée à célébrer la liberté canadienne de voler.*



VOTRE HÔTE :



**Don Bell**  
Co-fondateur de WestJet

INVITÉ SPÉCIAL :



**Col. Chris Hadfield**  
Astronaute et porte-parole de COPA

**Une table raffinée • divertissement • Encan silencieux  
Le 3 octobre, 2019 - Centre Telus Spark, Calgary**

Les recettes de ce 1er Gala annuel seront versées aux coffres de la Fondation pour la sécurité aérienne, un organisme qui soutient les initiatives des aviateurs à travers le Canada.

Pour plus de renseignements: [www.copanational.org/lift-gala](http://www.copanational.org/lift-gala) ou Kirsten à: [kmann@copanational.org](mailto:kmann@copanational.org)

# COPA AND AVIATEURS.QUEBEC

COLLABORATION IS NOW OFFICIAL

BY JONATHAN BEAUCHESNE, COPA DIRECTOR FOR QUEBEC



**COPA and Aviateurs.Québec have announced that they have signed an agreement that will see the two organizations collaborate on a number of fronts relating to General Aviation (GA).**

Bernard Gervais, president and CEO of COPA, met with Gilles Jean, president of Aviateurs.Québec (AQ) at

their AGM in Trois-Rivières, Quebec on April 13 for the signing of the official agreement.

AQ brings together their members around the themes of flight safety and accessibility. COPA brings to the partnership its expertise and its representation with regulatory bodies such as

◀ COPA CEO Bernard Gervais (l) and Aviateurs.Québec president Gilles Jean sign the agreement officialising the joint collaboration between their respective organizations.

Transport Canada and Nav Canada.

This agreement is similar to others COPA has signed with other national and regional organizations, such as the Air Transport Association of Canada (ATAC) and the British Columbia General Aviation Association (BCGA).

"I'm very happy to see us getting closer, for the good of all aviators in Quebec and in Canada," said COPA CEO Bernard Gervais.

"This collaboration with COPA is important," said AQ president Gilles Jean. "We need a strong COPA in Ottawa who can speak on behalf of aviation advocates across the country. The resources for general aviation are very limited and do not allow duplication." 🇨🇦

## COPA ET AVIATEURS.QUÉBEC

UNE COLLABORATION OFFICIA LISÉE

PAR JONATHAN BEAUCHESNE, DIRECTEUR COPA POUR LE QUÉBEC

**Le 13 avril dernier, lors de l'AGA d'Aviateurs.Québec (AQ) à Trois-Rivières, le président-directeur général de COPA, Bernard Gervais, était sur place afin de concrétiser les désirs mutuels de travailler main dans la main pour le bénéfice de l'aviation générale.**

M. Gervais et Gilles Jean, président de l'AQ, ont annoncé et signé une entente officielle d'associations partenaires. Essentiellement, AQ regroupe les membres de l'AQ autour de la sécurité du vol et son acces-

sibilité, tandis que COPA se s'occupe de la représentation auprès des organismes de réglementation (ex.: Transports Canada, Nav Canada).

Plusieurs personnes sur place, membres des deux associations, ont applaudi cette entente.

Il importe de souligner que COPA a également paraphé des ententes similaires avec d'autres organisations partout au pays, telles que l'Association du transport aérien du Canada (ATAC) ou l'Association de l'Aviation générale de la Colombie-

Britannique (BCGA).

« Cette collaboration avec COPA est vraiment importante, » a déclaré M. Jean. « Nous avons besoin d'un COPA fort à Ottawa qui peut parler au nom de tous les aviateurs à travers le pays. Et les ressources pour promouvoir l'aviation générale sont très limitées et nous ne pouvons pas nous permettre de duplication. »

« Je suis bien content d'un tel rapprochement pour tous les aviateurs du Québec et du Canada. » a déclaré M. Gervais. 🇨🇦



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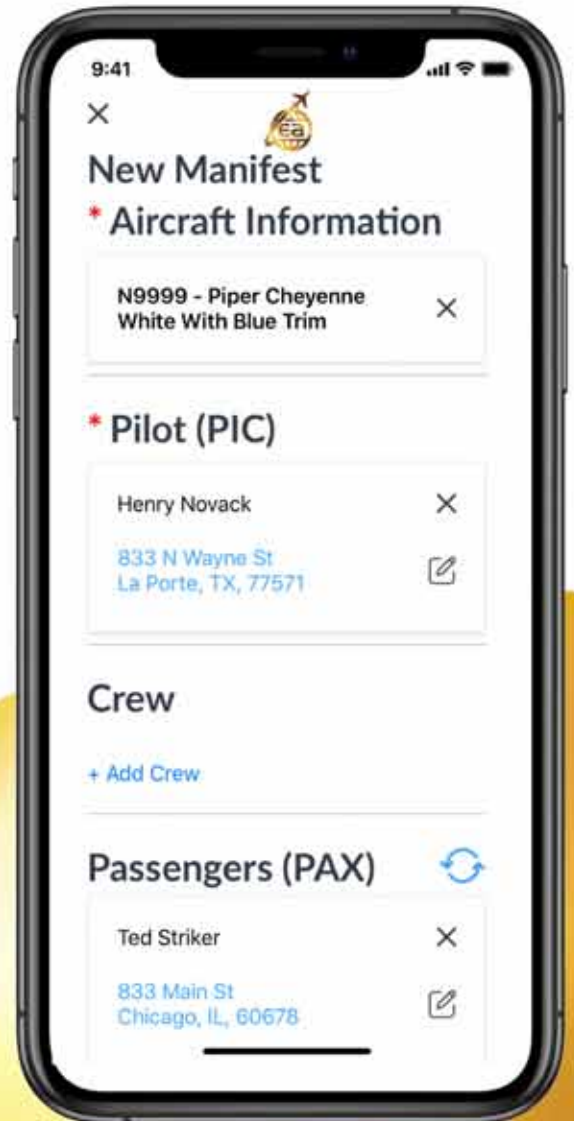
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# FOLDING ELECTRIC BIKES

JUPITERBIKES BRINGS GROUND MOBILITY TO PILOTS



◀ JupiterBike 2 can be ordered with a rolling case that can also be used as a backpack, allowing for easy transportation of the folding electric bike.

Unlike FBOs in the United States, where crew or courtesy cars are plentiful, many Canadian airports rely on taxis and Uber to get you into town for that \$100 hamburger. Folding bicycles have been around for decades. My first folding bike was made by Fuji, weighed over 20 kg, and had full-size 26-inch tires. It fit easily into the trunk of a car, but required some serious effort to get it into the back of a Cessna 182.

Polymer lithium-ion battery technology has changed the off-airport transportation capabilities. The evolution has seen small folding bikes, designed with small wheels and electric-assisted pedal bikes come to all electric bikes. With technology concepts taken from the automotive industry, lightweight all-electric bikes are able to perform with surprising speed and agility.

JupiterBike of Tampa, Florida ([jupiterbike.com](http://jupiterbike.com)) designed their first version in 2016. Version 2 of the

bike has lithium-ion batteries in the front wheel and an electric motor in the rear wheel. With 10" wheels, a high-capacity battery and a powerful brushless electric motor, speeds of up to 20 km/h are attainable, with a range of 16 km. Thanks to the aluminum alloy frame, the bike weighs just under 11 kg. These technical capabilities allow the JupiterBike to accelerate at a surprising rate. Braking is accomplished by the electric motor and is quite effective. There are no brake calipers or other hand brakes. Two electronic switches built into the handles are used for acceleration and braking. Just like your car, the right-hand switch is the accelerator and the left-hand switch is the brake.

The JupiterBike 2's folding design is unique, with a hinge in the middle of the frame. The wheels unlock and fold into the inside of the frame, making the bike exceptionally small, 41.4 cm (l) x 52.1 (h) x 14.6 cm (w) when folded, and 124.5 cm (l) x 90.2 cm (h) x 16 cm (w) when unfolded. The wheel-

base is 99 cm, making it quite stable in turns. The bike is light, with the maximum weight of the rider being no more than 100 kg. The adjustable seat provides ample height adjustment for a wide range of body heights. An upgrade to a more comfortable seat can be purchased. Rob Daniels, president of Jupiter Bikes, reports that most customers upgrade the seat.

The type 13s lithium-ion battery that's built into the front wheel delivers 10.3 Wh per cell for a total of 135 Wh. JupiterBike offers a front wheel assembly when the supplied batteries reach their end of life. Replacing the front tire requires some effort, using a hex wrench, a blade knife and pliers. There's a video illustrating the simplicity in replacing the front tire on JupiterBike's website. A small charging port and lighted on/off switch are on the side of the front frame. The included 100-230 (VAC) AC/DC charger will automatically shut off when the battery becomes fully charged, which can take up to two hours. An additional charger may be purchased for added convenience. Charging the batteries while airborne is not recommended.

JupiterBike 2 is priced at \$895 USD, including free shipping within the U.S. and a one-year warranty. The bike has passed the UN38.3 standard and is certified for air transport. Shipping weight is 14.9 kg. Colours include black (the most popular), orange, green, white and light blue.

The bike has an app supporting both Android and Apple smartphones. An optional bracket is available that allows you to attach your smartphone to the handlebars. The app uses Blue-



tooth for connectivity and displays a speedometer, the battery level, a compass and support contact information. The app allows a speed limit to be applied, which limits the maximum speed attainable, a great idea when used by the kids.

A variety of upgrades and accessories are available (prices in USD): rolling backpack (\$89.95); dual spring leather seat with LED tail light (\$44.95); universal cross-grip cellphone mount (\$24.95); LED front light (\$44.95); Accessory Pack (backpack, leather seat, front LED light and a cellphone mount) (\$179.95). A two-year extended warranty (\$149) beginning from the date of purchase of bike provides additional protection from accidental damage and provides rapid bike replacement as well as premium customer support (priority phone and email support).

Wearing a certified bike helmet is a must for personal safety. Protecting your head and brain while on the bike is critical. As in defensive driving, it's not only about your abilities, but the performance (or lack thereof) of other drivers on the road. JupiterBike has a number of educational videos on their website instructing you on unfolding, folding, riding and using the app.

Check with your municipal and provincial transportation regulations to determine the requirements for an electric bike. In Ontario, for an e-bike to comply with the Highway Traffic Act, it must not weigh more than 120 kg, electrical terminals must be completely covered, it must have two independent braking systems, the minimum wheel width or diameter cannot be less than 35mm/350mm, it cannot exceed

a power output greater than 500W and a speed greater than 32 km/h and must have pedals.

Jupiter Bike's Discovery Bike complies with Ontario's requirements for e-bikes. Weighing in at 15.9 kg, it is a bit heavier and larger than the JupiterBike 2, but provides greater range, speed and is able to carry a heavier payload. Check out the video on JupiterBikes' website.

Having an electric bike, once you get to your destination airport, increases your mobility, opening up new sites, restaurants and memories. The boating, aviation and car-less urban youth are the markets for these bikes, showing great promise for changing mobile transportation. Finally, unlike electric-assisted pedal bikes, electric-only bikes may have legal implications governed by each province's highway traffic legislation. 🚲



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To learn more, contact The Magnes Group Inc. at 1-855-VIP-COPA or visit us at [uavinsurance.ca](http://uavinsurance.ca).

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### 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](http://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.



# ON THE HORIZON



## EVENTS ON THE HORIZON

### JUNE 1 (2ND RAIN DATE)

Bonnyville, AB (CYBF) Flight 90 Fly-in Breakfast 07:00 - 11:00 More info: Facebook group "BONNYVILLE Flying Club", [copaflight90@gmail.com](mailto:copaflight90@gmail.com).

### JUNE 1 (9TH RAIN DATE)

Olds, AB (CEA3) Flight 142 COPA For Kids 09:00 - 13:00 More info: [ed@iqforag.com](mailto:ed@iqforag.com)

### JUNE 1

Prince George, BC Flight 79 Fly-in Breakfast 08:00 - 12:00 Donations accepted. Prizes to be won. More info: [johnhebb@telus.net](mailto:johnhebb@telus.net)

### JUNE 2

Barrhead, AB (CEP3) 10th Annual Fly-in/Drive-In Breakfast, 08:00 - 11:00, \$8.00/person, kids under eight are free — all you can eat. 100LL fuel available, excellent ramp & grass parking. More info: 780-674-0142, [wade.evans1@gmail.com](mailto:wade.evans1@gmail.com)

### JUNE 2

Smiths Falls, ON (CYSH) Annual Fly-in Breakfast, 07:30 - 11:30 rain or shine Fly-in/Drive-in. [smithsfallsflyingclub.com](http://smithsfallsflyingclub.com), 613-283-1148

### JUNE 2

Stratford, ON (CYSA) Flight 69 Fly in/Drive in Breakfast, 08:00 - 12:00 rain or shine. By donations. Proceeds to Stratford General Hospital Foundation MRI FUND. More info: [billverellen@gmail.com](mailto:billverellen@gmail.com), [perthcountyyflyingclub.ca](http://perthcountyyflyingclub.ca)

### JUNE 6-8

Innisfail, AB (CEM4) The COPA Western Convention and Trade Show. Visit [flyinnisfail.ca](http://flyinnisfail.ca) to register

### JUNE 8 (9TH RAIN DATE)

Edenvalle, ON (CNV8) 99s Annual Poker Run, 09:00 - 14:30 More info 705 309 3007, [firstcanadian99s.com/2017-poker-run/](http://firstcanadian99s.com/2017-poker-run/)

### JUNE 8 (9TH RAIN DATE)

Hinton, AB (Cee4) Flight 126 COPA For Kids 09:00 - 17:00 more info: [pblinky@telus.net](mailto:pblinky@telus.net)

### JUNE 8

Walkerton, ON (CYHS) Flight 54 COPA For Kids, 10:30 - 14:00 - 34 Saugeen Airport Road. More info: 519-881-6020

### JUNE 8

Warton, ON (CYVV) Flight 68 — 5th Annual Air & Auto Extravaganza, 10:00 — 16:00 Car, aircraft, motorcycle displays, vendors, food. Fun for the entire family. More info: [airautoevent.com](http://airautoevent.com)

### JUNE 9

Carman, MB (CJS7) Annual Airport Day Fly-in, Family and kid activities. Brunch 09:30 - 13:00 More info: [jcarley@mymts.net](mailto:jcarley@mymts.net)

### JUNE 9

Cobden, ON (CFP4) Flight 124 Annual Fly-in/Drive-in/Walk-in. Breakfast and open house from 07:00 - 11:00. Lots of great food and down home music. More info: [braden.robert1@gmail.com](mailto:braden.robert1@gmail.com), 613-432-2815.

### JUNE 9

Maniwaki, QC (CYMW) 4th Annual Fly In / 4ème Aérien Annuel. Last year almost 100 aircrafts visited us, with an estimated 3000 visitors on site. 10:00 — 16:00 L'année dernière c'est près de 100 avions qui nous ont visités, avec 3000 visiteurs estimés sur le site. More info / Pour toutes questions : 819-449-6103, [flyincymw@gmail.com](mailto:flyincymw@gmail.com), [flickr.com/photos/djipibi/sets/72157697308923694/](https://www.flickr.com/photos/djipibi/sets/72157697308923694/)

### JUNE 9

Sarnia, ON (CPM6) Flight 7 Annual Fly-in/Drive-in Breakfast, 08:00 - 11:00. More info: [copaflight7@hotmail.com](mailto:copaflight7@hotmail.com)

### JUNE 15

Kelowna, BC (CYLW) Flight 36 COPA For Kids. Registration online opens April 1st [kelownaflyingclub.com](http://kelownaflyingclub.com). More info: [rupertgruen@shaw.ca](mailto:rupertgruen@shaw.ca), 250.801.2818

### JUNE 15

Melfort, SK (CJZ3) Flight 182 COPA For Kids 09:00 - 12:00 Preregister: 306.752.2226

### JUNE 16

Lloydminster, AB (CYLL) Flight 113 Pancake Breakfast, 08:00 - 11:00 fly in or drive in. Served in the large grey hangar at the east end. Ground Marshaling onsite. Come promote aviation in our community.

### JUNE 16

Historic Picton, Ontario (CNT7) Flight 53 Father's Day Fly in, 08:30 - 11:00 Breakfast \$10. More info: 613-661-3278

### JUNE 21-23

Sault Ste. Marie, ON (CYAM) Fly-in Festival in partnership with COPA. Canadian Bush plane Heritage Centre in partnership with COPA More info and to register: 705-945-6242 ext. 202.

### JUNE 22

Orillia, ON (CNV6) Flight 110 Fly-in Everyone welcome! More info: 705-327-4730

### JUNE 22

Welland, ON (CNQ3) 43rd Annual 2019 AIR RACE CLASSIC CELEBRATING 90 YEARS OF WOMEN IN AVIATION! More info: [centralairport.ca](http://centralairport.ca)

### JUNE 22

Vegreville, AB (CEV3) Flight 191 Annual Fly in/Drive Pancake Breakfast, 08:00 - 12:00. More info: [vegflyflyingclub.com](http://vegflyflyingclub.com)

### JUNE 23

Disley, SK (CDS2) Chapter 154 Drive-In in Breakfast, 08:00 - 11:00. More info: 306.731.2249, 306.751.1064

# ON THE HORIZON

## JUNE 28-30

Sherbrooke, QC (YSC) Flight 37 and Les Faucheurs de Marguerites. Inviting COPA members to its 25th annual Fly-in. Invite les membres COPA à son 25ième RVA des Faucheurs. More info/Plus info: [lesfaucheurs.com](mailto:lesfaucheurs.com)

## JULY 6 (7TH RAIN DATE)

Grimsby, ON (CNZ8) EAA Chapter 65 Fly-in and BBQ. Celebrating their 60th birthday. 10:00 - 14:00. Please RSVP to [info@eaa65.org](mailto:info@eaa65.org) and mention how many plan to attend.

## JULY 6

Oliver, BC (CAU3) Flight 158 Annual Fly-in-Breakfast. 08:00 - 11:00 Coffee, fruit, juice and breakfast \$10.00, everyone welcome. More info: 250-488-5710, [sofc.oliver@gmail.com](mailto:sofc.oliver@gmail.com).

## JULY 6

Windsor, ON (CYQG) 75th Anniversary Fly-in. We are hoping for 75 airplanes for a photo shoot. Room's available at Windsor Casino. All proceeds to support flight training scholarships, More info: 519-969-1320, [75@windsorFlyingclub.com](mailto:75@windsorFlyingclub.com).

## JULY 7

Bancroft, ON (CNW3) Flight 119 Annual Fly-in Pancake Breakfast, 08:00 - 12:00 Joint event with the Town of Bancroft's annual Water, Wheels and Wings weekend. Town festivities all weekend. Static Displays, Vintage Cars. Jet A and 100LL available with VISA. Camping available. More info: [gary@abs.aero](mailto:gary@abs.aero).

## JULY 12 - 14

Yellowknife, NT (YZF) Flight 108 The Midnight Sun Fly-in Fly out picnic, live entertainment, dockside dinners, pancake breakfast, memorial fly past, and more. More info: [midnightsunflyin.com](http://midnightsunflyin.com), [floatplaneflyin@gmail.com](mailto:floatplaneflyin@gmail.com)

## JULY 13 - 14

Fairmont Hot Springs BC (CYCZ) 8th Annual Fly-in. Hot springs pool passes and shuttle. Discounts on fuel, resorts, golf. Free BBQ and pancake breakfast, 50/50 charity draw. All monies raised are for the Chris Rose Therapy Center for Autism. Camping available. More info and discount codes: 250-345-2121 or [sjestley@fhsr.com](mailto:sjestley@fhsr.com)

## JULY 13

Port Elgin, ON (CNL4) Flight 172 COPA For Kids. Registration 08:30 and flying starts 09:00 until 13:00. More info: [steve.mcd@bmts.com](mailto:steve.mcd@bmts.com)

## JULY 20

Nelson, BC (CZNL) Flight 87 Nelson Pilots Annual Fly-in/Drive-in. Breakfast 8:00 - 11:00, Seaplanes and landplanes welcome, including those en route to Oshkosh; 100 LL available and accommodations are convenient to airport.

## JULY 19-21

BC floatplane Association AGM (CYKA) Flight 72. 10:00 Guest speakers, Saturday lunch and dinner, progressive air services tour, wine tour. Saturday evening entertainment. More info: 250-319-0772, [ps600@hotmail.com](mailto:ps600@hotmail.com)

## JULY 21

Iroquois, ON (CNP7) The Iroquois Flying Club's 53rd Annual Fly-in Breakfast beside the beautiful St. Lawrence 8:00 - 11:30. Seaplane dock near the airport. More info: 613-657-1646

## JULY 27

Bancroft, ON (CNW3) Flight 119 2nd Annual Fly- In Golf Tournament. The Bancroft Community Airport is next door to the Bancroft Ridge Golf Course. We will transport you from tie down to tee off. Golfing fun with fellow aviation enthusiast. More info and to register [bancroftflyingclub.ca/Fly-in-golf.html](http://bancroftflyingclub.ca/Fly-in-golf.html), [gary@abs.aero](mailto:gary@abs.aero).

## AUGUST 4

Goderich, ON (CYGD) Flight 45 and Huron Crime Stoppers welcome you to our Runway Classic to view your favourite plane or vehicle. See you on the runway!

## AUGUST 9 (10TH RAIN DATE)

Warton-Georgian Bluffs, ON (CYVV) Flight 68 is hosting the 99s at 10:00 as they celebrate Canada's first licensed female pilot, Eileen Vollick. Potluck luncheon. More info: [copaflight68@outlook.com](mailto:copaflight68@outlook.com)

## AUGUST 10-11

Havelock, NB (CCS5) Flight 27 Annual Fly-in /Open House. Breakfast and lunch served Sat and Sun Auction Saturday at 14:00 followed by a steak BBQ at 17:00. Breakfast and lunch served Sat and Sun. Looking forward to seeing you. More info: [www.havelockflyingclub.ca](http://www.havelockflyingclub.ca)

## AUGUST 17

Moose Jaw, SK (CJS4) Flight 4, Fly-in/ Drive-in Breakfast. 0800 - 1100 more info: [cfudu@hotmail.com](mailto:cfudu@hotmail.com).

## REGULARLY HELD EVENTS

### AIRDRIE, AB (CEF4)

Flight 134 - Monthly meeting, First Thursday 19:30, [airdrieflyingclub.ca](http://airdrieflyingclub.ca)

### ARNPRIOR, ON

Flight 33 - Monthly meeting on the 2nd Wednesday at 19:00

### 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 second floor boardroom. [wpaa@telus.net](mailto:wpaa@telus.net)

### BONNYVILLE, AB (CYBF)

Flight 90 - Monthly meeting last Monday 19:00, Terminal building, [facebook.com/bonnyvilleflyingclub](http://facebook.com/bonnyvilleflyingclub)

### BORDEN, ON (CNV8)

Flight 84 - Borden Flying Club monthly meeting 3rd Saturday 10:00 [bordenflyingclub.com](http://bordenflyingclub.com)

### BOUNDARY BAY, BC (CAK3)

Flight 5 - Boundary Bay Flying Club monthly meeting, 2nd Wednesday 19:30 [copa5.wordpress.com](http://copa5.wordpress.com)

### BRANTFORD, ON (CYFD)

Flight 148-Brantford Flying Club monthly meeting, 3rd Wednesday 19:00 Clubhouse [copa148.com](http://copa148.com)

### CALGARY, AB (CYBW)

Flight 114 - Monthly meeting 2nd Wednesday, Hangar Flight Museum [crufc.ca](http://crufc.ca)

### CARLETON PLACE, ON (CNR6)

Flight 121 - monthly meeting last Saturday 10:00 [ctwinter@gmail.com](mailto:ctwinter@gmail.com)

### CHARLOTTETOWN, PEI (CYYG)

Flight 57 - PEI Flying Association members' breakfast, Every Saturday Razy's Roadhouse 08:00. 902-626-6963 or [pound@pei.sympatico.ca](mailto:pound@pei.sympatico.ca)

### CHATHAM-KENT, ON (CYCK)

Flight 203 - COPA YCK monthly meeting 2nd Monday 19:00, [tim@schinkels.ca](mailto:tim@schinkels.ca)

### CLARENCE-ROCKLAND, ON

Flight 132 - Monthly meeting 1st Thursday 20:00, 3984 Indian Creek Road, [crmartel45@gmail.com](mailto:crmartel45@gmail.com)



# ON THE HORIZON



## **COLD LAKE, AB (CENS)**

Flight 205 - Monthly meeting bi-weekly Thursday 16:30, Terminal building  
[jayconlin@hotmail.com](mailto:jayconlin@hotmail.com)

## **CORNWALL, ON (CYCC)**

Flight 59 - Monthly meeting 2nd Saturday 09:00, [earfran@bell.net](mailto:earfran@bell.net)

## **DAWSON CREEK, BC (CYDQ)**

Flight 183 - Mile Zero Flying Club monthly meeting last Thursday, [rfofster@pris.ca](mailto:rfofster@pris.ca)

## **DRAYTON VALLEY (CER3)**

Flight 186 - Monthly meeting 2nd Thursday 19:00, Break July and August, [praa.clubinfo@gmail.com](mailto:praa.clubinfo@gmail.com)

## **EDMONTON, AB**

Flight 176 - Monthly meeting 1st Thursday 19:30, Alberta Aviation Museum, [treasurer@copaedmonton.ca](mailto:treasurer@copaedmonton.ca)

## **ESTEVAN, SK (CYEN)**

Flight 3 - Monthly meeting 2nd Tuesday of every 2nd month 19:30, Main terminal building, [Nealandnadine@hotmail.com](mailto:Nealandnadine@hotmail.com)

## **FREDERICTON, NB**

Flight 2 - Monthly meeting 19:00 2nd Tuesday, Bloor St. Church, [raystl@nbnet.nb.ca](mailto:raystl@nbnet.nb.ca)

## **GODERICH, ON (CYGD)**

Flight 45 - Monthly meeting 19:30 Clubhouse or terminal check [copa45.com](mailto:copa45.com) for updates.

## **GRAND FALLS-WINDSOR, NL**

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

## **GUELPH, ON (CNC4)**

Flight 1 - Monthly meeting 19:30 1st Tuesday, Guelph Air Park Café, [brianoates@hotmail.com](mailto:brianoates@hotmail.com)

## **HANOVER, ON (CYHS)**

Flight 54 - Monthly meeting 20:00 2nd Saturday, CYHS SMA Boardroom, [barrytschirhart@wightman.ca](mailto:barrytschirhart@wightman.ca)

## **HAVELOCK, NB (CCS5)**

Flight 27 - Havelock Flying Club weekly Fly-in/drive-in breakfast, 08:00 - 10:00 every Sunday.  
[havelockflyingclub.ca](http://havelockflyingclub.ca)

## **HAWKESBURY EAST, ON (CPG5)**

Flight 131 - Monthly breakfast meeting 08:30 1st Saturday, Club 131 - Déjeuner mensuel 08h30 1er samedi  
[flight131.copanatonal.org](http://flight131.copanatonal.org)

## **HINTON, AB (EE4)**

Flight 126 - Monthly meeting 19:00 2nd Wednesday, Clubhouse/Terminal building

## **INNISFAIL, AB (CEM4)**

Flight 130 - Innisfail Flying Club monthly meeting 19:30 3rd Thursday, Terminal building, [heaton.bd@gmail.com](mailto:heaton.bd@gmail.com)

## **IRON CREEK, AB (CEK6)**

Flight 157 - Monthly Fly-in for coffee and goodies, 09:00 - 13:00 3rd Saturday  
[shelley@ccewireless.ca](mailto:shelley@ccewireless.ca)

## **KAMLOOPS, BC (CYKA)**

Flight 82 - Kamloops Flying Club monthly meeting 19:00 1st Monday, clubhouse.  
[kamloopsflyingclub.com](http://kamloopsflyingclub.com)

## **KELOWNA, BC (CYLW)**

Flight 36 - Kelowna Flying Club monthly meeting 19:00 1st Tuesday.  
[kelownaflyingclub.com](http://kelownaflyingclub.com)

## **KINGSTON, ON (CCE6)**

Flight 109 - Monthly meeting 09:30 1st Sunday, Camden east airfield.  
[youcanreachusat@hotmail.com](mailto:youcanreachusat@hotmail.com)

## **KITCHENER, ON (CYKF)**

Flight 26 - Breslau Flyers monthly meeting 19:00 2nd Tuesday, upstairs classroom Waterloo - Wellington Flight Centre.  
[copaflight26.com](http://copaflight26.com)

## **LAC LA BICHE, AB (CYLB)**

Flight 165 - Monthly meeting 3rd Monday at 19:00, Terminal building.  
[laclabicheflyingclub.ca](http://laclabicheflyingclub.ca)

## **LETHBRIDGE, AB (CYQL)**

Flight 24 - Lethbridge Sport Flyers weekly breakfast, 07:30 every Saturday, [lethbridgesportflyers.com](http://lethbridgesportflyers.com)

## **LINDSAY, ON (CNF4)**

Flight 101 - Kawartha Lakes Flying Club monthly meeting, 19:00 1st Wednesday at LCVI high school, [klfc.ca](http://klfc.ca)

## **MEDICINE HAT, AB (CYXH)**

Flight 171 - Gas City Aviators monthly meeting 19:00 last Thursday.  
[iclarkso@telus.net](mailto:iclarkso@telus.net)

## **MIRAMICHI, MB (CYCH)**

Flight 39 - Monthly meeting 19:30 1st Wednesday, clubhouse  
[nbdbrown@nbnet.nb.ca](mailto:nbdbrown@nbnet.nb.ca) or 506-625-5788

## **NANAIMO, BC (CYCD)**

Flight 91 - Nanaimo Flying Club monthly meeting 09:30 3rd Sunday  
[nanaimoflyingclub.org](http://nanaimoflyingclub.org)

## **NELSON, BC (CZNL)**

Flight 87 - Nelson Pilots Association monthly meeting, 18:00 3rd Wednesday, terminal building, [nelsonpilots.ca](http://nelsonpilots.ca)

## **NORTH BAY, ON (CYYB)**

Flight 23 - Monthly meeting 19:00 2nd Monday, [flyingnorthbay.ca](http://flyingnorthbay.ca)

## **OLDS DIDSBURY (CEA3)**

Flight 142 - Monthly meeting 2nd Saturday Coffee and donuts and discounted fuel.

## **OKOTOKS, AB (CFX2)**

Flight 81 - Monthly meeting 19:30 last Monday, Okotoks Elks Hall, [foothillsflyingclub.com](http://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 meeting 19:30 1st Thursday, [copa70.com](http://copa70.com)

## **PONOKA, AB (CEH3)**

Flight 187 - Monthly meeting 19:00 1st Monday, airport terminal  
[drew@flyingwatsons.ca](mailto:drew@flyingwatsons.ca)

## **PENTICTON, BC (CYYF)**

Flight 50 - Penticton Flying Club monthly meeting 19:00 2nd Tuesday  
[ronjohnson@telus.net](mailto:ronjohnson@telus.net) or 250-493-0441

## **PETERBOROUGH, ON (CYPQ)**

Flight 34 - Monthly meeting 19:00 2nd Wednesday, [tommoore@live.ca](mailto:tommoore@live.ca)



# ON THE HORIZON

## **PICTON, ON (CNT7)**

Flight 53 - Breakfast 8\$ at the Prince Edward Flying Club, 08:00 2nd Sunday April to November (except June) 613-471-1868

## **PITT MEADOWS, BC (CYPK)**

Flight 16 - Aero Club of BC monthly meeting 19:30 1st Wednesday, [aeroclubofbc.ca](mailto: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](mailto: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](http://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 (CYGF)**

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](mailto:wrwile@gmail.com)

## **SASKATOON, SK (CYXE)**

Flight 10 - Monthly meeting 19:00 2nd Tuesday, SK Aviation Museum classroom, [copasaskatoonraa.com](http://copasaskatoonraa.com)

## **SARNIA, ON**

Flight 7 - Monthly meeting 4th Monday 19:00, Naval Association 403 Wing. [jkwood\\_99@yahoo.com](mailto:jkwood_99@yahoo.com)

## **SEDGEWICK, AB (CEK6)**

Flight 157-Iron Creek Flying Club monthly meeting, 2nd Thursday 19:30. [shelley@cciwireless.ca](mailto:shelley@cciwireless.ca)

## **SHOAL LAKE, MB (CKL5)**

Flight 162 - Shoal Lake Flying Club monthly meeting, 19:30 2nd Tuesday of every 2nd month, terminal building. [siflyingclub.com](http://siflyingclub.com)

## **SUNDRE, AB (CFN7)**

Flight 146 - Sundre Flying Club monthly meeting 19:30 2nd Thursday 403-638-7370 or [winnmy@telusplanet.net](mailto:winnmy@telusplanet.net)



## **TISDALE, SK (CJY3)**

Flight 93 - Monthly meeting 3rd Monday Sep-Jun 19:30 - 21:00, Terminal building, [tisdaleaviation.ca](http://tisdaleaviation.ca)

## **VAL D'OR, QC (CYVO)**

Flight 192 - Monthly meeting 18:00 2nd Tuesday, Hangar Q-60 [copaflight192@yahoo.ca](mailto:copaflight192@yahoo.ca)

## **VERNON, BC (CYVK)**

Flight 65 - Vernon Flying Club monthly meeting 19:00 3rd Tuesday, VFC Clubhouse, [flyingclubvernon@gmail.com](mailto:flyingclubvernon@gmail.com)

Flight 65 - Vernon Flying Club monthly pancake breakfast. 09:00 4th Sunday starting January 27th, 2019. Fly-in, drive-in, or walk in. Everyone is welcome. [flyingclubvernon@gmail.com](mailto:flyingclubvernon@gmail.com)

## **VERMILLION, AB (CYVG)**

Flight 204 - Monthly meeting 2nd Wednesday. [vrflyingclub@gmail.com](mailto:vrflyingclub@gmail.com)

## **VICTORIA, BC (CYYJ)**

Flight 6 - Victoria Flying Club monthly meeting 19:00 1st Tuesday. [copaflight6@gmail.com](mailto:copaflight6@gmail.com)

## **WELLAND, ON (CNQ3)**

Flight 149 - Monthly meeting 19:00 3rd Tuesday, [verburgam@aol.com](mailto:verburgam@aol.com)

## **WESTLOCK, AB (CES4)**

Flight 139 - Westlock Flying Club monthly meeting, 19:00 3rd Thursday, terminal building. [dan@syz.com](mailto:dan@syz.com) or 780-961-2213

## **WETASKIWIN, AB (CEX3)**

Flight 51 - Wetaskiwin Flying Club monthly meeting, 1st Tuesday, terminal building, [scottcoggan@hotmail.com](mailto:scottcoggan@hotmail.com)

## **WETASKIWIN, AB**

Flight 51 - Flying Club monthly Fly-in 09:00 - 11:00, 4th Saturday starting January 26th until December 28th. Coffee and treats will be served

## **WIARTON-GEORGIAN BLUFFS, ON (CYVV)**

Flight 68 - Monthly meeting 09:30 1st Saturday, terminal building, [copaflight68@outlook.com](mailto:copaflight68@outlook.com)

## **WHITCOURT, 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, 08:00 - 1st Saturday, clubhouse, 506-356-5025

## **LIST YOUR EVENT IN COPA FLIGHT**

Email your events to [membership@copanational.org](mailto:membership@copanational.org) for inclusion in COPA Flight's On The Horizon section. Deadline is the first day of the month prior to publication.

## SHOUT-OUT TO OUR VOLUNTEERS

IT TAKES A TEAM FOR THINGS TO HAPPEN

BY CLARK MORAWETZ, COPA DIRECTOR — SOUTHERN ONTARIO

One thing that may surprise most COPA members is how many people are paid to work for COPA. Believe it or not, you can count them out on your two hands! For all the advocacy, fly-ins, COPA for Kids, meetings, fly-outs and airshows that this organization puts on, we rely on an air force of volunteers. These volunteers are the foundation of our organization and are an incredible asset to COPA. Being a COPA volunteer is a great way to contribute to your local community and make connections with your fellow COPA members.

In April, I had the great honour of volunteering once again at the annual Girls Take Flight event in Oshawa. If you haven't been to an event like Girls Take Flight, I highly recommend it. It's become a highlight of my aviation calendar every year. In May, my local COPA Flight 32 hosted our second COPA for Kids event on Toronto Island at CYTZ. Given its location, it is one of the most challenging sites to host a COPA for Kids event in Canada, and our group of volunteers is the reason for its success each year.

After my first article, FIFI in Canada, in February's issue of COPA Flight, I received a lot of great feedback from readers. I did receive one note that inspired me to write this article. The note was from the Captain of the COPA Flight that put on the event that then gave me the opportunity to take my birthday flight on FIFI. He was disappointed that I did not mention all of the volunteers that worked very hard to put on an event like that.



He raised an excellent point. In an effort to keep columns brief enough to fit in the magazine, we sometimes go to the heart of the story without necessarily taking the time to acknowledge that it takes a group of dedicated volunteers to make things happen. When events are run so well, it's easy to forget that it takes a lot of hard-working volunteers to make them run so seamlessly. I phoned him to give him my mea culpa and promised that would I try to do better in the future. So, thanks to Tom, Ingrid and the whole team at COPA Flight 34 in Peterborough for putting on

▲ COPA Director for Southern Ontario Clark Morawetz (3rd from left) poses with the organizing committee responsible for the COPA for Kids event held at the Billy Bishop Toronto City Airport (CYTZ) in May, 2018.

great events like Air Legends. I hope to make it to one of their meetings this year and I'm certainly looking forward to attending the Peterborough airshow in September.

Now that our fly-in season is truly underway, I challenge you to make it a habit of saying thanks to at least one volunteer this summer. I know I will. 🙌

# REGIONS B.C. + YUKON

## AWARD-WINNING INSTRUCTOR HOSTED BY COPA FLIGHT

RICH STOWELL URGES PILOTS TO REMEMBER STICK AND RUDDER SKILLS  
WITH CONTRIBUTIONS FROM BILL MORE



**COPA Flight 65 – Vernon Flying Club hosted Rich Stowell, who was the first Master Instructor – Aerobatics to be officially accredited in the United States, at their regular meeting on March 19.**

A well-known author who has published textbooks on spin and stall

awareness and recovery procedures, the Idaho-based Stowell spoke to club members and guests, some of whom flew in from as far away as Abbotsford, for over an hour on the subject of Avoiding Loss of Control.

Stowell, who in 2006 was recognized as the National Flight Instructor

of the Year, regularly gives seminars, webinars and writes scripts for safety and how-to videos, some of them on behalf of the FAA.

“In moments of panic, you will revert to what you were originally taught,” the author of Emergency Maneuver Training and The Light Airplane Pilot’s Guide to Stall/Spin Awareness to his Vernon audience. “If it has been a while since you have read Stick and Rudder, An Explanation of the Art of Flying, by Wolfgang Langewiesche, do so again,” he added.

Stowell, who has logged over 10,000 hours in the cockpit, 9,000 of those as an instructor, also encouraged those who fly with autopilots to turn them off and hand-fly every now and then.

At the end of his presentation Stowell gifted two of his books, Emergency Maneuver Training – Controlling Your Airplane During a Crisis and The Light Airplane Pilot’s Guide to Stall/Spin Awareness. 📖



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# REGIONS PRAIRIES

## VILLENEUVE HANGAR FINALLY COMPLETE GARY ACHESON'S HANGAR DOOR WAS PROBLEMATIC BEFORE IT ARRIVED

Alberta businessman Gary Acheson finally finished his 560-square-metre hangar project at Edmonton/Villeneuve airport (CZVL) earlier this year, but took longer than expected. Acheson, whose company Sarasota Homes builds and sells houses, decided to order the hangar door from U.S. company Schweiss Doors.

Unfortunately, the door, measuring 16.76 metres by 5.97 metres, was damaged during shipment from Schweiss's plant in Minnesota, and wasn't repairable.

"What had happened was half the door got damaged in shipment. When it was on the truck, it was all bowed out. The top of it couldn't even be repaired in the field," said Acheson.

Anxious to get his hangar finished, he was on the phone with Minnesota.

"I was very impressed how Schweiss handled that negative," said Acheson. "They recognized it wasn't right and sent us a new half of the door. The point that I want to make is that Schweiss listened, the assessment was fair and the response was quick."



Acheson's hangar now houses his Mooney Acclaim and Cessna 182T. A friend occasionally stores his Cessna Citation inside the hangar too.

The hangar is used for more than just the storage of airplanes. "I have a simulator room on one side and a lounge on the other side," said Acheson, who has been flying for about 20 years. "The simulator is for the Mooney. We use it to keep us sharp and safe." His two sons-in-law, who he employs in his business, are also

▲ The Schweiss bifold hangar door features prominently in this new Villeneuve (Alberta) hangar.

pilots and have been flying for about 10 years.

Acheson is pleased with the quality of the doors and also the after-sales support he received from Schweiss. "I don't underestimate the importance of after-sale support, said Acheson. That, I think, Schweiss did an excellent job on. ✈️



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## RAPPEL ESCALE AMICALE À CYJN



▲ Members of COPA Flight 160 are ready to welcome COPA members transiting through Quebec on their way to the Convention in Innisfail.

**vers l'Assemblée générale 2018 à St-Jean, NB. Tous ont alors souligné l'accueil chaleureux des membres locaux et l'excellent BBQ dégusté sur le site de l'aéroport.**

Cette année, cette escale sera davantage informelle puisque la distance entre CYJN et CEM4 fait en sorte que les dates de déplacement des pilotes seront probablement réparties sur plusieurs jours dans la semaine. Si vous désirez réserver une chambre d'hôtel, faire le plein de carburant ou organiser la logistique pour un groupe lors de cette escale, contactez l'association au [nprenoveau@outlook.com](mailto:nprenoveau@outlook.com). Les membres du Club COPA 160 se feront un plaisir de vous aider.

Rendez-vous à Innisfail !

## FLYING IN TO INNISFAIL?

For members transiting through Quebec on their way to Innisfail, the folks at St-Jean-sur-Richelieu airport (CYJN) once again offers you a friendly stopover. Last year, nearly 25 people stopped at CYJN en route to the 2018 Convention in Saint John, N.B. Join us for a barbecue at the airport. You will receive a warm welcome.

This year, this stop will be more informal since the distance between CYJN and CEM4 means that the pilots' travel dates will probably be spread over several days. If you want to book a hotel room, refuel or organize logistics for a group during this stopover, contact the association at [nprenoveau@outlook.com](mailto:nprenoveau@outlook.com). COPA Flight 160 members will be happy to help you. 🍷

Pour nos membres de l'Est du Québec, des Maritimes et de Terre-Neuve qui se rendront avec leur appareil à l'Assemblée générale annuelle de COPA à Innisfail, AB (CEM4), du 6 au 8 juin prochain, le Club COPA 160 (St-Jean-sur-Richelieu – CYJN) vous offre encore une fois cette année d'y faire une escale amicale. L'an passé, près de 25 personnes ont fait arrêt à CYJN en route



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## REGIONS ATLANTIC

### FEDERAL FUNDING OF REGIONAL AIRPORT

CHARLO REGIONAL AIRPORT GRANTED FUNDS FOR SNOW REMOVAL EQUIPMENT



Transport Minister Marc Garneau was at Charlo airport (CYCL) in northern New Brunswick in April to announce the granting of \$706,750 for airport upgrades, made through the federal government's Airports Capital Assistance Program (ACAP). The regional airport, with its 6,000-foot runway, is the only one that serves the northern part of the province. It also serves Quebec's Gaspé Peninsula.

The funds will be used for the purchase of snow removal equipment and a runway friction tester.

"As a not-for-profit corporation, the Charlo Regional Airport Authority's primary source of revenue is generated from day-to-day operations, and is currently not sufficient to reinvest in major capital improvements," said Stéphanie Clark, CEO of the Charlo Regional Airport Authority, the not-for-profit corporation that operates the airport. "For small regional airports, receiving financial assistance from Transport Canada is a welcomed and

▲ René Arseneault, MP — Madawaska — Restigouche, addresses dignitaries at Charlo airport.

crucial part of ensuring the safe and efficient operations of our community's airport,"

The airport is served by PAL Airlines, which includes Dash 8s and Beech 1900Ds in their fleet. It also serves as a vital link for medivac flights. Last year saw double-digit growth at the airport, with corporate and tourism-related charters up significantly.

"The Charlo Regional Airport is an important hub for residents and businesses in Northern New Brunswick and the Gaspé Peninsula, said René Arseneault, the local Member of Parliament. "These investments help ensure continued safe airport operations for passengers, crews and employees, while supporting the regional economy and its social development." 🇨🇦

# FLYING WITH THE AEROSTARS

THE PHILLIPS 66-SPONSORED AEROBATIC TEAM UP CLOSE  
*BY PHIL LIGHTSTONE*



All four aircraft lined up on the runway in a typical military formation. Powering up the Extra's IO-540, 300-horsepower Lycoming engines, we were airborne and climbing to 2,500 feet in a matter of moments. In the climb, the four aircraft quickly formed into a standard tight four-ship pattern. Rocket quickly joined up with Boss, into the leader's seven o'clock position, tucking into position roughly three feet abeam and a foot below. Flying with extreme precision, the flight made its way to an aerobatic box just northwest of the field. We moved out to roughly 15 feet away from the others to begin the first manoeuvre. Diving to gain speed, we entered a series of loops.





◀ The Aerostars at rest between performances.

doubtedly a factor, too. The Aerostars were reborn as the Phillips 66 Aerostars, and in 2017 the team switched from Yaks to Extra 300Ls.

The team comprises four professional aerobatic pilots: Harvey ‘Boss’ Meek, Paul ‘Rocket’ Hornick, David ‘Cupid’ Monroe and Gerry ‘Fossil’ Molidor. Boss is team leader, and the four pilots together have more than 60,000 flight hours and over 400 airshows under their wings. Their aerobatic routine illustrates the extreme discipline and accurate flying skills of each pilot. They fly well beyond commercial standards, typically with three feet of separation between the Extras.

The opportunity to fly with a professional aerobatic team is a once-in-a-lifetime event for a general aviation pilot like me. So when the opportunity arose to fly with the famed Phillips 66 Aerostars aerobatic team at this year’s Sun ‘n Fun in Florida in April, I jumped at it.

I flew front seat with Rocket, who has over 10,000 hours flying with the airlines, instructing aerobatics, flying corporate jets, and roughly 2,000 hours flying airshows. With flight time in Boeing’s 727 and Airbus’s A310 and A300, and in the Hawker 800, Rocket loves to fly. He is an exceptionally skilled pilot, but doesn’t take himself too seriously.

“Flying is part of my DNA, I just can’t get enough of it,” said Rocket. “I enjoy the comradery of the Aerostars. It’s like a football team, all playing to a common goal.”

After listening to the pre-flight briefing and donning the exceptionally thin and comfortable parachute, I climbed aboard the aircraft. Equipped with a leather flight helmet incorporating a headset, Rocket strapped me into the five-point seat harness. A few quick ratchets of the lap belt and I was securely fastened into the Extra.

The team taxied through the various taxiways and ramps at Lakeland

## SPECIAL MEASURES

Pre-flying the Extra included a safety briefing on operating the parachute as well as a few do’s and don’ts while in the aircraft, such as emptying my pockets of anything that could turn into FOD. At least three maintenance hours, or more, would be required to find the loose change, lip balm, etc. that could end up hiding in the nooks and crannies of the aircraft.

Strict attention is paid to the canopy latches. Accidentally squeezing the release handle in flight would result in the canopy opening and smashing against the wing. Depending upon the speed of the Extra, the canopy could possibly depart the aircraft and hit the tail, causing damage to the horizontal or vertical stabilizers.

But I’m getting ahead of myself, so let’s back up somewhat.

The opportunity to fly with the Aerostars is a once in lifetime event for a general aviation pilot such as myself. Although I have completed the Emergency Maneuvering Course, with aerobatic time in a Zlin, the opportunity to fly in a tight aerobatic formation certainly is one for the log book. More information about the Phillips 66 Aerostars can be found at [www.teamaerostars.com](http://www.teamaerostars.com).

The Aerostars were formed in 2003, flying Yak military trainers. They had been using Phillips 66 X/C 25w-60 engine oil in their Yaks before being sponsored by Phillips, who chose to partner with the Aerostars because of their experience as a civilian team demonstrating precision, teamwork and excellence. Brand loyalty was un-

Regional Airport (KLAL). The pilots have very little forward visibility while taxiing, making S-turns the norm. Boss, who is in charge of communications with the ground and tower, handles the radios and advises the team of any issues while taxiing; the other three pilots monitor the radios. Once airborne, the team switched to an air-to-air frequency. With military precision, the team's communications were short, snappy and to the point. There's no room for any misunderstandings or miscommunications.

The four pilots act as a single entity. With four invited guests onboard the flight, some with aerobatic experi-

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*“FLYING IS PART OF MY DNA, I JUST CAN’T GET ENOUGH OF IT,” SAID ROCKET. “I ENJOY THE COMRADERY OF THE AEROSTARS.”*

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ence and some with no experience in light aircraft, the ride was designed to provide a glimpse into the capabilities of the team while ensuring that no passenger got motion sickness.

Rocket owns his Extra 300, as do the other team members. As the aircraft's owner, he and his ground team take extra care of the bird and are tuned into conditions which would be unfavourable for the aircraft. On the day of my flight, the weather forecast called for precipitation. The Extra's high-performance carbon-fibre propellers do not do well when flown through rain, which causes the paint on the blade's leading edge to erode. We did not launch our flight until the risk of showers had subsided.

Practice is paramount in maintaining their flying skills at the highest level. Their home base is in northern Illinois, where the local weather conditions



▲ The Aerostars held the attention of spectators at Sun 'n Fun 2019 in Florida.

over this past winter reduced the amount of practice time, forcing the team to move to southern Florida for their practice sessions. Fortunately, they were able to co-ordinate an aerobatics box with local aerobatic pilots.

Flying is a big part of the team experience, but the comradery between the team members, including the ground folks, adds that extra zip to the enjoyment factor.

Commented Rocket, “They’re fifty-plus years old acting like kids, all contributing to the fun factor.” 🐦

## WHAT’S AN AEROBATIC BOX?

An aerobatic box is a designated volume of airspace dedicated to performing aerobatic manoeuvres. The dimensions, set by the *Fédération Aéronautique Internationale (FAI)*, are 1,000 metres square. Its height above the ground varies according to whose rules are being followed, but can be up to 1,000 metres. The box's floor typically ranges from as low as 100 metres above ground level up to 460 metres. During aerobatic competitions, judges assess penalties when an aircraft strays outside of the box.

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June being Pride month, it seems like a prime time to highlight one of our fellow aviation organizations, Canadian Aviation Pride (or CAP, for short).

CAP is the national organization for LGBTQ+ aviators across Canada. A large percentage of its membership comprises pilots, both commercial and private. Many of these pilots are also COPA members.

This year, for the first time, CAP will be present at COPA for Kids at PEI's Charlottetown airport (CYYG), handing out stickers and rainbow airplane

▲ Rainbow epaulets make a colourful yet important statement.

necklaces to young participants at this ever-popular event. CAP's presence at CYYG signals to youth and their families that aviation is a diverse industry and an inclusive hobby.

With 10 percent and more of the population identifying as gay, lesbian, bisexual, trans, two-spirit and more, it's important that aviation-related organizations position themselves as welcoming places, where ALL pilots and owners

PHOTOS: GUSTAVO CORUJO (2X)





▲ Canadian Aviation Pride director Vera Teschow addressing attendees at a recent CAP event.

feel at home. I'm pleased that COPA Flight 57 is working with CAP members in eastern Canada this month to provide a safe space for young aviation hopefuls who may also identify as LGBTQ+.

*CAP'S PRESENCE AT CYYG SIGNALS TO YOUTH AND THEIR FAMILIES THAT AVIATION IS A DIVERSE INDUSTRY AND AN INCLUSIVE HOBBY.*

If you'd like to learn more about Canadian Aviation Pride, please visit our website at [www.aviationpride.ca](http://www.aviationpride.ca). And, if you'll be volunteering with COPA for Kids at Charlottetown airport on June 15, we encourage you to stop by the CAP booth and say hello — who knows, you might just get lucky and walk away with some rainbow epaulettes! 🌈

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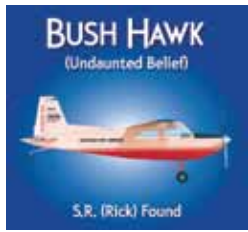
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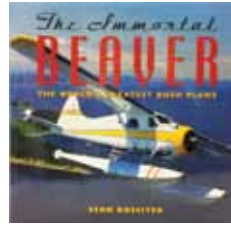
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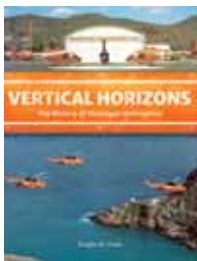
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Publisher Harbour Publishing Ltd.  
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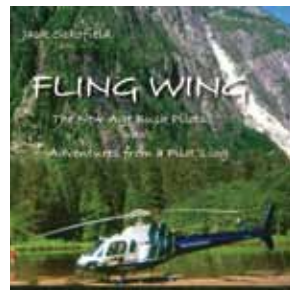


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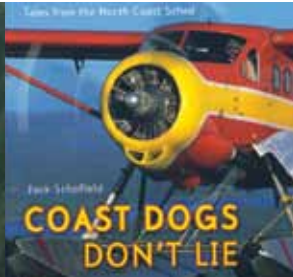
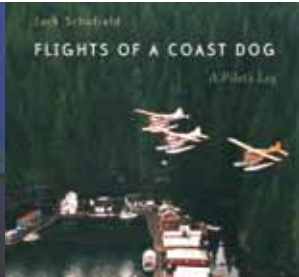
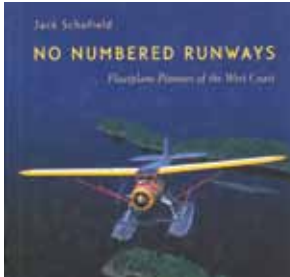


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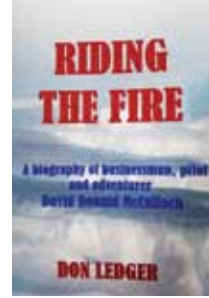




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**1967 CESSNA-185 E** 3245 Hrs TTSN, IO-470F 758 hrs SMOH, overhauled prop installed July 24, 2018, KY97A Com, Cessna 300 NAV Com, Artex Me 406, Mode-C, Garmin 296, 4-Stn intercom w/David Clark Headsets. LRF 83 gals, hydr syst. for skis, Horton STOL, Cap 3000 E, Fluidyne A 3500 A skis. Good overall condition. Same owner for 30 yrs. Asking \$130,000 CDN. Contact Lyle at lylehopf@yahoo.ca Ph. 780-826-3126 (3563.18710)



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**1948 CHAMP 7DC** My beloved Champ seeks new care giver. Excellent condition, well maintained, flown regularly. Complete with wheels, 1400 EDO floats, Federal skis, tefton skins, engine heater and winter covers. VGs. Less than 250 hrs since complete engine overhaul & upgrade to 100+HP. Only 85 hrs on new McCauley prop, TT3432. Asking \$38,500 but willing to accept more. Based Chemong Lake, Kawarthas. Contact: 705-799-7205 or garyharvey7205@gmail.com (3512.18670)



**2002 AMPHIBIOUS PA 12** Lycoming engine 160HP, 212 hours, motor rebuilt, \$85,000 Call: Leonard 418-538-3458 (3525.18686)



**2003 AMERICAN CHAMPION SCOUT** 8GCBC. 510TT. 2006 Wipline 2100A Amphibs, Gear advisory, Lycoming O-360-C1G, 180hp. 2007 MT 80" 2-blade CS prop, full gyro panel, JPI EDM700-4, Garmin 430/106A nav head, 327 Transponder, GMA340 Audio, Kannad ELT406, 850 x 6 mains, Scott tail wheel, \$125,000US. 905-431-8895 or dunk2211@gmail.com (2893.18677)



**1946 T-CRAFT BC-12D** A-65, 3425 TT, 228 SMOH, rebuilt 1999, slick mags, no electrics, skis, OM, hangared. \$17,500obo. Email: d.litke@yahoo.com or 780-941-2127 (3513.18651)

www.csplane.com



**1960 CESSNA 175 SKYLARK** TTAf 2802 SMOH 930 ON 0-470 SPOH 169 (O/H 2014) AQUA 2400 NO DAMAGE CALL FOR PRICE.



**1964 PA-18-150 350 SMOH 617 SPOH WIP 2100 AMPH, C-2300 WHEEL SKI INCLUDED 145K CAD**



**1968 PIPER CHEROKEE** 235 HP TTAf 8600 SMOH 75 HRS (0-540) SPOH 75 HRS USEFUL LOAD 1268 LBS LR FUEL TANKS 65K CAD

50 Canadian Singles, Twins and Floatplanes



**1974 CESSNA 172M** ONLY 1911.3 TTAf. NO CORROSION INT/EXT 10/10 PAINTED IN 2017 89K CAD



**1977 185 SMOH 905, 425 ON 6 NEW CYLINDERS, NEW 86" 3-BLADE, R/STOL, WING X, HIGH GROSS, EDO 3430 FLOATS. 199K CDN**



**1999 CESSNA 206H** TTAf 1000 SMOH 1.7 HOURS (2018) 1.7 3-BLADE (O/H 2018) WIPLINE 3450. CALL FOR PRICE

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**2001 CHALLENGER 2** Advanced Ultralight, 500 TT, 200 SMOH. Built by the late Dave Allen who is well known for high quality builds. Brand new covers this year, penetration skis, battery. Must go, purchased another plane. \$13,500. 519-791-2274 or robmathers@xplornet.com (3500.18630)



**CESSNA 172RG** TTSN 4016, 0-360, 105 since new. Prop 200 since new. 430w, KX-165, KX-155, UBG-16, fuel flow, PMA-8000b, ME-406, new ft custom 3. Well maintained, Rosen visors, numerous other items. \$90,000USD Email: kgross@telus.net (3510.18647)



**1970 172 SUPERHAWK FLOAT PLANE** 180 HP Penn Yan Conversion TT-1392, TSNE & P 122. Horton stall kit, drooped wing tips, stall fences, aileron & flap gap seals. Engine 0-360-A4M, CAP 2000 floats. \$125,000 (3522.18566)



**CESSNA 180F** 3834.5 hr moteur P.Ponk 285 hp. 727.0 hrs SMO. Helice trois pales 106hrs SMO. Flotteur aeroset 3500 L wings extention horton stoll, reservoir 80 gal, radio GNS430. 160000\$ Louis: 514-247-1203, Marilou: 514-909-4124 (3504.18701)



**LOW-TIME 1969 PA 28-180D IFR CHEROKEE** 2180 TT, 1340 SMOH, excellent condition, IFR certified, hangared, all speed mods, 130 KTAS at altitude, GNS 530W, single axis Piper autopilot, Feb 2019 annual, 406 ELT, \$59,000USD (3516.18544)



**1979 PIPER NAVAJO CR 350HP, PANTHER CONVERSION**, Colemill short wing tips, full de-ice system, air conditioning, Vortex generators. 8600 TT; TIO 540 J2BD 1780/1770 SOH; 4- Blade Q-tip propellers 110/110 OH in 2017 by BL AVIATION. 819-383-6208. xfontaneau@hotmail.com (3515.18664)



**PA28R-180** Eng. TT 67hrs, Prop 70hrs, 2970 AFTT. Annual Aug 2018, 2 coms MAC1700, 2VOR gs, 4-place DC headsets. AC completely rebuilt, paint hardcoat, hoses, brakes many extras. Int-10, ext-8 Asking \$69,000 CDN. OBO Contact: lennypk2@gmail.com or 506-622-0105 (3423.18678)



**1994 BUSHI CADDY MODEL R120** TTSN 1615, TTE 750. Rotax 912 ULS (100hp) w/Softstart. New engine mount. Lallande floats 1400 lbs, skis and wheels. Mint condition. Complete logbook. \$55,000 (3511.18534)



**2010 AVIAT HUSKY A-1C-200** Flawless. Clean, hangared. 475 TT. IFR. Lycoming IO-360-A1D6. MT Prop. AB 31" mains. AB 3200/3224A tailwheel. Micro VG's. LED landing/taxi/pulse recognition lights. Tanis oil sump preheat pad. Inertia shoulder harness front and rear. Garmin GNS 530W. Garmin GTX330 transponder. Garmin GMA340 audio panel. VM-1000 engine monitor. New 406 ELT. JPI OAT. Davtron M800 chrono. New annual 03-19. Uploaded Logs and photos available. \$169,000 USD. Greg: 1-306-577-7636. gcmaher285@gmail.com (3533.18629)



**2006 VANS RV7A** Canadian Registered, available immediately for \$84,000CDN. Located at CYPK. Completed 2006, second owners, always hangared. 1132 hours. Dynon EFIS-D10A/EMS-D10, lcom IC-210 Comm, Garmin GTX327 Transponder, Garmin 296 GPS, ACK-E04 406 ELT. Lycoming O-320B 160 HP, good compression, Sensenich 70 CM FP prop. 1 Slick Mag 1 Lightspeed Plasma II CDI. Tip up canopy, floor carpeting, Koger Sunshade, canopy cover. Email: kjd172@hotmail.com or (604)729-5835 (3551.18667)



**ZENITH-CH250TW** Lycoming O320, 160HP, TTAF 870, SMOH 870, Valcom 760, Transponder, Asking \$20,000CDN obo. Wally 705-328-1724 (3404.18552)



**1978 CESSNA 172** TTSN 2228. Auto pilot, long range fuel tanks, 9s inside and outside. Last annual 11.13.18. GPS & Head phones. Contact: 780-909-5589 or darrell@imperialdrywall.com (3568.18718)

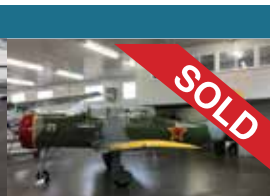
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For a list of common abbreviations used in Classified advertising please see page 49



**1962 BEECH BARON 55**

Great weekend getaway airplane. Lots of range at great speed. Low time engines and props. Too many options to list.



**1982 CJ6A NANCHANG**

Low time Airframe and engine. New Prop. Garmin VHF/GPS. Awesome for aerobatic and formation flying. A lot of Bang for the Bucks.



**1959 RARE FWP149D GERMAN MILITARY TRAINER**

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**1959 PILATUS P3 SWISS MILITARY TRAINER**

Only example in Canada. Awesome to fly. Low maintenance, works like a Swiss watch. New engine and Mt prop.



**GORGEOUS 1973 CESSNA 421B**

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**AMERICAN CHAMPION (8KCB) SUPER DECATHLON** 1450TTAF/E, 180HP/CS prop, inverted fuel/oil, Tanis preheat, GMA340 audio/music jack, G430 GPS, GTX327(mode C), Monroy traffic, King VOR/ILS, EI engine monitor, heated pitot, alt static, metal spar, upgraded aluminum factory gear, Hobbs, 406 ELT, IFR STC (one of a kind), battery minder, Hooker Harness front/back. Two sets of tires (8.50x6 & 6.00x6). Fresh Annual. Compressions 76,75,78,78. All logs (Canada/US). ND. Personal aircraft, never a trainer. No competition. Always hangared. ATP/CFI owner happy to check you out. Vinyl letters easily removed for American friends. Gets attention wherever it goes! Photos are not enhanced in any way. Looks beautiful! Three kids so the mission has changed. \$99,500US. michael.curtis@mac.com or (519) 955-7020 (3537.18639)



**1946 CESSNA 140 TT** 2120, 1242 SMOH, 180 HP, Cyl, 78/80, Radio, XPDR Mode C, Cleveland, Alaska B. Tailwheel, brake pedals both sides, always hangared, based in St-Lazare (CST3). \$23,000 (3217.18617)



**1969 TURBO TWIN COMANCHE** w/Miller conversion. 200 HP, half-time engines. Robertson STOL, 8 fuel tanks, colour radar, speed brakes, Avidyne 540, Insight engine analyzer, hangared, \$119K USD Contact: John @ Brewer Aviation, Ph: 902-626-5262 or jbrewer@eastlink.ca (2564.18685)



**C-180 J 1976 TTSN** 2862, SMOH 1169, 260 HP mod. Norland, avion très performante. Int. 8/10 Ext. 7/10. Long range tanks, Garmin 510. ELT 406. Cap 3000 / ensemble de roues. Mécanique A1. Daniel 514-242-8589 (3491.18603)



**PA12-150 TTSN** 2775, TSOH 385, new cyles 16, flaps, PA18 gear, 1935 Gross, seaplane doors, recent fabric, booster tips, extended baggage, Edo 2000, skis minus tailski, spring annual included, \$125K CDN, 705-261-1012 (3517.18705)



**1977 CESSNA 210M** 2601.7 TAFT, Engine 272.6 TSMO by Progressive Air, Chrome Cylinders w/good compressions. McCauley D3A32C prop 10.0 TSMO, Oct 2017. New interior w/ new foam insulation. Extensive airframe work completed in 2017. \$135K USD (2681.18643)



**1946 CESSNA 140** Federal 1500 skis. 85 hp Continental w/electrics, Narco Com, Mode C Transponder, <5 hours on O/H McCauley 7148 prop, Poly-fibre fabric wings, 406 ELT, & rebuilt starter fall 2018. Fresh annual, TTE ~1100 hrs. w/~300 hrs. SMOH, TTAF 2873 hrs. OM category, C\$24,900. 403-846-7347 (3553.18680)



**1987 CHRISTAVIA MARK 1** 476 TT & SMOH, 0-290-D2, 2 recent cyl, mags, carb, alt., Warp, AH, EGT, CHT, ELT, new fabric & tanks, alum. spars, hangared, PKs, skis, new bungees. \$35,900 Bob Ormsby 705-642-6489 (3348.18675)



**1946 ERCOUCPE 415-C** s/n 2096. Estate sale, make offer. TTSN 1860 TSO 938.9 Last annual: May 15, 2017. Metal wings. Oshawa CYOO. Details, photos CFUNMERCOUPE.BLOGSPOT.COM John\_Alford@hotmail.com (3388.18657)



**GLOBE SWIFT GC-1B** Continental C-145, Sensenich M74DR Propeller, King KY97A, Garmin TSP, Encoder, Intercom, ME406 ELT. TTAF 2718 hrs. 352 hrs. SMOH, 13 hrs. SPOH, Cleveland wheels and brakes, Dual brake pedals, Skytech Starter, Stainless exhaust, Electric Trim, 9-gal aux tank, electric fuel pump, P51 gear doors, Rams horn yokes, one-piece windshield, skylights, steerable tailwheel, Instrument panel, gyros, 9" venturi, new interior, shoulder harness, beacon, canopy cover, tow bar. Asking \$47,500. 250-248-2792 (3554.18682)



**1979 CESSNA 172N TT** 4191, SMOH 1524, O-320-H2AD, McCauley prop, IFR, Garmin 430W, Aera 796, Garmin SL30, GTX320A, PMA4000, Artex 406, Rosen, LED-lights, engine-wing covers, new windshield 2015, new headliner, annual May. \$80,000 514-386-8080 or leo@burman.ca (3538.18640)



**NORSEMAN MK VI** TTSN: 4065 hrs. Engine 4 hrs, prop 10 hrs. Recent overhaul. 7170 Edo floats. Very good wood structure. Recent annual. Hangared winter months. Asking \$260,000Cdn. ramldt@mymts.net or Gary @ 204-482-3270. (3501.18633)



**CH300 TT** all 200hrs. O-320 certified rebuild. Dig CHT, EGT, fuel flow oil filter, 4-place Cessna seats. Garmin encoding transponder, GPS. Always hangared. \$22,000. 780-853-0237 (2387.18619)



**LOW TIME 1979 CESSNA 172N SUPERHAWK** True 4-place 180HP Penn Yan 3350 TT, never a trainer, 760 usable load w/full fuel, 9GPH@110kias. No damage history, spec sheets, tech/ journey logs, all ADs current. Leather, 4-way comms, custom cover, 4-point inertial harnesses, very clean, interior 8/10, paint 7/10, iPad w/Foreflight incl. Kannad 406 ELT, new larger prop, Tanis warmer, LED lamps, wheel fairings. AME access for technical information. \$71,500 (3248.18679)



**1974 CESSNA A185F** 4900 TTAF, 900 SMOH, 1050 SPOH - due Mar. 2020. Bubble Windows, 2960 Floats, Sportsman STOL, Mode C, Bench and bush seats, on wheels. Drop box photos available. \$125,000 CDN Call: 250-488-9534 (3251.18635)



**ZENAIR ZODIAC** 600-001 built by CH. Rotax 912UL, Warp Drive, Zenair 1150 Amphibs, all low time. Includes wheel gear and fairings, extras and spares. Not flying. Located at Oshawa CYOO. C\$29,000 OBO 905-686-9041 (3526.18687)



**HOMEBUILT ON AMPHIB** TTSN 1331 TT on factory new 0360 241 hours McCauley ip235 prop TT574. Professionally Built. \$69,900 obo Email: ross\_mandeville@hotmail.com or call 250-809-7112 (3539.18642)



**1974 CESSNA 172M SKYHAWK** Rare low-time one-owner aircraft. 1503 TTAE Hangared for 40 years. NDH Original paint & interior. LR tanks. FGP w/ MK12D, MX300 etc Headsets & Garmin 296 \$59,000 CDN. (613) 652-2186 (3549.18662)





**8/10 SCALE BUCKER JUNGMEISTER**  
Aerobatic +10G -6G. Lycoming O-290G. 100 hrs SMOH. Inverted fuel & oil system. Extra long-range fuel tank. Garmin GNC250XL Radio/GPS. Individual hydraulic toe brakes & steerable tail wheel. C\$19,000 OBO. lindenhrb22@gmail.com or 780-910-6562 (3535.18638)



**2014 PENDULAIRE SKYPPER** Rotax engine 912. 162 TT. Bionix wing. Always hangared. CST7 \$46,000 CAD. Contacts: Martin Lebreux, 418-576-5599, martin.lebreux@engie.com or Denis Anctil, daanct@hotmail.com 418-559-4422 (3488.18606)



**1978 PIPER TURBO LANCE** PA32RT300T 3770TT 300SMOH OSPOH 160 knots 6 seats, Always hangared, Leather interior, Speed mods GAMI injectors Tannis heater HSI autopilot IFR certified Airnav \$120K US gilbertdr@gmail.com (506) 546-3355 (3464.18689)



**1977 BEECH BARON BE-55 TT** 5365 SMOH: LE 626 Hrs (2011) RE 1736 Hrs (1998) IFR Garmin GTN-750 WAAS, GDL-88 ADSB, GTX 327 Transponder, TAS 600 Active Traffic. WX 500 Stormscope, Collins HSI, SL-40 Com, KN-53 w/2nd G/S, FCS-810 AP, KR-87 ADF/RMI, GEM 1200 Engine Monitor, Shadin digital fuel flow and ADC-200 fuel/air data computer, 406 ELT. Full Deice: heated 3-blade props, Recent Boots, VGs, Gami injectors, new fuel bladders. \$149,000US Contact: davidmotion@gmail.com or 604-926-7158. (3565.18712)



**BUSHMASTER II ULTRALIGHT**  
Excellent condition inside & out. Always hangared. Rotax 912 engine. Dual controls & intercom. Individual hydraulic toe brakes & steerable tail wheel. \$28,000CAD. (3535.18641)



**AULA ULTRALIGHT X-AIR HANUMAN 2008** Full alum structure, Dacron sailcloth, 2-seater dual controls, Cruise 100mph, 80L, Rotax 912S 100hp, 184 TTSN, 3p Warpdrive gr. Adj. 72" prop. Basic instruments & engine monitoring (Rapide Junction), Icon radio + intercom, wing tip led lights. The inherent stability of the Hanuman, combined with its low take off & landing speeds make it a very forgiving Aircraft. Always hangared. Price: \$36,000. Yves 819-822-7922. (2915.18609)



**1939 LUSCOMBE 8A TT 1570, Cont.** A65, 200 STOH, All ADs and SBs complied with. No electrics. Runs and flies great on wheels or skis. Very easy to start. Annual March 2019. New ELT, new tires, overhauled carb, new vertical fin attach bracket (complies with AD) in 2018. Matching fully reconditioned skis available. Aircraft stored in heated hangar. More photos and videos available C\$23,500 wheels only. C\$25,000 wheels & skis. Ph: 204-392-6678 (3362.18607)



**CHRISTAVIA MK1 85 HP CONT ICOM 200** 90 hrs since new. Reason for selling - lost medical. Based Charlottetown CYYG. \$17,000obo Contact: dunnjoe80@gmail.com or 902-393-1314 (3211.18626)



**RESTORED M4 MAULE 1964** M4 1632 TTSN 32 SMOH New paint, covering, glass etc. Call for full list of work done. Have float gear and lotus floats. Owner maintenance. Will take trade. \$74,000. 306-746-7609 or jedimond@gmail.com (3540.18644)



**RUTAN VARI-EZE 1984.** 1,509TTA. "Grand Champion Plans Built", Arlington 1985. Empty wt. 726lbs. MTOW 1,110lbs. Always hangared. 22imp gals. 160kts/12,500'. Repainted 2008, (took 520hrs!) Engine, Continental C-85-12, rebuilt as O-200. Major O/H Vike Aeromotive, 2012: Titan cylinder assemblies and Sky-Tec starter. 180 hours since. MGL V6 radio and MGL ALT-V 2014. Pointer C4000 ELT. King 76 xpr. Cleveland 5" wheels and brakes. New brakes, tyres & tubes. Two Slick impulse mags. Gordon Hindle: 778-351-1343. hanne.gordon@shaw.ca (3569.18737)



**CESSNA 172M TURBO DIESEL 135 HP,** fuel burn 5 GPH, cruising 115 kts, Cessna 172M 1974, Very low airframe time - 2695.0, Engine - TAE 125-02-99 Diesel aircraft engine, FADEC controlled engine. MT propeller MTV-6-A, Engine time SMOH 651.9 hrs on a TBO 2400.0 hours, Propeller time - 251.6 hours TTSO. Equipment: KX 155 NAV-COM, Garmin 250XL GPS-COM, Garmin GTX 327 transponder mode C, Audio Panel KING KA 134 TSO, 4-place intercom system. All ADs complied with. All maintenance up to date, Canadian AMO. Maintained in CZBB \$85,000 Contact: Ken Smith (604) 991-4300 (3463.18749)



**PA-12-150HP-FLAPS SM 240, SP 695** Borer, 2-door Mod, 3-place I-COM, EDO 2000's, Skis, PA-18 Gear Mod w/Cleveland's and 8:50's, V.G. KIT. Many mods. Fresh annual, \$75K CDN. CONSIDER TRADES. 613-632-0123 Sales@csplane.com (2378.18750)



**1946 FLEET 80 CANUCK TTSN 13419.** TTSM 45. \$22,000 OBO. Four new cylinders, new carburetor, new magnetos and new light weight starter. Located at Oliver CAU3. Info pacsound@gmail.com 250-488-5710 (3552.18669)



**1946 AERONCA 7AC CHAMP** Restored in 2008 including fabric, paint and interior. 8200 TT, 1000 SMOH, 65 HP, ELT, VHF, skis. Great flying classic. \$24,000 OBO. (416) 678-9372 or jcsair@gmail.com (3040.18571)



**SA100 STARDUSTER TT250 0290-D2** all chrome, refurbished 2007, tube/wood/fabric, grove gear, cleveland wheels/brakes. Len Kennedy, 506-622-0105. lennyk2@gmail.com (3423.18708)

For a list of common abbreviations used in Classified advertising please see page 49

  
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**KESTREL HAWK** Totally refurbished & paint 2012. Jabaru 2200 engine 120 hrs TT. Garmin GNC250XL Radio/GPS. Garmin GTX327 Mode C Transponder. Dynon Avionics EFIS-D100. Individual hydraulic toe brakes & steerable swivel tailwheel. C\$35,000obo. Linden Bland lindenhrb22@gmail.com or 780-910-6562 (3535.18636)



**1967 PIPER CHEROKEE 180 OM** 3450TT, 1737SMOH, int 9(new) ext 6, 1017 useful load (200 baggage area) 2 NAV-COM, S-TEC 40 AP, fuel flow, 406 Mhz, CHT, Garmin Apollo GX55 (IFR) C\$28,500 Imac07@hotmail.com (3558.18700)



**1957 CESSNA 180 ON FLOATS** O-470 engine, 500 hrs left. 4 cylinders just redone, new C of A. 2870 Edo floats, wheels, Emron paint, interior 8/10. Bush seat. Never been used commercially. \$95,000. Contact: 204-941-3700, 204-256-0154, or 204-369-5305 (3529.18608)



**NEW LARGER HIGHLANDER** Buy now and be the first to own the Extended Highlander. 160 HP Lycoming with Electronic Ignition. The photo shows the paint scheme on our demo plane. Contact John jbrewer@eastlink.ca or 902-626-5262 (2564.18731)



**1975 CESSNA 421B** Pressurized 421B 1975 C-FGDU TT: 5154 SMOH: L&R engines 535 Hrs. L&R props 535 Hrs IFR Garmin 530/430 WAAS, Garmin GTX 330ES, ADSB in/out Autopilot S-TEC 55X King radar altimeter, Garmin GA347 audio panel. Artex ME404 ELT. Pilot/co-pilot dual instrument panel. Prop Sync, 100 amp alternators, EDM JPI 760 engines. Monitoring flight engineer link to Garmin 530/430 WAAS. Alcohol windshield, full deice, recent boots. Heated 3-blade props. Weather color radar, VG'S, Engine fire extinguisher system. No accidents and always hangared. Commercially operated, selling with the CAR 703 certificate & USA certificate. Ready to work today. Annual due in September 2019 All AD's up to date. \$300,000USD. Ph: 514-663-3858 or info@axair.ca (3570.18735)



**1980 BONANZA A36TC** 4224 TT, 357 SMOH, Gami's, 220 NEW Prop, GNS430, KX155, Garmin 696, KING HSI, 650a ADF, Collins DME, KFC200, Built in 02 and Intercom, Osborne Tips, Rosin Visors, Always Hangared, \$186,500US. Ph: 306-921-7721 or keith752@sasktel.net (3564.18711)



**1970 CARDINAL 177B** ~3300 TTSN Recent engine/prop overhaul. Excellent paint, interior shoulder belts. Good avionics incl panel King GPS, 2 radios, wing leveler. Will consider trade for float plane. \$69K. Just completed annual. 705-879-0465 or bluzak@xplornet.com (3592.18620)



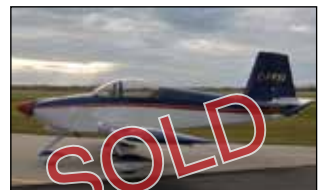
**CHAMP HOMEBUILT** 75 TTSN, C-90 75 SMOH, by professional shop, electrics, radio, GPS, Wing tanks, Float fittings, excellent performer. Meticulously built, build photo's available. \$23,500 Contact:jsenko@silomail.com call or text (519) 429-9122 (3006.18713)



**CESSNA 150L** 4738.4 TT. Valcom 760 radio. New cylinders, paint, windows, carpeting, seatbelts and may other new parts. In Ontario. \$30,000. Call Ken (613) 264-9410 (3566.18714)



**1970 MOONEY M10 "CADET"** with the C90-16F Engine, McCauley Prop, Total airframe hours 1866, SMOH 532, SPOH 326, Payload 427 pounds, \$30,000CDN. see www.mymooney.ca for more information. Based at Innisfail (CEM4) email: ragolan@telus.net (3519.18665)



**LOVELY 2005 VAN'S RV-9A** Professionally built, Day/Night VFR. 550 TTAF, O-320 and prop. 160HP All leather inside, dual brakes, 496 GPS, Mode C, slider with KOGER super slider. Hangared CYRP, Extras. \$85K (3524.18659)



**1967 ALON A2 AIRCOUPE** Excellent condition, 2846 TT, 262.5 SMOH, 90 HP Cont. 1 comm, Mode C, GPS. One of the nicest Aircoupes/Ercoupes on the coast. \$30,000. larry.beaudry@hotmail.com (3469.18634)



**1979 PA 38-112** TTAF 3310, SMOH 310(2013), Prop OH 201, STC's for 125HP, Oil cooler, prop re-pitch, LED, canopy cover, winter cowl cover crankcase heater, NDH, MX170B, 406 ELT, Ann 10/19. \$30,000 403-783-5949 (3544.18650)



**1947 STINSON 108-3 FLOATPLANE** 3151 TT, 0470R 230 hp, 137 since lower end, 235 STOH, McAuley variable pitch 137 hrs. 8.5 x 6 wheels, Cleveland brakes, GarminSL40, Narco AT165, 405ELT, 4-place intercom, VGs, auto fuel STC, 13 gal. aux fuel tank, 2425 EDO floats. All in good condition. \$75,000CDN (204)805-5987 (3284.18716)

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(3569.18734)



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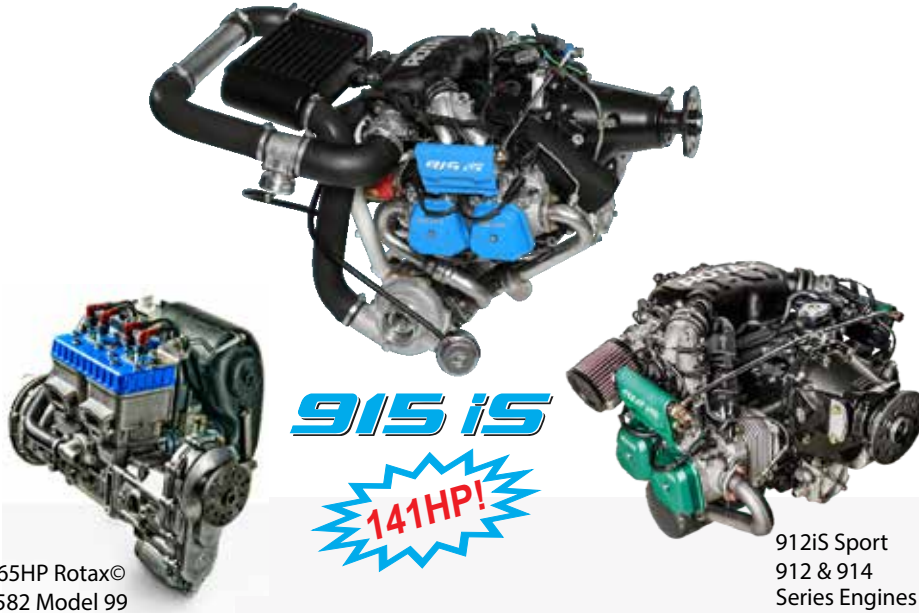


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## AVIATION ABBREVIATIONS

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



AC ..... air condition  
A/C ..... aircraft  
AD ..... Airworthiness Directive  
ADF ..... automatic direction finder  
A&E ..... airframe & engine  
alc. .... alcohol (as in alc. prop)  
AP ..... auto(matic) pilot  
ATS ..... automatic throttle system  
ASI ..... airspeed indicator  
360CH ..... 360 channel radio  
720CH ..... 720 channel radio  
CG ..... centre of gravity  
CHT ..... cylinder head temperature  
Comm/com ..... communications  
Cont. .... Continental (engine)  
CS ..... constant speed propeller  
DG ..... directional gyro  
DME ..... distance measuring equipment  
EGT ..... exhaust gas temperature  
ELT ..... emergency locator transmitter  
Enc Alt ..... encoding altimeter  
FBO ..... fixed base operation  
FD ..... flight director  
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  
SFREMAN/  
SFRM ..... since factory remanufacture  
SMOH ..... since major overhaul  
SPOH ..... since prop overhaul  
STC ..... supplemental type certificate  
STOH ..... since top overhaul  
STOL ..... short take off & landing  
T&B ..... turn & bank  
TBI ..... turn & bank indicator  
TBO ..... time between overhauls  
TT ..... total time  
TTAE or  
TTE ..... total time aircraft engine  
TTAF or  
TTA ..... total time aircraft frame  
TTSN ..... total time since new  
VFR ..... visual flight rules  
VHF ..... very high frequency  
VOR ..... very high frequency  
Omni-Range  
xpdr ..... transponder

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## INDEX

005 Aero Commander	215 Aircraft Wanted
010 Aeronca	220 Antique A/C & Parts
015 Aérospatiale	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 Helio 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
190 Warbird	500 Passages
195 Aerial Photography/Advertising	
200 Aerial Touring	
203 Aerobatic Training	
205 Aircraft Ferrying	
210 Aircraft Painting	
212 Aircraft Covers	
213 Aircraft Storage	
214 Aircraft for Sale	

## 010 -- AERONCA

**1946 AERONCA CHIEF 11AC** Metal prop, 65 HP Continental, 762 hrs TT, Federal skis A1500, Négociable. Email: celine.bernier@hotmail.ca (2580.18602)

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## 060 -- ERCOUCPE

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## 135 -- PIPER

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For a list of common abbreviations used in Classified advertising please see page 49

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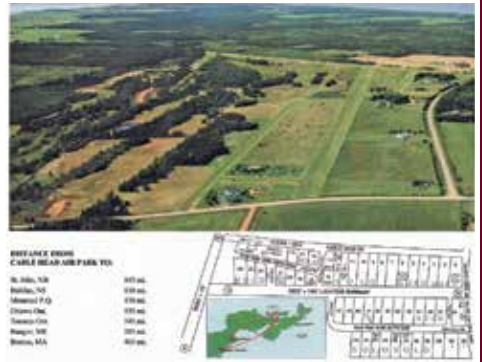


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