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The Journal of the
Canadian Owners and
Pilots Association

MAY 2019

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FEATURE

37 AVRO ARROW II

Few products of Canadian ingenuity provoke as much pride as the Avro CF-105 Arrow did, and continues to do. In response to the post-war threat of Soviet aggression in the late 1940s and early 1950s, the RCAF called for a supersonic fighter that could match or outperform anything the Soviets might put forth. Alas, the Diefenbaker government buckled under pressure and cancelled the program before it reached production and the prototypes were destroyed. Calgary's Avro Museum, however, plans for the Arrow to fly again, in the form of a manned 2/3 scale replica, the Arrow II.

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ON THE COVER: Gracing our cover this month is a digital composition depicting one of the original Avro CF-105 Arrows in flight, created by Avro Museum team member and IT wizard Matt Rozema.

COPA Flight



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AVIATION DAY ON THE HILL

COPA JOINS OTHERS TO LOBBY PARLIAMENT

DIRECTOR OF OPERATIONS POSITION

On May 7, an 'Aviation Day' on the Hill' is assembling all of the Ottawa aviation-minded associations to meet, greet and lobby elected officials and their staff, anyone who has any interest in Canadian aviation and its benefits to our workforce and economy. The common theme that got us together for the day was how we are all working at addressing the pilot shortage. Each association has taken an approach on how it can be done and we at COPA have presented the importance of general aviation, our people and local community airports, as the breeding ground for the all of aviation in Canada.

Everyone out there wherever you are, that is a message you can put across to anyone you meet: the importance of these community and local aerodromes, that's where everything starts. Whether it's the thrill of flight through initiation (COPA for Kids / Youth), flight schools or anything else, that's where it starts: GA airports, with GA aircraft that represent over 90 percent of all aircraft in the country on the civil registry. And if you recall our 2017 Economic Impact Study (available on our website), every GA aircraft out there represents a total of just over one full-time equivalent job. This means that if you see ten aircraft parked at your local airport, you can tell yourself that on average, they represent about 11 jobs for the community. The whole GA industry puts \$9.3 billion into the Canadian economy.

He's been with us for a couple of years and he's certainly left his mark with COPA and with many of you, as he has probably done everywhere else he has worked. Jean-Claude (JC) Audet has helped us provide compelling membership value and pursue our mission, but now it is time for him to take a well-earned retirement, where there is more sunshine, after a long career around the world and at an age when most have already been retired for a decade if not more. In the meantime, our calm, collected and wise Director of Operations is helping us look for the proper replacement, someone who can fill his shoes.

JC will accompany the person for the next few months until around the end of the year. In the next few weeks, you will see a more detailed job for the position, outlining the specifics. If anyone is interested in advancing, promoting and preserving the Canadian freedom to fly from within the Ottawa office, I would invite them to give us a call (613-236-4901) and talk to us, or send us a copy of your résumé. The basic requirements are an extensive knowledge of aviation and the CARs, and a deep desire to serve our 16,000 'custom (preferably in both official languages) with their wide range of enquiries and questions. It's your chance to influence the future of GA in the country. 🇨🇦

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JOURNÉE DE L'AVIATION SUR LA COLLINE

LA COPA SE JOINT AUX AUTRES POUR FAIRE DU LOBBYING AUPRÈS LES ÉLUS

Le 7 mai, une Journée de l'aviation sur la colline réunit toutes les associations d'aviation d'Ottawa pour rencontrer, échanger et surtout faire du lobbying auprès des élus et de leur entourage, en fait, auprès de tous ceux qui devraient avoir à cœur l'aviation comme contributrice à la main-d'œuvre et à l'économie du pays. Le thème rassembleur de la journée est « Comment faire face à la pénurie de pilotes ». Chaque association propose une approche à sa mesure et pour COPA, nous avons choisi de mettre l'emphase sur l'importance de l'aviation générale, de nos gens, de nos aérodromes locaux et municipaux en tant que terreau fertile pour l'ensemble de l'aviation au Canada.

On compte sur vous tous pour transmettre le message de l'importance des aérodromes locaux et municipaux car c'est là que tout débute. Qu'il s'agisse d'un premier vol d'initiation (COPA pour les jeunes), des écoles de pilotage ou de toute autre chose, les aéroports d'aviation générale (AG), avec leurs aéronefs représentent plus de 90 pour cent de tous les avions immatriculés au pays. Et si vous vous souvenez de notre étude d'impact économique de 2017 (disponible sur notre site Web), chaque avion de l'AG représente un peu plus d'un emploi à temps plein. Cela signifie que si vous voyez dix aéronefs stationnés à votre aéroport local, vous pouvez vous dire qu'en moyenne, ils représentent environ 11 emplois pour la communauté. L'ensemble du secteur de l'AG générale injecte 9,3 milliards de dollars dans l'économie canadienne. Passez le mot !

DIRECTEUR DES OPÉRATIONS

Jean-Claude (JC) Audet est avec nous depuis quelques années et il a certainement laissé sa marque auprès de COPA et de beaucoup d'entre vous, comme il l'a probablement fait partout où il a bossé. Il a grandement contribué à la qualité de nos services aux membres et à la poursuite de notre mission, mais il est maintenant temps pour lui de prendre une retraite bien méritée, là où il y a un peu plus de soleil, après une longue carrière partout autour du monde et à un âge où la plupart ont déjà pris leur retraite depuis une décennie sinon plus.

Notre sage directeur des opérations veut bien nous aider à lui trouver un remplaçant approprié et il l'accompagnera pendant les prochains mois jusque vers la fin de l'année. Dans les prochaines semaines, vous verrez une offre d'emploi plus détaillée décrivant les spécificités du poste. Si vous êtes intéressé(e) à faire progresser, à promouvoir et à préserver la liberté canadienne de voler à partir de notre bureau d'Ottawa, je vous invite à nous contacter (613 236-4901) ou à nous envoyer une copie de votre curriculum vitae. Les exigences de base sont une connaissance approfondie de l'aviation, du RAC et un désir profond de servir nos 16 000 « clients » (de préférence dans les deux langues officielles) avec leur éventail de requêtes et de questions sur de multiples sujets. C'est votre chance de pouvoir influencer l'avenir de l'AG au pays. ✈️



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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 by the first of the month for inclusion in the next magazine.

✉ AIRPORTS A VITAL COMMUNITY ASSET

I believe the Arnprior, Ontario airport (CNP3) sets us apart from other towns. The national reach of COPA Flight magazine provides readers with the knowledge and awareness of opportunities as well as the economic substance a local airport brings to a small town. These are just a few positive attributes that our own airport brings to our town. In addition, the airport provides landing access to both wheel-and float-equipped aircraft, and draws new residents and customers to Arnprior which, in turn, supports the opportunities and attractiveness Arnprior has over many other communities.

My late husband and I built and owned three hangars at Arnprior airport. I personally can attest to the many opportunities our airport has brought to us as a family. As a mother of a then 15-year-old son who received his private training in Arnprior, I know full well the need and importance of having local access to training and related services, especially for our young people. Having a local community airport provided the opportunity and made it easier and financially viable for my son to live out his dream of becoming a pilot. Our Arnprior airport provided all the services required in order for him to get his private licence. From there he then went on to Sault College and completed training for his commercial licence. He is now employed with Saskatchewan Air Ambulance. He not only is helping to provide a much-needed service to our sick, but is helping to save lives within our health care system. I can honestly say that without the access and services of our local airport, his story, and many others like his, would have no doubt turned out very differently.

The existence and support of the Arnprior airport allows for pilots and passengers alike to experience the enjoyment of flying. It also provides the opportunity for many to begin their careers, which as in my son's case, addresses the urgent demand

for Canadian pilots. Canada is globally recognized as one of the best countries for training and producing good pilots. I feel proud to know the Arnprior airport plays an important role in supporting this Canadian success story.

The Arnprior airport not only offers terminal services, training, maintenance, storage and hangar space to our many local and fly-in customers, it also offers a beginning point for our young people starting out, all the while continuing to make possible the experience of one's love and joy for flying. Its location and services provide needed support, both to our visitors and to our residents here at home. It is something we should all be proud of.

Kudos to Dan, Kathy and all the staff at our Arnprior airport. The service they provide to fly-in customers and hangar owners does not go unnoticed or unmentioned. They continue to make a difference in lives here and afar. My thanks and gratitude to all of them.

Sandra Bellerose



✉ PROTECTING EYES

I just received the April, 2019 edition of COPA Flight and read Phil Lightstone's excellent article 'Protecting Pilot Vision'. I wear glasses constantly and have an excellent optician who looks after me very well, particularly with the glasses I have that are specifically tailored to my Flying. But an excellent and very relevant article nonetheless.

Brig.-Gen. Paul Hayes, (Ret'd)

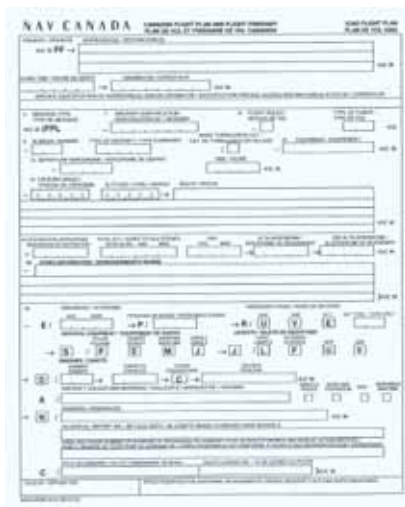
☒ VFR FLIGHT PLANS: FILE THEM

COPA has partnered with Transport Canada and SmartPilot.ca as part of the General Aviation Safety Campaign (GASC) which has identified pilot decision-making, pilot proficiency, and best practices as priorities for our sector. In the spirit of the GASC, it is worth re-visiting an important topic and underscoring an essential safety tool for the general aviation pilot: the VFR flight plan.

VFR pilots are obliged by CAR 602.73 to file a flight plan or flight itinerary, unless the flight is conducted within 25 nm of the departure aerodrome. While compliance with the law is one reason to file, a more compelling reason is that using this service may someday save the lives of you and your passengers should the unthinkable happen. Flight plans and itineraries record critical safety information such as your intended route, aircraft and passenger information, which enable authorities to locate you and render assistance in the event you fail to safely arrive at your destination.

While we don't have systematic data describing compliance rates with CAR 602.73 among the GA community, it is too often during the aftermath of tragic accidents when we hear that pilots did not file a flight plan when required to do so. Years ago, I belonged to a flying club that required all renters to file a flight plan with the flight information centre (FIC) during night operations, regardless of the distance to be flown from the aerodrome. While I initially felt that this was a little onerous to go shoot an hour of night circuits, I very quickly became an advocate of filing virtually all the time, regardless of distance to be flown, time of day, or prevailing weather conditions.

The safety benefits greatly outweigh the cost of a few minutes of your time to file your flight plan. Filing also ensures that, if you survive the initial impact of an accident, help



will be on the way, including when ELTs fail to operate. I am also in the practice of closing flight plans from the ground whenever possible, to ensure that I am protected in the event of a landing accident. Filing a flight plan or itinerary with air traffic services (instead of filing a flight itinerary with a responsible person) has the added benefit of eliminating any possible delay factor in reporting an overdue aircraft.

It has never been easier to file a flight plan prior to departure. Pilots can file flight plans by phone with air traffic services, such as with an FIC (1-866-WX-BRIEF). More tech-savvy aviators can file, amend, delay, cancel and close their flight plans online using Nav Canada's Collaborative Flight Planning System. And, of course, popular flight planning applications also permit pilots to file their flight plans online.

Safety devices such as satellite trackers and personal locator beacons are great tools but should supplement — not replace — the fundamental practice of filing a flight plan when appropriate. If you're a pilot who has been reluctant to file in the past for any reason, please consider using this invaluable service moving forward. You owe it to your passengers and to yourself.

*Kyle Fraser
COPA Flight 100 —
Smiths Falls Flying Club*



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INCIDENTS + ACCIDENTS

ATLANTIC REGION

At the Saint John, NB (CYSJ) aerodrome, a vehicle (LO150) was given permission onto Runway 14/32. An inbound Exploits Valley Air Services Ltd. Beech 1900D (C-GAAT/EV767) from Halifax/Stanfield Int'l, NS (CYHZ) to Saint John, NB (CYSJ) was given an advisory. A second vehicle (LO151) was instructed to leave Runway 14/32 via Taxiway Charlie. The first vehicle (LO150) requested Taxiway Charlie to the apron when no instructions to leave the runway were given. No operational impact.

QUEBEC REGION

A Collège d'Enseignement Général et Professionnel de Chicoutimi Beech C23 (C-GGBG) from Chicoutimi/St-Honoré, QC (CYRC) to Chicoutimi/St-Honoré, QC (CYRC) was instructed to contact the tower while holding short of Runway 36. C-GGBG was seen on Runway 18/36. Impact: the tower told an Exact Air Inc. Cessna 152 (C-FMUU) from Chicoutimi/St-Honoré, QC (CYRC) to Chicoutimi/St-Honoré, QC (CYRC) on final for Runway 36 to conduct a pull-up.

ONTARIO REGION

A Sky Regional Airlines Inc. Embraer ERJ 170-200 SU (C-FEIQ/SKV7608) from Toronto/Pearson, ON (CYYZ) to Washington National, VA (KDCA) declared "May Day" after departing Runway 23 due to smoke in the cabin. The Aircraft Rescue and Fire Fighting (ARFF) unit was dispatched and SKV7608 landed on Runway 23 at 1204Z without incident. Operational impact involved minor delays for departures on Runway 23.

PRAIRIE AND NORTHERN REGION

At the St. Andrews, MB (CYAV) aerodrome, an emergency locator

transmitter (ELT) signal was heard for approximately 10 minutes. The source was determined to be an Eagle Air Enterprises Limited Piper PA-34-200T (C-GABA), and its ELT was accidentally turned on during maintenance. The Joint Rescue Coordination Centre (JRCC) Trenton was advised.

PACIFIC REGION

The pilot of a privately registered Erco 415-D from Boundary Bay, BC (CZBB) to Boundary Bay, BC (CZBB) reported a small, white unmanned air vehicle (UAV) 100 ft below the aircraft, while the aircraft was flying at 2000 ft, 1/2 mile East of Simon Fraser University. The incident was reported to authorities.

RÉGION DE L'ATLANTIQUE

À l'aérodrome de Saint John (CYSJ), NB, un véhicule (LO150) avait été autorisé à circuler sur la piste 14/32. Un Beech 1900D, exploité par Exploits Valley Air Services (C-GAAT/EV767), d'Halifax/Stanfield (CYHZ), NS, à Saint John (CYSJ), NB, en rapprochement, a reçu un service consultatif. Un second véhicule (LO151) a reçu l'instruction de dégager la piste 14/32 en empruntant la voie de circulation Charlie. Le premier véhicule (LO150) a demandé à circuler sur Charlie jusqu'à l'aire de trafic, alors qu'il n'avait reçu aucune instruction l'autorisant à quitter la piste. Aucun impact sur l'exploitation.

RÉGION DU QUÉBEC

Un Beech C23 exploité par le Collège d'Enseignement Général et Professionnel de Chicoutimi (C-GGBG), de Chicoutimi/St-Honoré (CYRC), QC, à Chicoutimi/St-Honoré (CYRC), QC, reçoit l'instruction de contacter la tour à l'écart de la piste 36. C-GGBG

est observé sur la piste 18/36. Impact : La tour de contrôle indique à un Cessna 152 exploité par Exact Air Inc. (C-FMUU), de Chicoutimi/St-Honoré (CYRC), QC, à Chicoutimi/St-Honoré (CYRC), QC, en finale pour la piste 36, de faire une remontée.

RÉGION DE L'ONTARIO

Un Embraer ERJ 170-200 SU, exploité par Sky Regional Airlines (C-FEIQ/SKV7608), de Toronto/Pearson (CYYZ), ON, à Washington National (KDCA), VA, a déclaré « Mayday » après son décollage de la piste 23 en raison de fumée dans le poste de pilotage. Services de sauvetage et lutte contre les incendies d'aéronefs (SLIA) déployés. SKV7608 a atterri sans encombre piste 23 à 1204Z. Impact sur l'exploitation : départs de la piste 23 légèrement retardés.

RÉGION DES PRAIRIES ET DU NORD

À l'aérodrome de St. Andrews (CYAV), MB, le signal d'une radiobalise de repérage d'urgence (ELT) a été entendu pendant une dizaine de minutes. Source localisée : un Piper PA-34-200T (C-GABA), exploité par Eagle Air Enterprises Limited, qui l'avait accidentellement activé durant la maintenance. Le centre de coordination de sauvetage (JRCC) Trenton avisé.

RÉGION DE PACIFIQUE

Le pilote d'un Erco 415-D, d'immatriculation privée, de Boundary Bay, BC (CZBB) et à destination de Boundary Bay, BC (CZBB), a signalé la présence d'un petit véhicule aérien non habité (UAV) blanc, 100 pi plus bas, alors que l'aéronef se trouvait à 2 000 pi et à 1/2 NM à l'est de l'Université Simon-Fraser. Incident signalé aux autorités concernées. ✈️

ENFORCEMENTS



QUEBEC REGION

The pilot in command of an aircraft failed to comply with all the Air Traffic Control (ATC) instructions received and accepted (CAR 602.31, \$750).

A person operated an ultra-light aircraft when the person was not the holder of the appropriate permit, licence or rating. The person also operated the Ultra-light aircraft while the owner had not subscribed for liability insurance covering risks of public liability. (CAR 401.03(1), \$1,000; CAR 606.02(8), \$1,000).

A person operating a model aircraft failed to give way to a manned aircraft (Interim Order No. 8, § 6, \$750).

ONTARIO REGION

A person operated a model aircraft within 1 nautical (1.9 km) of a heliport (Interim Order No. 8 § 5(5), \$750).

On 3 occasions, a person operated an aircraft when the person was not the holder of the appropriate permit, licence or rating (CAR 401.03(1) [x3], \$3,000).

PACIFIC REGION

A person failed to operate an un-manned air vehicle in flight in accordance with a special flight operations certificate or an air operator certificate (CAR 602.41, \$2,000).

A person operated a model aircraft at a lateral distance of more than 1,640 feet (500 m) from the person's location (Interim Order No. 8, § 7(2), \$750).

RÉGION DE QUÉBEC

Le command de bord d'un aéronef a omis de se conformer à toutes les autorisations du contrôle de la circulation aérienne qu'il a reçu et qu'il a accepté (RAC 602.31(1), 750 \$).

Une personne a utilisé un aéronef ultraléger alors que la personne n'était pas titulaire du permis, de la licence ou de la qualification pertinents. La personne a aussi

utilisé l'aéronef alors que le propriétaire n'avait pas contracté une assurance responsabilité couvrant la responsabilité civile (RAC 401.03(1), 1 000 \$; RAC 606.02(8), 1 000 \$).

Une personne qui utilisait un modèle réduit d'aéronef a omis de céder le passage à un aéronef habité (Arrêtée d'urgence No 8, § 6, 750 \$).

RÉGION D'ONTARIO

Une personne a utilisé un modèle réduit d'aéronef à une distance inférieure à 1 mille marin (1.9 km) d'un hélicoptère (Arrêtée d'urgence No 8, § 5(5), 750 \$).

À 3 occasions, une personne a utilisé un aéronef alors que la personne n'était pas titulaire du permis, de la licence ou de la qualification pertinents (RAC 401.03(1), [3], 3 000 \$).

RÉGION DU PACIFIQUE

Une personne a omis d'utiliser un véhicule aérien non habité conformément à un certificat d'opérations aériennes spécialisées ou à un certificat d'exploitation aérienne (RAC 602.41, 2 000 \$).

LOUIS ROUSSEAU

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TOURING BY PLANE

ENJOYING THE U.S. SOUTHEAST AND BAHAMAS

STORY AND PHOTOS BY JAMES POWELL



Five friends left Peterborough airport (CYPQ) on February 17 in search of warmth and adventure in a 1962 Piper Aztec. Over the following twelve days our travels took us to New York, Virginia, South Carolina, Florida, the Bahamas, North Carolina and Delaware before we touched down on the familiar tarmac of Peterborough's Runway 09.

The trip was truly amazing with great diversity in activities and culture, but the most important ingredient was the people we shared it with. I was the pilot, the co-pilot was Devon Macphee, in charge of research and attractions was Amanda Manley, Morgan Sullivan served as load master and adventure seeker, and Alex Bushell was in charge of technology and also served as master chef. We were very fortunate to get along very well, while finding a healthy balance of everyone's expectations of the trip. Lazy days, busy days, hotels, camping, beaches, museums, swimming and of course lots of flying. Fuel can be found very cheap in parts of Florida, but it is very expensive in the Bahamas. The silver lining is that rum is very cheap in the Bahamas. However, one Aztec drinks a lot more



▲ From left to right: Devon, James, Alex, Morgan and Amanda.

avgas than five people can drink rum. To help with costs, we flew with all our food on board for the five days in the Bahamas — about 90 pounds of groceries.

Trip highlights included swimming in the Sapphire Blue Hole and Devil's Backbone reef on the island of Eleuthera, snorkeling the crashed Curtiss C-46 aircraft near Norman's Cay airport (MYEN) in the Exumas, landing on the small 2400-foot runway at Farmer's Cay, stepping out of the plane directly onto a deserted beach, taking an airboat tour in Florida while learning about the alligators and local wildlife, touring the impressive

SPECIAL EQUIPMENT

Additional items that I purchased for the trip included a Stratux ADS-B receiver and a PLB (Personal Locator Beacon). The ability to check METARs/TAFs and radar in-flight was extremely helpful for planning and weather avoidance on our long legs. I truly hope that Canada can sort out providing this simple data for its own ADS-B mandate, as its increased situational awareness and safety is fantastic. The PLB was a registered 406 and 121.5 MHz beacon that also uses a GPS signal. I wore it on my belt and made sure everyone was familiar with its use. It is waterproof to 10 metres, so if you get out the plane you can push the button and help is on its way. It has a six-year battery life and no subscription fee.

After much consideration I made the decision not to rent or purchase a raft. This is obviously a very personal decision, but I felt being in a twin-engine aircraft and having life jackets, the PLB was a better option, as it would allow us to be easily found. Make sure you passengers understand emergency exits and how to use the equipment.



USS North Carolina battleship and exploring downtown Wilmington, Delaware.

The trip resulted in about 34 hours of flying of which roughly 20 hours were flown IFR and 30 hours being into a headwind. For me, the most stressful portion was the trip from the Bahamas to Fort Lauderdale, Florida. This was flown VFR so we could do some island touring on the way, but due to customs difficulties leaving the islands, we had to fly direct. Flying VFR across the ADIZ requires a discreet transponder code

that must be obtained by radio 20 minutes before arrival at the ADIZ. At low altitude and flying in the 160-knot ground speed range meant that we were only 21 minutes from the ADIZ when we finally received our code.

Border formalities at Fort Lauderdale were very straightforward and presented no difficulties. However, it was the first time flying across a border that I had to completely unload the aircraft. All of our baggage was x-rayed, so it didn't take too long. 🛫

TIPS

- Check your aircraft performance charts and, before advancing the throttle, know what you are going to do in the event of an emergency shortly after takeoff.
- Do not underestimate how fatiguing multiple hours of flying can be, especially when coupled with high temperatures, strong sunshine, the pressure of weather and border-crossing deadlines.
- Don't forget to have a blast.

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AIRCRAFT RENTAL IN THE U.S.A.

PREPARATIONS MUST BE MADE IN ADVANCE

STORY AND PHOTOS BY JANINE CROSS



Colorado's Boulder County is situated in the transition zone between two great geographic regions; the front range of the southern Rocky Mountains and the vast sprawl of the Great Plains. The abrupt and dramatic rise from the 'mile-high' prairie to over 4,200 metres at snow-cloaked Long Peak creates a rich diversity of landscapes and ecosystems. From kilometres of hiking trails and cycle paths to rolling golf-courses and piping hot natural springs, Boulder offers visitors much more than just its renowned ski resorts. And of course there's the plethora of GA airports peppered throughout the area, offering pilots a fantastic opportunity to fly over spectacular open country bordered by the stunning Flatirons.

During a recent temporary move to Boulder, we became customers of a flight school at the Rocky Mountain Metropolitan Airport (KBJC), where we rented a 172 Skyhawk to explore the area by air. To fly an American-registered airplane, Canadians first need to obtain an American licence issued by the Department of Transportation and Federal Aviation Administration. This is a surprisingly straight-forward — dare I even say easy — process that takes place while you're in Canada. The first step is to fill out a Verification of Authenticity of Foreign License and Medical Certification form and send it to the address provided, along with a copy of your pilot licence and medical certificate. You need to specify the

location of the FAA Flight Standards District Office closest to you, which is the one you'll be working with to complete the application process. The form provides a web link with a full list of FSDO offices (search for 'FSDO'). After a bureaucratic wait of anywhere between 45 and 90 days, the FAA will send you a verification letter, asking you to schedule an appointment to sign the necessary papers at your chosen FSDO office. Typically, there's a two-week wait for the appointment. After signing, it's simply a matter of waiting to receive your credit-card style U.S. licence in the mail.

Before we could jump in our rented Cessna and take to the skies, however, the Rocky Mountain Flight School naturally wanted us to do a proficiency check and flight review with one of their instructors. This (humbling) process proved absolutely necessary to familiarize ourselves with some of the more unusual standards at KBJC. Prior to takeoff, we learned that the prevailing practice is to lean for maximum RPM during the run-up at 1700 RPM, and to use that setting for the duration of the flight. VFR read-backs of all clearances and instructions are imperative at KBJC and, once in the circuit, the tower will, all in one go, provide clearances to multiple aircraft to land or touch and go in sequence so that everyone in the pattern is cleared at once. We also learned that, although ADS-B isn't mandatory until 2020, everyone seems to have it.

Despite the brisk, dry temperature of -4°C, the takeoff roll felt alarmingly sluggish due to the 5673-foot elevation. We used much of the 9000-foot run-



way to get off the ground, and climb-out was shallow and tortoise-slow. Traffic entering the zone was heavy, in part due to the clear, calm weather, and also because Pilatus has their North American base at KBJC, and their jets make frequent use of the runways.

We could certainly understand why so many pilots were itching to get into the air; days of snow, poor visibility and gusty winds aloft had forced us to reschedule our flight review many times. The third cancellation took place on a sunny, blue-sky day replete with choruses of spring birds greeting the dawn. However, a PIREP from a Learjet at 8000 feet reported severe turbulence despite of the tranquil conditions on the ground. Because of the sweeping prairies and towering Rock-

▲ A vacation or business trip in the U.S. is so much more enjoyable when combined with some aerial sightseeing.

ies, it's not uncommon for the high winds across the foothills and plains to range from 70 to 90 mph, with gusts exceeding 100 mph. On the free aeronautical chart we were provided with, there's a notation that, during the summer, pilots inexperienced with mountain flying are encouraged to terminate all flying activities no later than 1:00 pm MDT to avoid increased turbulent conditions.

Check-out complete, we're now planning an overnight cross-country flight from KBJC, perhaps south along the foothills to New Mexico, or east across the plains into Kansas. ✈️

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TIPS FOR THE AVIATION PHOTOGRAPHER

TEXT AND PHOTOS JEAN-PIERRE BONIN

Many of the beautiful and often spectacular photographs that grace the covers and pages of COPA Flight were taken by Jean-Pierre Bonin. Below he shares some tips he has learned over the years. Bonin also shares some insight into proper etiquette and courtesy air-to-air or air-to-ground photographers should adhere to. This article is adapted from a seminar Bonin gave recently, and an article published in L'Aviateur magazine.

— Editor

Spring has sprung and it's time to go through your 'long and distinguished list' of friends wanting to fly with you as you have a seat available next weekend. Among the names, a few pop out as wanting to do aerial photography with their SLR cameras. Since they are eager to go up, one often forgets to perform a rigorous checking out of their photo gear on the ground.

Most cameras on the market have filters that one can fit on the lens to get better results, or just to protect the lens itself. Now let's concentrate on the aircraft owner and his pride: the aircraft. Specifically, the aircraft's windows.

Let's have a close look at the border of a lens filter. Most have a pointy, fluted edge (see photo) and this will scratch any plastic, Lexan or other soft window surface (only true glass resistant, but we all can't fly in

a Harvard). The barely visible parallel scratches left on the window will be a nuisance to the next photographer trying to avoid them by snapping photos above, below or around them. Yes, I plead guilty to having made some, but it's no reason to make more.

There are solutions. First is to ask your photographer friend to remove his lens filter before the flight. If not, a narrow band of gaffer tape* around the filter's edge will protect the window. I have told friends to avoid getting too close to the window but they, like me, can't promise that. As you look through the viewfinder, one will at some point hit the window surface.

To the would-be photographer, I would recommend not to use any filter. Why add one more layer of glass anyway? The resistance comes from the photographer trying to avoid window reflections. Using a polarized filter with some plastic windows can result in colour change surprises. To avoid reflections, wear dark clothing with no prints, or bring along a piece of dark cloth to eliminate some of the reflections (remember to not block your pilot's vision, and use with his or her permission). One nice find was a collapsible rubber lens hood, great against reflections and window friendly. The difficulty is finding the right one.



Will you fly open-cockpit, open-window or with the door removed? Lucky you! Do not leave the lens hood on and avoid accidentally popping up the built-in flash — the wind will always win. And be nice to other passengers; offer him or her the front seat. Sitting alone in the backseat gives you access to both sides of the aircraft. Flying alone with the pilot? Then stay in front — he is not a limo chauffeur.

Have fun, take great photos and keep your pilot and aircraft owner and/or pilot happy. 📸

* Gaffer tape is a matte cloth tape. Unlike duct tape, it leaves no residue when removed.

CONSEILS POUR LE PHOTOGRAPHE D'AVIATION

TEXTE ET PHOTOS
JEAN-PIERRE BONIN

Jean-Pierre Bonin a réalisé de nombreuses photos magnifiques et souvent spectaculaires qui ornent les couvertures et les pages de COPA Flight. Ci-dessous, il partage quelques conseils qu'il a appris au fil des ans. Bonin partage également quelques notions sur l'étiquette et la courtoisie que les photographes air-air ou air-sol devraient respecter. Cet article est adapté d'un séminaire récemment donné par Bonin et d'un article publié dans le magazine L'Aviateur.

— Éditeur

Le printemps est donc arrivé et il est temps de passer en revue votre « liste longue et distinguée » d'amis désirant voler avec vous, alors que vous avez un siège disponible en fin de semaine. Parmi les noms se trouvent ceux de photographes désirant faire de la photographie aérienne avec leurs appareils reflex. Et comme ils sont pressés de monter, on oublie souvent de faire une revue rigoureuse de leur équipement photo avant le vol. La plupart des appareils photo sur le marché ont des filtres que l'on peut visser sur l'objectif pour obtenir de meilleurs résultats ou tout simplement pour protéger l'objectif lui-même. Je parlerai de certains problèmes pour le photographe plus tard. Maintenant, concentrons-nous sur le propriétaire de l'aéronef et sa fierté : l'aéronef et plus particulièrement les fenêtres de l'aéronef.

Examinons de plus près le bord d'un filtre d'objectif : la plupart ont un bord pointu et cannelé (voir photo), ce qui risque de rayer le plastique, le Lexan ou toute autre surface de fenêtre « douce » (seul le vrai verre résiste, mais on ne peut pas tous voler des Harvards). Les



égratignures parallèles à peine visibles laissées sur la fenêtre laisseront au prochain photographe le soin de les éviter en prenant des photos au-dessus, au-dessous ou autour de celles-ci... Oui, je plaide coupable d'en avoir fait mais ce n'est pas une raison pour en faire plus. Il y a des solutions. La première consiste à demander à votre ami photographe de retirer son filtre de la lentille avant le vol. Sinon, une bande étroite de ruban adhésif tissu mat (gaffer's tape)* posé sur le rebord de la lentille protégera la fenêtre. Et j'ai dit à mes amis d'éviter de s'approcher trop près de la fenêtre mais, comme moi, ils ne peuvent pas le promettre. Lorsque vous regardez à travers le viseur, vous perdez votre référence spatiale et, à un moment donné, vous allez toucher la surface de la fenêtre.

À votre ami photographe, je conseillerais de ne pas utiliser de filtre (pourquoi ajouter une couche de verre de plus ?). La résistance vient du photographe qui tente d'éviter les reflets de la fenêtre. Mais en utilisant un filtre polarisé, certains « plastiques » vous donneront des surprises en matière de changement de couleur. Vous voulez éviter les reflets

? Portez des vêtements sombres sans motifs ou apportez un tissu sombre pour éliminer les reflets (attention : ne bloquez pas la vision de votre pilote et utilisez-le avec son autorisation...). Une bonne trouvaille fut un pare-soleil en caoutchouc repliable, idéal contre les reflets et convivial pour les fenêtres. La difficulté est de trouver le bon.

Vous allez voler en cockpit ouvert, avec fenêtre ouverte ou sans porte ? Quel chanceux êtes-vous ! Ne laissez pas le pare-soleil en place, ne sortez pas le flash intégré par inadvertance – le vent l'emportera toujours. Et soyez gentil avec l'autre passager; offrez-lui le siège avant. Être assis seul à l'arrière, vous donne accès aux deux côtés de l'aéronef. Mais si vous volez seul avec le pilote, restez devant. Il n'est pas un chauffeur de limousine.

Maintenant amusez-vous, prenez de superbes photos et gardez votre pilote et le propriétaire de l'aéronef heureux. 📷

* Le ruban « gaffer » est une bande adhésive de tissu mat. Contrairement à du Duct Tape, il ne laisse aucun résidu une fois retiré.



NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the members of the Canadian Owners & Pilots Association will be held at the Innisfail Airport (CEM4 – 1041 Hwy 54, Red Deer County, AB T4G 0H6) on the 8th day of June, 2019, at 09:00AM (MDT) for the following purposes:

- To receive the financial statements of the Association, Freedom to Fly Fund (Special Action Fund) and Flight Safety Foundation for the period ended December 31, 2018. They can be viewed at <http://www.copanational.org/en/agm-documents> after May 1, 2019.
- To receive the reports of the Directors;
- To appoint auditors and authorize the Directors to fix their remuneration;
- To transact such further business as may properly be brought before the meeting, or any adjournment thereof.

Notes: Members who are unable to attend the Annual General Meeting in person, should complete and return the proxy form. If you are not able to attend in person you will be able to view the proceedings via internet live stream. However due to current by-laws, only members attending in person (or as proxy) will be able to vote on any motions.

By order of the Board of Directors.
Dated the 1st of April, 2019.
Jim Bell, Secretary

The financial statements (available May 1, 2019) are also available from COPA and will be available at the Annual General Meeting.

I, THE UNDERSIGNED

(print name)

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

(print name)

or failing him/her, the secretary of COPA, as proxy for the undersigned, to attend, act and vote for and on behalf of the undersigned, at the Annual General Meeting, held on June 8, 2019, of the members of the association and any adjournment thereof, and to vote and otherwise act thereat for and on behalf of the undersigned in respect of all matters that may properly come before the meeting, in the same manner as the undersigned could do if personally present thereat, the undersigned hereby ratifying and confirming and agreeing to ratify and confirm all that such proxy may lawfully do by virtue hereof.

Membership No.: _____

Signature of Member _____

SUBMIT TO COPA BY May 15, 2018
75 Albert Street, Suite 903, Ottawa, ON K1P 5E7
Fax 613-236-8646 KMann@copanational.org



AVIS DE CONVOCATION À L'ASSEMBLÉE GÉNÉRALE ANNUELLE

Veillez prendre note que l'assemblée générale annuelle des membres de l'Association canadienne des propriétaires et pilotes d'aéronefs sera tenue à l'aéroport d'Innisfail (CEM4 - 1041 Hwy 54, Red Deer County, AB T4G 0H7, à 09 h 00 (HAM), le 8 juin, pour les motifs suivants:

- Afin de recevoir les états financiers de l'Association, du Fonds pour la liberté de voler (Fonds d'action spécial) et de la Fondation en Sécurité de vol pour la période se terminant le 31 décembre 2018. Les états financiers pourront être consultés en ligne: <http://www.copanational.org/fr/documents-aga> après le 20 avril, 2018;
- Afin de recevoir les rapports des directeurs;
- Afin de nommer les vérificateurs et autoriser les directeurs à fixer leur rémunération;
- Afin de traiter toute autre affaire qui pourrait être dûment soumise à l'assemblée ou à tout ajournement de celle-ci.

Notez bien: Les membres qui ne peuvent assister à l'assemblée générale annuelle en personne peuvent compléter et retourner la procuration ci-jointe. Si vous n'êtes pas en mesure d'assister en personne, vous serez en mesure de visualiser les procédures via internet en direct. Cependant, en raison de la politique actuelle de l'Organisation, seuls les membres présents en personne (ou par procuration) pourront voter sur toute motion.

Par ordre du conseil d'administration,
Daté ce 1 jour d'avril 2019.
Jim Bell, Secrétaire

Les états financiers (disponibles après le 1 mai, 2019) seront disponibles à COPA et seront également disponibles lors de l'assemblée générale annuelle.

MOI, LE SOUSSIGNÉ

(Inscrire votre nom)

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

(Inscrire le nom de la personne)

ou en son absence, le Secrétaire de la COPA, en remplacement du soussigné, comme mandataire pour assister à la réunion, participer et voter au nom du soussigné à l'assemblée générale annuelle à être tenue le 8 juin 2019 ainsi qu'à tout ajournement d'une telle assemblée, de voter et d'agir au nom du soussigné en rapport à tout sujet qui pourrait être apporté devant une telle assemblée, de la même manière que le soussigné pourrait le faire s'il était personnellement présent, le soussigné reconnaît, accepte et confirme la validité de cette procuration et tout ce que ça peut légalement accorder en vertu de la présente.

Numéro de membre: _____

Signature du membre _____

SOUMETTRE À LA COPA AU PLUS TARD LE 15 mai 2019
75 rue Albert, bureau 903, Ottawa, ON K1P 5E7
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An organized cockpit improves flight safety. The past decade has seen the amount of technology in our flight bags change. For many, gone are the days of paper charts, pencils, rulers and mechanical E6Bs. Today, the typical pilot's flight bag contains many electronic devices and other pilot supplies. One way of looking at flight bags is that they are just like computer hard drives: the bigger the flight bag, the more stuff is in it.

Companies like ASA and Noral manufacturer flight bags designed in the 1980s. Manufacturers including Lightspeed, MyGoFlight (MGF) and Flight Outfitters have designed digital flight bags (DFB) for the needs of the digital pilot, from the ground up. My flight bag contains an iPad, an ANR headset, a SPOT 3, a 406 Mhz PLB, two flashlights, a transceiver, an oximeter, a GPS, an ADS-B receiver, a kneeboard, a logbook, pencils, my licence, spare batteries and a variety of charging cables (charts and the CFS are kept in the aircraft). DFB must-

have include a padded iPad pouch, a lanyard for keys, a sunglass pouch, an external transceiver pouch, a battery organizer, a logbook pouch and slots for a flashlight, pen and fuel tester. Also essential are industrial quality watertight zippers and water-resistant material.

MGF was founded soon after Apple released the iPad in March of 2010. Co-founders Charles Schneider (CEO) and Dominic Martinez (president) saw the need for cockpit-

focused mounting systems designed for tablets and smartphones. With the success of their mobile device accessories, MGF launched their line of flight bags in 2013, specifically designed around the needs of the digital pilot. Designed by pilots, the PLC series of DFBs are built from the

LEADING FLIGHT BAG MANUFACTURERS HAVE STEPPED UP TO DESIGN NEW PRODUCTS.

ground up to protect all of your flight gear, with a special focus on the iPad. It has a specially designed, protective pouch to hold an iPad, two headsets, a laptop computer, logbooks, power cables, USBs, charts or other electronic devices. All of the compartments are easy to see into, making it simple and quick to find what you are looking for, especially during an emergency.

The newly launched PLC Traveler is made from sailcloth, as is all of the

PLC flight bag line, and features the classic PLC Series shape with multiple pockets for storage and a water bottle, a locking telescoping pull handle and rolling wheels. The PLC Traveler is designed around the gear you will need while flying and travelling, with enough space for the essentials for an overnight trip, and is priced at \$329 USD. For pilots looking for a simple DFB, the PLC Sport 2018 Edition has enough room to carry one headset, an iPad/EFB, a handheld radio and other tech gear, and is priced at \$179 USD. Lastly, for minimalist or student pilots, the PLC Lite is available for \$114 USD.

Lightspeed Aviation, founded in 1996, operates with a simple strategy: know your customer well and remain committed to product evolution. In 2013, Teresa De Mers, executive vice-president for marketing and corporate development and a licensed pilot, saw the need for a high-quality DFB to compliment Lightspeed's headsets. Referred to as 'the Adventure Flight Bag Collection' and styled with an 'Out of Africa' look, their DFBs deliver a nostalgic feeling for the modern pilot. Lightspeed has two leather DFBs named after two prominent aviators, the (Ms. Beryl) Markham; and the (Mr. Ernest K.) Gann. The Gann is the larger of the two, sporting a top which opens wide, much like a traditional doctor's bag, and has customized pockets for all of your digital technologies. The Gann measures 16" (w) x 6" (d) x 13.5" (h) and retails at \$249 USD. The Markham measures 12" (w) x 5.5" (d) x 9.5" (h), retailing at \$199 USD. The Markham is perfect for the digital pilot who keeps much of his or her technology in the aircraft but relies on a DFB for personal items, such as logbook, sunglasses, headset etc. To further improve organization, Lightspeed offers an organizer insert (\$25

USD) designed to fit Lightspeed and other popular headsets. Both DFBs are made from luxurious full-grain, oiled South American cowhide that will become suppler with age and use.

Flight Outfitters was founded in 2015 by Mark Glassmeyer. After completing his pilot licence, he was on the hunt for a good flight bag. Finding nothing at AirVenture, he designed his own. Glassmeyer's other company, Norse Products, has been manufacturing quality bags for the sporting goods industry since 2005. Branding his own flight bag was a natural. As a grassroots general aviation pilot, Mark's designs focused on the needs of the digital pilot. The flight bags have steel-reinforced carrying handles and reinforced sides, offering additional protection. The interior of the products are high-visibility orange, with traditional black on the exterior. The use of orange ensures

that you are able to see the contents without struggling to find an item. During an inflight emergency, such as an electrical system failure at night, being able to quickly find a flashlight will help reduce stress and avoid a problem. Flight Outfitters offers eight different flight bags, ranging from \$59.95 to \$149.95 (USD). Their pro-pilot DFBs are all black, creating an understated look.

With rapid changes in aviator technology, leading flight bag manufacturers have stepped up to design new products to protect and organize all of your high-value and essential technologies. Simple math shows the value of the average pilot's contents to exceed \$4,500, with your logbook being priceless. Investing in a high-quality DFB is probably one of the wisest decisions the digital pilot could make. 🛩️



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After buying a Rockwell Commander 112TC-A, my first aircraft, my flying increased. Transitioning from Cessnas and Pipers to the Commander was not a big leap from a piloting perspective; ownership and maintenance is an entirely different story. The Commander had 40 hours on the overhauled engine when I purchased the aircraft. At about 90 hours, the Lycoming TIO-360 engine developed an unusual trait; upon start-up, it would run rough. The graphic engine monitor (GEM) showed that Cylinder 3's CHT was fine, but it had no EGT. The GEM was advanced for the time, but that model did not record any data for later analysis. After a few minutes of running, cylinder 3 would develop normal EGT and the engine would smooth out.

The mechanics called it 'morning sickness' and advised me not to worry about it. As an inexperienced owner, I really didn't think a lot of it. After all, the mechanics were the experts. I

thought that the new development was caused by the cold weather. In the back of my mind, I thought that an upcoming trip to the Bahamas would see the engine's problem go away. The trip to the Bahamas came and went. In 30°C weather in the Islands, the problem was still there. The return flight got me as far as Kitchener, Ontario (CYKF), where IMC at Buttonville airport (CYKZ) forced me to end the flight.

I spoke to the mechanics the next day and they assured me that it was not a problem. A call to the overhaul shop to get their recommendations brought no further insight. My last question to the technician on the other end of the telephone was, "Is it safe to fly?" I was assured that it was indeed safe to fly.

Later in the week, I got a ride to Kitchener to fly the Commander back to Buttonville. The walkaround and engine run-up were routine. The intended route of flight was overhead Brampton, Bolton and on to Buttonville. After departing Kitch-

ener, I contacted Toronto Terminal, requested flight following and was given a squawk code. I set up the engine settings for normal cruise, 32 inches manifold pressure (normal for a turbocharged engine) and 2400 RPM, which gave me a solid 125 knots.

Everything was going well, the aircraft was behaving as expected. Ten minutes into the flight, however, things changed drastically for the worst. Without warning, the engine began serious vibrations, power was dropping and there was no EGT or CHT on Cylinder 3. When I say vibration, I mean SEVERE vibration. I immediately throttled back. The vibration was tolerable at about 20 inches of manifold pressure. Airspeed was 90 knots, with altitude holding steady at 3000 feet. I quickly called Toronto Terminal to advise them of the problem. I was about 20 nm west of Brampton. I advised Terminal that I was going to put it on the ground at Brampton. A nearby Cessna 182 pilot heard me on the frequency and formed up off my left wing. It was a bit

reassuring to see another aircraft. Moral support can be a huge motivator. I was focusing on aviating, navigating and communicating.

Toronto Terminal advised Brampton Unicom of the situation, who cleared all aircraft from the circuit. I elected a straight-in approach to Runway 33. On final, the only thing going through my mind was, "What's going to happen as I throttle back?"

"Gear down, flaps down, 500 feet per minute descent on the approach," I nervously recited to myself. The pilot of the Cessna 182 saw that I had the airport made and peeled away from my left wing. I left the throttle alone. Short final, everything was looking good. Over the numbers, I pulled the throttle to idle. The landing was smooth as silk and I taxied to a tie-down spot. After getting out and tying down the airplane, my knees started to

shake. The next problem was getting back to Buttonville and picking up my car, which was solved by taking a cab.

EPILOGUE

After calling the mechanics, they went to Brampton to inspect the Commander. The exhaust valve on the Cylinder 3 was stuck open. Yes, Commanders can fly with 25 percent of the power lost. I was lucky that the intake valve did not stick open. I was told that this would have caused a catastrophic failure of the engine and a forced landing into a snow-covered field.

The overhaul shop sent me a number of documents, including topics such as how to fix sticky valves while in place in the cylinder, and Lycoming's service bulletin which states that their engines require oil changes every 30 hours or three months, whichever comes first. Cylinder 3, valves, piston,

etc. were written off. The repairs were made on the field at Brampton. The mechanic and I flew the Commander back to Buttonville without incident. I then had the other three cylinders removed and sent back to the shop for overhaul. I put roughly another 1,000 hours on the Commander without incident.

LESSONS LEARNED:

- When you have a problem, seek out advise from a variety of sources.
- Get second or even third opinions.
- Contact the manufacturer.
- Read the service bulletins.
- Don't always take your mechanic's word final.
- Always fly with the system; there are more resources available to us than we sometimes think.
- Deal with problems when they arise — don't let them slide. 🛩️



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ON THE HORIZON



EVENTS ON THE HORIZON

MAY 4

Bancroft, ON (CNW3) Flight 119 Annual Rust Remover. All pilots are welcome with no admittance fee. More info or to register at gary@abs.aero

MAY 4

Smith Falls, ON (CYSH) Safety Seminar Starts at 13:00, Free TC approved seminar and counts toward regency & study requirements. No registration required. Presenter is John Ferguson from CASARA. More info: 613 283 1148, smithsfallsflyingclub.com/

MAY 4

Vernon, BC (CYVK) Flight 65 Annual Rust Remover. One of BC's most reputable training events. Presentations by NAV and TC. Registration at 0800. Training sessions 0900 to 1500 lunch included. More info: vernonflyingclub.org/

MAY 5

Red Deer, AB (CYQF) Flight 92 Annual fly in/drive pancake breakfast 08:00 - 11:00 at the Sky Wings Hangar. More info: reddeerflyingclub.org, jimthoreson@shaw.ca

MAY 5

Stirling, ON (CPJ5) Flight 53 Fly-In Breakfast, 09:00 - 12:00 Hosted by the Oak Hills Flying Club stirlingairport.ca, 613-395-2360

MAY 7

Boundary Bay, BC Flight 5 COPA for kids 10:00 - 14:00 more info: lowellbreckon@outlook.com

MAY 11

Sundridge/South River Airpark (CPE6) Flight 23 Anniversary Fly-in, Drive-in, bike or walk. Pancake and sausage breakfast \$6.00 - free for all pilot in command. While you are here, checkout the new «through the fence» lots that are available.

MAY 18-19

Stanley, NS (CCW4) Annual Victoria Day Weekend Fly-in Breakfast. 08:00 - 12:00 come spend the night Stanley Hilton open. NASCAR All-Star on Saturday. More info: 709-634-1931, dmmurley@hotmail.com Airport Phone (902) 632-2251, stanleysportaviation.ns.ca

MAY 20

Creston, BC (CAJ3) Creston Regional Airport Society - Airport Appreciation Day Honoring our First Responders and Medivac crews. Coffee 07:30, brunch 11:00, wrap up 15:00. Static displays of local aircraft, RC and drones as well as equipment used by CASARA, Fire + Rescue, Ambulance Services. Scenic flights offered. Bring your kids and sunshine/blue skies with smiles. Cowboy Bob for more info 250-402-8056

MAY 22-25

Montreal, QC 56th Annual Canadian Aviation Historical Society National Convention. Join aviation enthusiasts at John Abbott College in St Anne de Bellevue, west of Montreal. Registration now at cahs.ca. More info: jbelle320@gmail.com, gmcnulty21@gmail.com, 905 525-9927

MAY 25

Chatham, ON (CYCK) Flight 203

Canadian Mission Control Centre and Beacon Registry presents:
406 MHz ELT, SARSAT, SAR.
09:00 - 12:00 Breakfast served at 08:00

MAY 25 (Rain date June 1)

Grand Forks, BC (CZGF) Flight 62 - COPA for Kids 08:00 - 16:00 more info: sharon-toorenburgh@shaw.com

MAY 25 (26th rain date)

Midland/Huronion, ON (CYEE)
Joint fly-in and Canadian Vintage Motorcycle Club. More Info 705-526-8086, huronionairport.com

MAY 26 (June 2 rain date)

Pitt Meadows, BC (CYPK) BC Coast 99s POKER RUN. After a rainy and smoky 2018, we are back! Choose from eight airports. A great day flying for prizes while supporting scholarships. More info: bccoast99s.com, bccoast99s@gmail.com

MAY 29

Camrose, AB (CEQ3) Flight 137 62nd Annual Fly-in Breakfast, 07:00 - 12:00 a free picture of your aircraft on short final will be sent to all pilots.

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

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. 07/25 - 3000 x 100 hard surface, 123.2 Com., 122.55 AWOS. More info: 780-674-0142, 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, 613-283-1148

JUNE 6-8

Innisfail, AB (CEM4) The COPA Western Convention and Trade Show. Visit flyinnisfail.ca to register for early bird savings.

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/

JUNE 8

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

ON THE HORIZON



REGULARLY HELD EVENTS

AIRDRIE, AB (CEF4)

Flight 134 - Monthly meeting
First Thursday 19:30, 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

BONNYVILLE, AB (CYBF)

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

BORDEN, ON (CNV8)

Flight 84 - Borden Flying Club monthly
meeting 3rd Saturday 10:00
bordenflyingclub.com

BOUNDARY BAY, BC (CAK3)

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

BRANTFORD, ON (CYFD)

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

CALGARY, AB (CYBW)

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

CARLETON PLACE, ON (CNR6)

Flight 121 - monthly meeting last Saturday
10:00 ctwinter@gmail.com

CHARLOTTETOWN, PEI (CYYG)

Flight 57 - PEI Flying Association mem-
bers' breakfast. Every Saturday Razzys
Roadhouse 08:00 902-626-6963 or
pound@pei.sympatico.ca

CHATHAM-KENT, ON (CYCK)

Flight 203 - COPA YCK monthly meeting
2nd Monday 19:00 tim@schinkels.ca

CLARENCE-ROCKLAND, ON

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

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

JUNE 9

Carman, MB (CJS7) Annual Airport Day
Fly-in, Family and kid activities. Brunch
09:30 - 13:00. More info 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.
robort1@gmail.com](mailto:braden.robort1@gmail.com), 613-432-2815.

JUNE 15

Kelowna, BC (CYLW) Flight 36 COPA for
Kids. Registration online opens April 1st
kelownaflyingclub.com. More info: [rupert-
gruen@shaw.ca](mailto:rupert-gruen@shaw.ca), 250-801-2818

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 Pro-
mote aviation in our community.

JUNE 28-30

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

JULY 7

Bancroft, ON (CNW3) Flight 119, Annual
Fly-in Pancake Breakfast, 08:00 - 12:00
Dedicated food line for fly-in guests. 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. No landing or tie down fees.
Camping allowed on the airport. More info:
gary@abs.aero.

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, free pancake breakfast, 50/50
charity draw. All monies raised are for the
Chris Rose Therapy Center for Autism. Free
camping on site. More info and discount
codes: 250-345-2121 or sjestley@fhsr.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 con-
venient to airport.

JULY 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,
ps6oo@hotmail.com

JULY 27

Bancroft, ON (CNW3): COPA 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 enthu-
siast. More info and to register [bancroftflying-
club.ca/fly-in-golf.html](http://bancroftflyingclub.ca/fly-in-golf.html), gary@abs.aero.

ON THE HORIZON

COLD LAKE, AB (CEN5)

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

CORNWALL, ON (CYCC)

Flight 59 - Monthly meeting 2nd Saturday
09:00, earfran@bell.net

DAWSON CREEK, BC (CYDQ)

Flight 183 - Mile Zero Flying Club monthly
meeting last Thursday, rfolster@pris.ca

DRAYTON VALLEY (CER3)

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

EDMONTON, AB

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

ESTEVEAN, SK (CYEN)

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

FREDERICTON, NB

Flight 2 - Monthly meeting 19:00 2nd Tues-
day, Bloor St. Church, raystl@nbnet.nb.ca

GRAND FALLS-WINDSOR, NL

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

GUELPH, ON (CNC4)

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

HANOVER, ON (CYHS)

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

HAVELOCK, NB (CCS5)

Flight 27 - Havelock Flying Club weekly
fly-in/drive-in breakfast, 08:00 - Every
Sunday, 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

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

IRON CREEK, AB (CEK6)

Flight 157 - Monthly fly-in for coffee and
goodies, 09:00 - 13:00 3rd Saturday
shelley@cciwireless.ca

KAMLOOPS, BC (CYKA)

Flight 82 - Kamloops Flying Club monthly
meeting 19:00 1st Monday clubhouse.
kamloopsflyingclub.com

KELOWNA, BC (CYLW)

Flight 36 - Kelowna Flying Club monthly
meeting 19:00 1st Tuesday.
kelownaflyingclub.com

KINGSTON, ON (CCE6)

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

KITCHENER, ON (CYKF)

Flight 26 - Breslau Flyers monthly meeting
19:00 2nd Tuesday, upstairs classroom
Waterloo - Wellington Flight Centre
copaflight26.com

LAC LA BICHE, AB (CYLB)

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

LETHBRIDGE, AB (CYQL)

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

LINDSAY, ON (CNF4)

Flight 101 - Kawartha Lakes Flying Club
monthly meeting, 19:00 1st Wednesday at
LCVI high school, klfc.ca

MEDICINE HAT, AB (CYXH)

Flight 171 - Gas City Aviators monthly
meeting 19:00 last Thursday
lclarkso@telus.net

MIRAMICHI, MB (CYCH)

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



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MADE IN CANADA

ON THE HORIZON

NANAIMO, BC (CYCD)

Flight 91 - Nanaimo Flying Club monthly meeting 09:30 3rd Sunday
nanaimoflyingclub.org

NELSON, BC (CZNL)

Flight 87 - Nelson Pilots Association monthly meeting, 18:00 3rd Wednesday, terminal building, nelsonpilots.ca

NORTH BAY, ON (CYVB)

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

OKOTOKS, AB (CFX2)

Flight 81 - Monthly meeting 19:30 last Monday, Okotoks Elks Hall
foothillsflyingclub.com

OLDS-DIDSBURY, AB (CEA3)

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

OSHAWA, ON (CYOO)

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

PONOKA, AB (CEH3)

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

PENTICTON, BC (CYFF)

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

PETERBOROUGH, ON (CYPQ)

Flight 34 - Monthly meeting 19:00 2nd Wednesday, tommooore@live.ca

PICTON, ON (CNT7)

Flight 53 - Breakfast at the Prince Edward Flying Club, 08:00 2nd Sunday. 613-471-1868

PITT MEADOWS, BC (CYPK)

Flight 16 - Aero Club of BC monthly meeting 19:30 1st Wednesday, aeroclubofbc.ca

PONTIAC, QC

Flight 169 - Monthly breakfast meeting at restaurant Aylmer, 1st Saturday Club 169 - Déjeuner mensuel a restaurant Aylmer, 1er samedi, 819-360-0706 ou 812-329-2830

PRINCE GEORGE, BC (CYXS)

Flight 79 - Monthly meeting 19:30 2nd Wednesday, pilotpg@telus.net

QUALICUM BEACH, BC (CAT4)

Flight 76 - Parksville - Qualicum Aero Club monthly meeting, 19:00 1st Tuesday of odd numbered months at QBFC clubhouse
portal.clubrunner.ca/100860

QUEBEC, QC

Flight 168 - Monthly meeting, various locations 19:30 3rd Monday, Club 168 - Rencontres mensuel, lieux varies 19h30 3ieme lundi, 418-889-9023

RED DEER, AB (CYQF)

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

RUSSELL, MB (CJW5)

Flight 138 - Monthly meeting 20:00 1st Wednesday, Russell Flying Club clubhouse, wrwile@gmail.com

SASKATOON, SK (CYXE)

Flight 10 - Monthly meeting 19:00 2nd Tuesday, SK Aviation Museum classroom, copasaskatoonraa.com

SARNIA, ON

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

SEDGEWICK, AB (CEK6)

Flight 157-Iron Creek Flying Club monthly meeting, 2nd Thursday 19:30.
shelley@ccewireless.ca

SHOAL LAKE, MB (CKL5)

Flight 162 - Shoal Lake Flying Club monthly meeting, 19:30 2nd Tuesday of every 2nd month, terminal building
sflflyingclub.com

SUNDRE, AB (CFN7)

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

STAR CITY - TISDALE, SK

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

VAL D'OR, QC (CYVO)

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

VERNON, BC (CYVK)

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

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

VERMILLION, AB (CYVG)

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

VICTORIA, BC (CYVJ)

Flight 6 - Victoria Flying Club monthly meeting 19:00 1st Tuesday
copaflight6@gmail.com

WELLAND, ON (CNQ3)

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

WESTLOCK, AB (CES4)

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

WETASKIWIN, AB (CEX3)

Flight 51 - Wetaskiwin Flying Club monthly meeting, 1st Tuesday, terminal building, scottcoggan@hotmail.com

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

WHITECOURT, AB (CYZU)

Flight 185 - Monthly meeting various locations 19:00 3rd Tuesday. 780-778-0854

WOODSTOCK, NB (CCD3)

Flight 86 - Woodstock Flying Association monthly fly-in and meeting, 08:00 - 1st Saturday, clubhouse, 506-356-5025

LIST YOUR EVENT IN COPA FLIGHT

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

SPRING FLIES IN WITH A CF-18

OSHAWA AIRPORT SHEDS WINTERY BLUES

BY GORD MAHAFFY

Unlike other seasons, the start of spring usually occurs on two separate dates at the Oshawa airport (CYOO). First, there is the official start of spring on March 21 but, as usual, March 21 2019 was just another wintery day.

To the users of the Oshawa airport, the real spring starts when all of a sudden the wind is light, there are no clouds in the sky, the snow is gone and the temperature is well above zero. This year, that special day occurred on Friday, March 29. With CAVU conditions, planes were keeping the tower operators busy right from the early morning. By noon the regular patrons of the café were arriving for their regular luncheon gathering. Another sure sign of spring weather was the appearance of several COPA Flight 70 members who winter in Florida and who had just returned. Other regulars included a Transport Canada inspector, a Minister's Delegate, retired pilots, aircraft owners and, occasionally, student pilots.

Seated at the table this day was Joe Ingino, publisher of The Central, Durham's oldest independently owned newspaper. Ingino was sponsoring a townhall-type meeting to get some feedback on the Oshawa airport from users and the general public. A little bit of good publicity never hurts aviation and an event like this can sometimes help a lot, so Ingino was a welcomed guest.

Then to make this a truly memorable first day of spring (weather-wise), one of the duty managers at the airport announced that a CF-18 fighter jet was due to make a low and over just after the noon hour. With a circuit full of Cessnas and Cherokees, some



of those present put this in the 'too good to be true' category.

Everyone kept a watchful eye on the sky and at 12:30 there appeared high above the airport the distinct outline of a lone CF-18. At this point, all scanners were turned on and the people listening heard the pilot get clearance for a "Right break to join final for a low and over approach on runway 30". That may sound dramatic, but can you imagine what the pilot of a Cessna thought when she got this clearance "Cleared to the right base for 3-0, and follow the CF-18"? Would it surprise you to hear that she asked for confirmation of that clearance? The actual event happened very fast and it was hard to get some good pictures. For a few seconds the CF-18 was low and over runway 3-0, then with a screaming SWOOSH and a tight right climbing turn he was gone.

After a day like this, though, there



▲ **TOP:** What a way to welcome the spring weather with a flypast from a CF-18 down Oshawa's runway 30.

BOTTOM: The Friday crowd at the Oshawa airport café includes people from all walks of life, such as The Central newspaper publisher Joe Ingino (upper right corner facing the camera).

is no doubt that the 'real spring' has started at the Oshawa airport. All runways are open, the gas pumps are working and it looks like winter is over. Drop in and join us. 🍷

WOMEN IN AVIATION

COPA FLIGHT HOSTS GIRL GUIDES

BY MARSHA RAMAGE



In a lead up to this year's Women in Aviation events, COPA Flight 85 Co-Captains Marsha Ramage and David Gascoine organized an evening on February 27 at the Genesis Flight College at the Collingwood airport (CNY3), which provided six classrooms. Half a dozen volunteer Flight 85 pilots taught different ground school elements, such as navigation and how aircraft fly, and later conducted hangar tour of single- and twin-engine aircraft to the two dozen nine-to-twelve-year-old girls.

The attentive Girl Guides showed maturity beyond their years as they asked probing questions and interacted with our COPA ground crew. Melodie said she wanted to be a pilot. Autumn remarked, "Oh, flying a plane and keeping it in balance is like riding a bike."

"I was very impressed with the professionalism of the pilot/instructors as they taught our girls the basics of flight," said Dianne McMurray, contact Guider for the 1st Collingwood Girl Guide Unit. Girl Guide leaders Nicole Torbis and Carrie-Ann Scott remarked how well-planned the event was and that it kept the girls engaged.

An award ceremony at the end saw all of the girls go home with flight information, a navigation chart, aircraft flight information and their coveted Aeronautics badge. 🏆

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Photo by Mike Reyno

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PITT MEADOWS AIRPORT GROWS

NEW TERMINAL, WATERFRONT RESTAURANT ON THE HORIZON

At a meeting held on March 4, airport operator Pitt Meadows Airport Society (PMAS) granted final approval for four major development projects at the Metro Vancouver airport (CYPK). On the horizon is additional hangarage for both commercial and general aviation operators and a new terminal building co-located with a commercial hangar.

Also planned is a new 6,000-square-foot seaplane terminal for the water aerodrome located on the adjacent Fraser River, in which Vancouver-based Harbour Air is expected to be a major tenant. This terminal will also house a restaurant, already named the 'Thirsty Goose'. The total value of the all-private investments is over \$20 million.

"These developments indicate an increase in investor confidence, not only in the City of Pitt Meadows, but at the airport itself, and is a testament to the commitment to the strategic vision by the PMAS Board of Directors and the airport senior management team," read a statement attributed to City of Pitt Meadows Mayor and Pitt Meadows Airport Society President Bill Dingwall.

This announcement comes on the heels of the completion of a new Nav Canada control tower at the airport.

"These projects are raising the standard of development at YPK and are the first step towards rehabilitating this regional asset into an airport the community can be very proud of," said airport manager Guy Miller.

With nearly 110,000 aircraft movements in 2017, Pitt Meadows airport is the 17th busiest in Canada, slightly



trailing Moncton International Airport. The airport, which sports two parallel runways and a crosswind runway, is home to a number of flight schools and a Royal Canadian Air cadet gliding facility.

The airport is used extensively for film, television and commercial

production, with recent projects including Arrow, Deadpool 1 and 2, Supergirl, Arctic Air and others. Lands adjacent and belonging to the airport are used by the Justice Institute of British Columbia for state-of-the-art on- and off-pavement driver training. 🚗

MY AVIATION STORY

FLIGHT SCHOOL OWNER ON WHY I 'FLY IT FORWARD'

BY COLETTE MORIN, OWNER/OPERATOR, GLACIER AIR

One hundred and forty-four women and girls left the Squamish airport (CYSE) last March 9 and saw the world for the first time from a small airplane, and at no cost to them. The event was part of a worldwide program organized by Women of Aviation Worldwide called Fly It Forward. Mireille Goyer founded the event in 2010 to introduce women and girls to various facets of aviation as a method of encouraging them to consider aviation as a career. My business, Glacier Air, along with the BC Coast 99s, has hosted one of these events annually since 2011. This February, as I rushed around preparing for the event, making posters, recruiting additional pilots to participate, purchasing food, organizing guest speakers and calculating the anticipated fuel costs (not to mention lost business) associated with providing a full day of free flights, I wondered why I kept hosting this event. Now, as I look back on a successful day of smiles, inspiration and hope, I no longer wonder why I do this.

I love inspiring other women to consider aviation as a career. I've been a pilot since 1994, and have owned Glacier Air since 2002. During the past 17 years, over 123 pilots have earned their private or commercial licences at Glacier Air. Of those, women constituted 10 percent of the private pilot graduates and 21 percent of the commercial pilot graduates. Though these numbers are better than the national average (six percent of commercial pilot licences in Canada are held by women), I would like to see more parity in the gender of our graduates.

The first step toward closing the gender gap is to persuade women to



start seeing themselves as pilots. I was lucky; I first grabbed the controls of an airplane when I was only four years old. My mother was a private pilot and it never occurred to me that women pilots were unusual. By participating in events like Fly It Forward, I hope more people will begin to share this perspective.

I am encouraged that airlines are starting to recruit women in order to help fill the pilot shortage. But being an airline pilot is not the only career in aviation. That is why I also organize guest speakers and encourage participants to stay and socialize in conjunction with the Fly It Forward event. This year, we had three guest speakers, women who are carving out a lifetime of stories through three different paths in aviation. From Angie Tanton, who has travelled the world flying Twin Otters on floats and Dash 8s, to Jill Gibbins who flies for WestJet, to Rani Tolton who combined her love of aviation and medicine to be-

▲ Glacier Air owner Colette Morin (r) enjoys sharing the joy of aviation with girls and women.

come a Civil Aviation Medical Examiner for Transport Canada. I hope that the women and girls in attendance also realized that the career paths in aviation are as interesting, diverse and eclectic as the people who fill them. If they are inspired to find a path in aviation that appeals to them, we may find a path into the future where women in aviation are so normal that male pilots also require a gender modifier before their title. That is why I participate in events like Fly it Forward. ✈️

Ed. Note: Colette Morin learned just before going to press that she has won an award from the organization Women Of Aviation Week in recognition of her outstanding efforts to expose women and girls to opportunities in aviation through Fly It Forward events.

SHARING THE AIR

15 WING MOOSE JAW ACTIVITIES EXPLAINED

SUBMITTED BY RCAF CAPTAIN COREY CSADA

With the onset of the busy flying season about to commence, 15 Wing Moose Jaw would like to take the opportunity to raise awareness about our operations in southern Saskatchewan. Over the past several years, 15 Wing has noticed an increase in the amount of civilian aircraft flying in southern Saskatchewan and, while there is plenty of airspace for all aircraft to enjoy, we would like to provide pilots with some information in order to ensure safe transits and flights for all of us.

Most aviation people are already aware that 15 Wing is the home of the Snowbirds and that they fly the CT-114 Tutor aircraft. However, 15 Wing is also the primary training wing for the RCAF. Please see the 'Share the Air' insert for an overview of 15 Wing operations.


While most flying occurs within the Moose Jaw Military Terminal Control Area (MTCA), in the airspace south of 15 Wing Moose Jaw up to eight aircraft at a time could also be conducting low level (surface to 10,000 feet MSL) navigation or cross-country type training. These missions are conducted at high rates of speed within the Low Flying Area that encompasses much of southern Saskatchewan, including Saskatoon and Regina. (See insert or reference Canada Flight Supplement, Section C Saskatchewan.) 15 Wing crews are continually broadcasting position reports on 126.7 MHz and, while it may seem we are not a conflict to an aircraft 10 to 40 miles away, due to the high rates of speed we fly and frequent changes in heading required for training we could potentially be minutes away. All pilots are highly encouraged to provide frequent position reports if military traffic



is heard broadcasting on 126.7 MHz. If military pilots are aware of potential traffic conflicts, in short order we can climb or manoeuvre to remain clear of traffic.

Military cockpits have high workloads with priority given to lookout and listening for traffic on 126.7. However there are numerous distractions that can reduce our lookout as well. If you spot a military aircraft and see a potential for a close call, please take predictive corrective action immediately and do not assume we have you in sight, even if you are talking with ATC. There are numerous reasons for

a lookout to miss airborne traffic, so keep diligent in your scan of the sky at every available moment. Wing rocking or wave or small changes in direction can help us see you better if you suspect you are within visual range of our aircraft.

In summary, speak up. If we know roughly where you are, we can deconflict and, if you see us, do not assume we have you visual, so please take predictive corrective action. We want to continue sharing the air with our fellow pilots in a safe manner and wish everyone the safest happy travels this 2019 flying season. 

CFB MOOSE JAW — SHARE THE AIR



CT114 Tutor

Length – 9.75 m
 Max Speed – 400 Kts
 Wingspan – 11.12 m
 Service Ceiling – 38,700 ft
 Height – 2.84 m
 Range – 350 nm
 Power – General Electric J85-CAN-40 Turbojet
 NOT EQUIPPED WITH RADAR OR TCAS



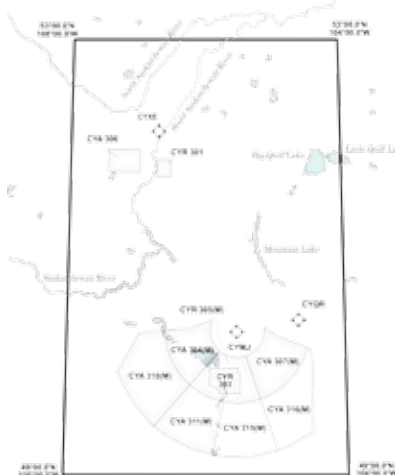
CT156 Harvard

Length – 10.18 m
 Max Speed – 310 kts
 Wingspan – 10.21 m
 Service Ceiling – 31,000 ft
 Height – 3.25 m
 Range – 450 nm
 Power – Pratt & Whitney PT6A-68 Turboprop
 TCAS – COMING SOON NOT EQUIPPED WITH RADAR



CT155 Hawk

Length – 12.42 m
 Max Speed – 575 kts
 Wingspan – 9.08 m
 Service Ceiling – 45,000 ft
 Height – 3.98 m
 Range – 1,415 nm
 Power – Rolls-Royce Mk.871 Adour Turbofan
 NOT EQUIPPED WITH RADAR OR TCAS



(306) 694-2222 ext. 5372 OR 15 WING OPERATIONS (306) 694-2222 ext. 2888.

LOW FLYING AREA (LFA)

The Low Flying Area (LFA) is the area depicted and generally runs from Canada/USA border up to north Battleford – Prince Albert areas and from west of Swift Current to east of Weyburn. In this area, random low level routes are conducted by CT-156 and CT-155 Aircraft, as low as 250 ft AGL and at speeds from 240 kts to greater than 420 kts.

Although most exercises are flown below 1000 ft AGL, some training exercises are up to 10,000 ft MSL. Aircraft respect the altitudes for VFR direction of flight above 3,000 ft AGL. This training mostly occurs during daylight hours. Military aircraft will be listening and making traffic advisories on 126.7 MHz. If VFR traffic is known, military aircraft can manoeuvre rapidly to ensure positive separation of civilian traffic. VFR traffic in LFAs are highly encouraged to make frequent position reports if military traffic is heard on 126.7 MHz.

MILITARY TERMINAL CONTROL AREA (MTCA) – 700 FEET AGL TO FL 300

Inside the MTCA there are seven CYAs

and one CYR. The CYR area is used by the CT114 Tutor aircraft, but pilots should be aware that Tutor aircraft may use CYA airspace outside of the CYR. The CYR goes from the surface to 10,000 feet MSL and is used throughout the year and should be assumed active during CYMJ operating hours.

The CYAs are used for all three aircraft and start at 6,000 feet MSL. There is a high density of military training in these CYAs, conducting very fast and dynamic manoeuvres and/or aerobatics which can result in extremely rapid changes in direction and altitude. Under 6,000 feet MSL, military traffic is often transiting or conducting low-level navigation, so caution is still advised. If avoiding the CYAs is not practical, then it is highly recommended to transit below 6,000 feet MSL to avoid the majority of military traffic and contact CYMJ ATC on 119.0 MHz for VFR flight following. If you see military traffic that could potentially be a traffic conflict, do not assume they have you visual. Take immediate predictive action if required to ensure positive separation. A quick wing raise or turn is a great way to help your aircraft be seen. Any traffic transiting near the CYMJ Airfield or City of Moose Jaw is strongly encouraged to contact CYMJ tower on 126.2 MHz for traffic advisories.

THE THREAT

PILOT TRAINING IN PROGRESS

Approximately 150 pilots are trained at CFB Moose Jaw each year. This equates to approx. 25,000 hours of flight time on three different high performance aircraft. Normal times of operation are Mon-Fri 0800-1830 local time (1400-0030Z), except holidays. Generally, if METARS at CYMJ are being produced, anticipate flying operations.

Operations occasionally occur on weekends and nights in the MTCA and Low Flying Area. For everyone's safety, PLEASE USE EXTREME VIGILANCE IN THESE AREAS IF YOU ARE OPERATING VFR. IF YOU HAVE ANY QUESTIONS, PLEASE CALL 15 WING FLIGHT SAFETY

REGIONS QUEBEC

LA SAISON DES SPECTACLES AÉRIENS ARRIVE

2019 EST UN GRAND CRU POUR LES SPECTACLES AÉRIENS AU QUÉBEC

PAR JONATHAN BEAUCHESNE, DIRECTEUR COPA POUR LE QUÉBEC



En tant que pilotes et amateurs d'aviation, nous aimons scruter le ciel à la recherche d'un appareil que nous entendons au loin. Certains apprécient l'observation d'avions aux abords des aéroports, alors que d'autres cherchent à connaître la provenance et la destination d'un avion survolant leur maison à l'aide de leur application favorite.

Toutefois, ce sont sans contredit les spectacles aériens qui attirent le plus les amateurs d'aviation. Dans ce cas, vous serez bien servis cette année au Québec. Bien que les programmations finales ne soient pas encore disponibles, faisons un tour d'horizon rapide de ces événements de la Belle Province à inscrire à votre calendrier en 2019.

1-2 juin : St-Hubert (CYHU)

Cet aéroport bien connu de la région de Montréal n'a pas organisé de spectacle aérien depuis près de 25 ans. Il va sans dire que cet événement risque d'être très couru autant par les amateurs d'aviation que les familles



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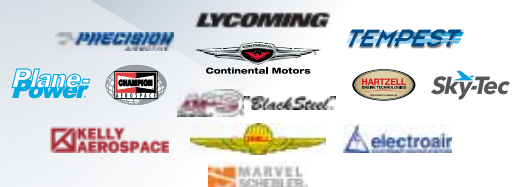
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qui habitent la région. Les Snowbirds ont déjà confirmé leur présence.

8-9 juin : Val d'Or (CYVO) — Club COPA 192

Voilà quelques années que Val-d'Or n'a pas été l'hôte d'un spectacle aérien. Après les immenses succès de 2010, 2012 et 2016, il y a fort à parier que les organisateurs du spectacle en mettront encore une fois plein la vue et utiliseront à pleine capacité leur piste de 10 000 pieds qui fait leur fierté.

22-23 juin : Bagotville (CYBG)

L'édition 2018 de ce spectacle a soulevé les foules et provoqué de nombreux frissons parmi les amateurs. Les critiques dithyrambiques du public amèneront probablement les organisateurs à se dépasser encore une fois cette année. Il peut être intéressant de conjuguer cet événement avec les célébrations de la Fête nationale du Québec qui auront lieu un peu partout durant ce week-end.

24-25 août : Rivière-du-Loup (CYRI)

Le spectacle de 2017 a permis à des milliers d'amateurs d'aviation du Bas-St-Laurent de voir leurs appareils préférés de près grâce à la présence de nombreux avions et hélicoptères ainsi que le CF-18 de démonstration. Cet aéroport est situé à proximité du Fleuve St-Laurent; il est ainsi facile de transformer

un week-end d'aviation en escapade romantique à saveur aéronautique.

7-8 septembre : Gatineau (CYND) — Club COPA 169

Que serait une année de spectacles aériens au Québec sans la présence de Gatineau ? Cet aéroport de l'Outaouais bien connu des pilotes de l'aviation générale accueillera encore une fois cette année un événement qui permet de re-

COMME VOUS LE VOYEZ, VOS AGENDAS SERONT BIEN GARNIS EN 2019 SI VOUS DÉCIDEZ DE PRENDRE PART.

grouper les amateurs d'aviation de deux provinces en un seul lieu. Les nombreux avions d'époque sur le site rehaussent chaque fois l'expérience des visiteurs. À noter que le Musée de l'aviation du Canada est situé à proximité, à l'aéroport de Rockcliffe (CYRO).

21-22 septembre : Bromont (CZBM)

Pour terminer l'été, quoi de mieux qu'une virée en Estrie ? Ce spectacle aérien est désormais bien rodé et a

remporté des prix liés à son innovation et son approche auprès des jeunes désirant faire carrière en aviation. L'organisation de l'événement est louangée par de nombreux visiteurs et le site s'avère tout simplement magnifique. Tant qu'à bénéficier des plaisirs de ce secteur enchanteur, pourquoi ne pas en profiter pour faire la route des fromages ?

Comme vous le voyez, vos agendas seront bien garnis en 2019 si vous décidez de prendre part à cette saison de spectacles aériens qui s'annonce relevée. À cela s'ajoutent les autres événements aériens tels que les portes ouvertes de Rimouski (CYXK — Club COPA 202), les Faucheurs de Marguerites à Sherbrooke (CYSC — Club COPA 37) et le RVA à Maniwaki, tous en juin, le BBQ de St-Jean-sur-Richelieu en août (CYJN — Club COPA 160), les 4@7 mensuels de l'Aéroclub de Neuville (CNV9 — Club COPA 198) et le RVA de Casey lors du week-end de la Fête du Travail, pour ne nommer que ceux-là.

Il ne faut pas oublier les journées Jeunes en vol COPA (quatre au Québec en 2019) et autres événements qui s'ajouteront au calendrier au courant des prochaines semaines.

Vous ne risquez pas de vous ennuyer cette année au Québec.

À vos hélices ! ✈️

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If you are interested in finding out more about this position and the competition, contact Brenda Reid at administrator@webstertrophy.ca. You can also find more information about the competition at our website: webstertrophy.ca.

QUEBEC'S AIR SHOW SEASON ARRIVES

2019 LOOKS TO BE A GREAT YEAR FOR AERIAL SPECTACLES

BY JONATHAN BEAUCHESNE, COPA DIRECTOR FOR QUEBEC

As pilots and aviation enthusiasts, we like to scan the sky for an aircraft we might hear in the distance. Some enjoy watching planes around airports, while others seek out the origin and destination of a plane flying over their home using their favourite app.

However, it is without a doubt air shows that attract the most aviation fans. In that respect, you will be well served in Quebec this year. Although the final programs are not yet available, let's have a quick overview of the events taking place in la Belle Province in 2019.

June 1-2: St-Hubert (CYHU)

This well-known airport in the Montreal area has not organized an air show for nearly 25 years. It goes without saying that this event is likely to be very popular with both aviation enthusiasts and families living in the region. The Snowbirds have already confirmed their presence.

8-9 June: Val d'Or (CYVO) — COPA Flight 192

It's been a few years since Val-d'Or has hosted an air show. After the huge successes of 2010, 2012 and 2016, it's a safe bet that the show's organizers will once again use their 10,000-foot runway to its fullest.

June 22-23: Bagotville (CYBG)

The 2018 edition of this show thrilled the crowds. The rave reviews by the public will probably lead the organizers to excel again this year. It might be interesting to combine this event with the celebrations of Quebec's Fête nationale that will take place throughout the province during this weekend.

August 24-25: Rivière-du-Loup (CYRI)

The 2017 show allowed thousands of Bas-Saint-Laurent aviation enthusiasts to see their favourite aircraft up close thanks to the presence of numerous planes and helicopters, as well as the CF-18 Demonstration Team. This airport is located near the St. Lawrence River, and it's tempting to transform an aviation weekend into an aeronautical and romantic escape.

September 21-22: Bromont (CZBM)

To end the summer, what better than a trip to Estrie? This air show is now well established and has won awards for its innovation and its approach to young people wishing to pursue a career in aviation. The organization of the event is praised by many visitors and the site is simply beautiful. While you enjoy the pleasures of this enchanting area, why not also take the opportunity to enjoy the Route de Fromage?

As you can see, your calendars will be well filled in 2019 if you decide to take part in this season's aerial shows. Added to this are other air events such as the Rimouski Open House (CYXK — COPA Flight 202), the Daisy Riders in Sherbrooke (CYSC — COPA Flight 37) and the Fly-in at Maniwaki (all in June), the barbecue at St-Jean-sur-Richelieu in August (CYJN — Club Flight 160), the 4 @ 7 monthly at the Aeroclub Neuville (CNV9 — Club Flight 198) and the Casey Fly-in on Labour Day weekend, to name only a few. And let's not forget the COPA Youth in Flight Days (four in Quebec in 2019) and other events that will be added to the calendar in the coming weeks.

You will not be bored this year in Quebec. 🇨🇦

LOVE IS IN THE AIR

QUEBEC COUPLE CELEBRATE AVIATION-THEMED WEDDING

Normand Gingras and Chantale Malette, both passionate aviators, got married on July 20 last year Hangar 4 at Gatineau airport (CYND). Together for 18 years, the couple chose to make their wedding vows surrounded by family and friends in an environment reflecting their passion for aviation. The newlyweds had spent a lot of time organizing the ceremony and this set the tone for the day.

Officiating was Father Jacques Cantin, who conducted the ceremony in a warm manner. Father Cantin introduced a close friend of the couple, who witnessed the ceremony via Skype. Readings, an exchange of personalized greetings, and the traditional kiss all followed. The hangar was filled with love, laughter and some very touching moments.

The marriage was also witnessed by several general aviation airplanes and helicopters, including a Mooney, a Questair Venture and a Turbine Legend, all gracing the hangar with their dignified presence. Also present were Peter Ashwood-Smith's sublime Pitts S-1T and Blake Reid's DH-83 Fox Moth. This historic plane, built in 1932, belonged to Edward VIII while he was Prince of Wales. It will be remembered that King Edward had to abdicate the throne to marry the divorcée Wallis Simpson, whose ex-husbands were still living. Thus his younger brother George VI, father of Queen Elizabeth II, found himself king. Both Gingras and Malette were delighted to have present this rare and symbolic aviation icon, whose original owner chose love at the price of notoriety.

Mother nature watched benevolently over the couple, giving them a very magical afternoon, the perfect blue sky being broken only by the bright colours of skydivers from



the GoSkydive club. Following the ceremony, the couple made a short nuptial flight, two circuits in their RV-8, built by Gingras over a period of 10 years. Before taking off, Malette was proud to make the radio call, «Gatineau Radio, RV-8 GNGN with two newlyweds on board.» To which the FSS responded, «RV-8 GNGN, roger, and congratulations to the newlyweds.» Takeoff, a low approach at high speed and a landing followed. After the flight there were countless poses for countless photos, including those taken during a short excursion at the end of Runway 27. The evening ended at the Orée du bois restaurant in Chelsea, where everyone feasted and reconnected with friends and relatives. In all this intense and joyous celebration, the quietest moment was the

flight itself, where the couple found themselves in the intimacy of the bubble-covered interior of the RV-8.

The newlyweds wish to express their gratitude to all those who contributed to making the day as memorable as it was: the airport management, including Gaston Cloutier, Ken McGrath and Mario Roussel, Peter Ashwood-Smith for the loan of his Pitts S-1T and Blake Reid for the loan of his DH-83 Fox Moth. Thanks also goes to Father Jacques Cantin, who accepted to officiate this most unusual wedding, and to the musicians who created a warm and festive atmosphere. Also to Esther Campeau, an outstanding photographer and passionate artist, who performed to the maximum, and who immortalized these precious moments by taking hundreds of photos, some of which appear here. 📸



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REGIONS ATLANTIC

AVIATION EDUCATION STARTS EARLY

NOVA SCOTIAN SIXTH GRADERS
INTRODUCED TO FLIGHT



Grade Six students in the Annapolis Valley region of Nova Scotia have been fortunate in that they have been targeted by an aviation familiarization program put in place in 2002 by local school teachers led by Connie Weinberg of Pine Ridge Middle School, in coordination with Major Lloyd Graham (ret'd) of the Greenwood Military Aviation Museum (GMAM), located on Atlantic Canada's largest air base, CFB Greenwood.

Successful from the beginning, the program grew in scope to include many other area schools and attracted the participation of a number of GMAM volunteers. Now sanctioned by the Nova Scotia Department of Education, 'Flt Ed' serves as a complement to the Flight component of the Grade Six syllabus, which seeks to instill in the young students an interest in things aviation. Once a week from January to mid-April, school buses disgorge up to 60 sixth-graders who are then split into six groups which in turn move between six different areas,

▲ Perfect attendance in the Flt Ed program was recognized by (L-R) Flt Ed History instructor Sophie Saulnier, PRMS teachers Chantel Arsenault and Jamie Stevens, Flt Ed Program Coordinator Lloyd Graham and Flt Ed Flight Simulation instructor Gordon Morse.

each one specializing in some aspect of aviation history or technology.

These subject areas range from computer-based flight simulation, the history of CFB Greenwood, helicopters, SAR, powerplants and propellers, parachutes and ejection seats. The volunteer instructors are largely current or retired military personnel with expertise in their subjects.

After years of seeing thousands of six-graders pass through 'Flt Ed', the GMAM volunteers wanted to recognize the school that achieved perfect attendance over the 17-year length of the program. This recognition went to the teachers of Kingston's Pine Ridge Middle School, which was also the first school to participate. ✈️

ARROW II TAKING SHAPE

CALGARY'S AVRO MUSEUM HAS AMBITIOUS GOAL



OUR BEGINNING

In 1997 a group of dedicated Calgary volunteers formed the Avro Museum, a registered non-profit charity, to document the history of Avro Canada Limited and to collect and preserve archival material relating to it. The museum volunteers also undertook the Arrow II Project, a project that will eventually result in a 60 percent flying replica of the original Avro Arrow. The Arrow II project, which began with the construction of the cockpit section in an 18.5-square-metre room, progressed through the acquisition of significant quantities of historical documentation and archival material, continued with the construction of the aircraft fuselage in donated space until today's situation where we occupy a hangar at Springbank airport (CYBW).

ARROW II SPECIFICATIONS

DIMENSIONS

(60% scale of original aircraft)

Length: 46.7 ft
 Heights: 12.7 ft
 Wingspan: 30 ft
 Chord (avg): 18.1 ft
 Wing area: 441 ft²
 Sweep: 61.5°
 Wheelbase: 18 ft 5 in

WEIGHTS

MZFW: 5500 lb
 MRW: 8300 lb
 MTOW: 8200 lb
 MLW: 8200 lb
 Typical demonstration TOW: 6300 lb

PERFORMANCE

Max. range: 1535 nm
 Min. takeoff runway length: 1000 ft
 Min. landing runway length: 800 ft
 G-loading: +10/-8
 Max. rate of climb: 12,000 ft/min.
 Glide ratio: 12:1
 Best angle of climb: 47°
 Max. altitude: 28,000 ft
 Time from takeoff to cruise altitude (28,000 ft): 5 min, 50 sec.

SPEEDS

Takeoff: 90 kts
 Best rate of climb: 200 kts
 Max. cruise (TAS): 500 kts
 Gear operation: 150 kts
 Gear extended: 175 kts
 Final approach: 120 kts
 Best range cruise: 300 kts @ 28,000 ft
 At threshold: 85 kts
 Stall: 61 kts

POWERPLANTS

Original specification – Pratt & Whitney JT-15D-4 turbo fan engines – total 5,000 lbs thrust.
 Currently we are also considering two General Electric CJ610-6 turbo-jet engines which produce 6,200 lbs of thrust.

GENERAL

Fuselage construction: Fibreglass
 Fuel tanks: Fibreglass
 Wing and fin: Carbon fibre
 Flight controls: Fly by wire
 Lighting: LED
 Instruments: Touchscreen/autopilot



Doug Hyslip was the initial driving force behind the Avro Museum for more than 20 years. He wanted to capture this part of Canadian aviation history for future generations to be able to explore and enjoy. In 1996, he created and flew the radio-controlled models of the Avro Arrow that were used in the CBC television mini-series 'The Arrow', starring Dan Aykroyd as Crawford Gordon, president of A.V. Roe Canada. Over the next twenty-plus years, the Avro Museum amassed more than 15,000 pages of original Avro Canada documentation along with much archival material relating to Avro Canada's history. Hyslip's work on the movie earned him a Gemini Award. The documents contained in the Avro Museum archives constitute one of the largest and most complete references for A. V. Roe Canada Ltd anywhere in Canada.

LONG TERM OBJECTIVES

The long term objective is to be able to make all the materials held in the Avro Museum archives available to the public through online access to a virtual museum. The main objective of building the flyable replica Avro Arrow, the 'Arrow II', is to use national and international airshow venues to help educate people about the extraordinary achievements of the men and women of Avro Canada in the 1950s. The magnitude of the technical

▲ This 1/5 scale model is used in many of the depictions of the Arrow II in flight.

and development time achievements of A.V. Roe Canada Ltd. have been unequalled to this day. It is the mandate of the Avro Museum to preserve and explain this history without the embellishments of political rhetoric or historical mythology. The hangar that we occupy will allow us to complete construction of the flying Arrow II part of the project and to hold all the development, administrative functions and archival material of the museum. The Arrow II aircraft should have an operating lifespan between 30 and 50 years and will continue to be the primary public face for the Avro Museum.

UNIQUE ENDEAVOUR

In the context of Canadian's interest in the history of A.V. Roe Canada Ltd, there are many locations across Canada where parts of the original Avro Arrow are on display, as well as various size models and many pictures. However, the Avro Museum at Springbank airport has the largest collection of archival material and the only group to be building a flying replica of the Avro Arrow, the Arrow II. As the project progresses, interest across Canada and around the world will increase, especially with the radio, print and television coverage that we



are receiving. Once flying, this interest will only continue to increase further.

FOCUS ON THE ARROW II CONSTRUCTION

During the early days, from 1997 through 2007, over 19,000 volunteer hours were spent on the design, development and testing of the composite materials that are being used in the construction of the aircraft which, is being built under the auspices of the federally-regulated amateur-built aircraft regulations.

Since that time, the construction of the 1:5 flying radio-controlled test model (used to confirm the design of the 60-percent piloted flying replica aircraft that we are building), the fuselage, delta wing structure and fuel tanks have consumed over another 35,000 volunteer hours. As of March 2019, the wing has been attached to the fuselage. This volunteer work primarily takes place once a week on Tuesday evenings in the hangar. Other key components have also been prepared for eventual assembly onto the

airframe after final regulatory inspections have taken place. The hope is that the Avro Museum will be able to commence taxi and flight trials of the Arrow II after approximately five more years of volunteer labour.

HOW ARE WE FUNDED?

The Avro Museum raises funds primarily through participation in Alberta Gaming and Liquor Commission casinos held every second year. We have received and gratefully accept donations, some extremely large, and provide charitable tax receipts for donations over \$25. On top of this, we have a series of membership options that may be purchased online through our website (these also qualify for charitable tax receipts), and sell souvenirs during our monthly 'open houses' on the second Sunday of every month.

SOCIAL MEDIA

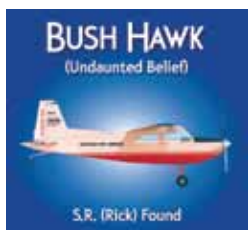
The Avro Museum web-site (avromuseum.com) provides a wealth of information covering all our activi-

▲ A photo of the 1/5 scale model is superimposed over the Rocky Mountains.

ties, and will be the location for the presentation of the digitized archival documents when that program is completed. For those who wish to receive it, a newsletter is issued via email every quarter, providing detailed updates on the construction progress and other museum activities. We also have a presence on Facebook and Instagram, and provide articles to the press, television and radio stations.

CURRENT STANDING

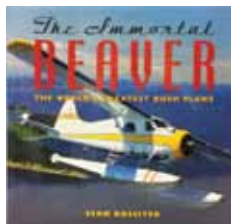
To date, the Avro Museum has raised just over \$733,000 and is poised to start acquiring some big-ticket items such as the two jet engines, avionics package and undercarriage. By July 2019, we hope to wheel out the yet incomplete Arrow II on a temporary undercarriage system for the 'Wings over Springbank Airshow', in this the 60th anniversary year of the cancellation of the Avro Arrow program back in 1959. 🇨🇦



BUSH HAWK (UNDAUNTED BELIEF)

The famed FBA-2 known by bush pilots simply as the “Found” outlasted all of its competitors. Meet Bud Found, aptly cited for his undaunted belief in the aircraft born of his skill and imagination that would ultimately be named the Bush Hawk and bring pride to Canadians.

By S.R. (Rick) Found
Price: \$34.00 (incl. shipping)



THE IMMORTAL BEAVER

Developed soon after World War II, the de Havilland Beaver has become one of the most successful and long-lived designs in aviation history. The Beaver was adopted worldwide, and in certain jobs it has yet to be surpassed. This colourful retelling of the Beaver saga also captures the unforgettable characters behind the airplane.

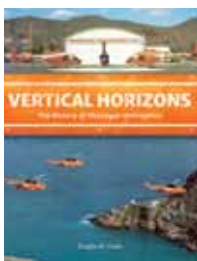
By Sean Rossiter
Price: \$34.95 (incl. shipping)



HANGAR FLYING

Pilots will always have a story to tell and here on these pages from the flight deck of airliners, bush planes — whatever flies — Hangar Flying is still part of the game. Six professionals tell stories from their log books and some outstanding aviation artists illustrate with acrylic paintings and pen and ink sketches.

Author: Jack Schofield
Price: \$44.00 (incl. shipping)



VERTICAL HORIZONS

Okanagan Helicopters achieved world renown from humble beginnings in British Columbia's interior by

developing a mountain flying technique that is still a fundamental of helicopter flight training. Featuring first-hand accounts, extensive research and a multitude of photographs, Vertical Horizons is the first-ever history of this company.

Author: Doug Grant
Publisher Harbour Publishing Ltd.
Price: \$55.95 (incl. shipping)

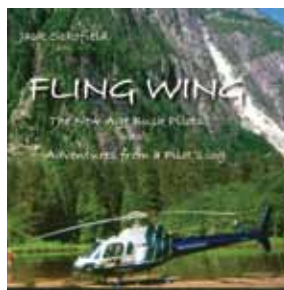


JOHNNY

Air Commodore John Fauquier, 'Johnny' was Canada's most decorated airman. He did it all during his flying career as a bush pilot, flying instructor,

bomber pilot, squadron commander, pathfinder, master bomber, base commander, and finally leading the legendary 'Dambusters' squadron as they dropped 22,400 lb Grand Slam bombs on Nazi targets. Signed by the author.

By Dave Birrell
Price: \$29.95 (incl. shipping)



FLING WING AND FINDING NIMMO

FLING WING and FINDING NIMMO are two different stories about the same thing—Fishing the British Columbia Coast—Heli Fishing that is, an invention of Peter Baratt of West Coast Helicopters and Craig Murray of Nimmo Bay Resort. A fabulous 300 page book on Nimmo Bay Resort and 150 pages of Fling Wing or the horizontally challenged.

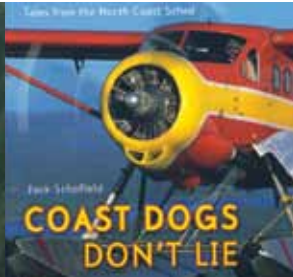
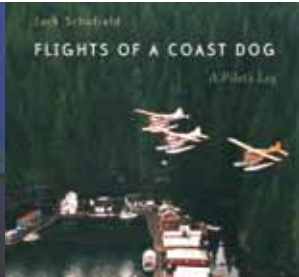
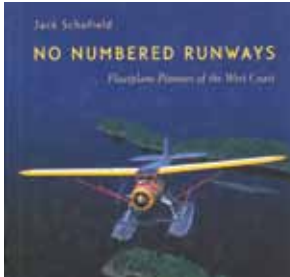
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Author: Jack Schofield | Publisher: Coast Dog Press
Price for the set of 3—\$93.00 (incl. shipping)



BAZ

S/L Ian Bazalgette was the only Albertan awarded the Victoria Cross during World War II. Based on extensive interviews with his friends, relatives, crewmembers, and over one hundred letters and other photos and documents that were only recently located by the family, this third edition tells the story of a Canadian hero. Signed by the author.

By Dave Birrell
Price: \$25.95 (incl. shipping)



LOST: UNSOLVED MYSTERIES

Lost: Unsolved Mysteries of Canadian Aviation is even more compelling than the original book Lost: True Stories of Canadian Aviation Tragedies published in 2005 and now out of print. One of the themes that runs through this book is the enigma of aircraft that disappear, sometimes within miles of busy airports and crowded cities, and cannot be found despite desperate and prolonged searches.

By Shirlee Smith Matheson
Price: \$26.95 (incl. shipping)



BEST SEAT IN THE HOUSE

Jim Griffith and Trans Canada Airlines were both born at about the same time and grew together over the decades. Griffith experienced the history of Canada's national airline and this book tells the story of both.

By Jim Griffith | \$34.00 (incl. shipping)



MILES TO MILLIONS

The pull of aviation can be strong but nothing illustrates that better than Bill Grenier's remarkable career. The senior captain for Air Canada showed up for every flight even as he built a real estate empire worth a billion dollars. Grenier's ready wit and the many twists and turns of a penniless 19-year-old commercial pilot's career built on perseverance and the willingness to take risks takes readers on an unusual journey, even for the the aviation industry.

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MAVERICK IN THE SKY

In Maverick in the Sky the author paints a fascinating portrait of flying ace Freddie McCall, one of the most successful fighter pilots of World War I. McCall's bold spirit might well have been inherited from his clan motto Dulce Periculum — Danger is Sweet. His amazing wartime accomplishments, his extraordinary flying skills, his fiercely independent barnstorming character and his self-reliant entrepreneurial spirit make him one of Canada's most spectacular mavericks.

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FEATURED LISTINGS FOR MAY, 2019



1995 ROBINSON R22 BETA 4473 TTSN, Lycoming O-320-B2C, 381 SMOH, Airframe 381 SMOH 2011, Next Due 2023, New A016-6 Blades 2018, IFR, Mode C, Gyro, Oil Preheater, Always Hangared. \$173,000 US. Contact: outcom@sympatico.ca or 905-767-5253 (3485.18582)



1977 PIPER NAVAJO CR - \$184,900 USD 6624 hrs TT; 1538/1538 hrs SOH; 1538/1538 hrs SPOH; Price Reduced! **PANTHER CONVERSION!!!** Garmin 430 WAAS, Avidyne MX-500, Garmin TCAS, Coleman short wing tips, 4-Blade Q-tip propellers, Full de-ice System, A/C, Vortex generators, oxygen and MUCH MORE!!! Aviation Unlimited 905-477-0107 ext 225 (2247.18123)



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NICE 1986 B36TC, 1660 TTSN; 82 SMOH; 82 STOP, Gamis; Tannis engine heater; Aspen PFD, SVT; Garmin 530W w/GPSS; Avidyne 600 traffic, PMA 8000 audio; Garmin GTX327; KFC150 AP, ADF, DME, KX165 Nav/Com. Always hangared. \$265,000US email mikefcb@mail.com (2806.18513)



CESSNA T206G 1979 AMPHIBIAN on Wipaire 3730 amphis For Sale, New Garmin Avionics, A/P, RSTOL, 0 Prop SMOH, many options, very clean. Low time Contact: Wilson Aircraft Ph: (647)227-6996 (586.18008)



1966 PIPER CHEROKEE 140 \$38,500 CAD This Low Time Piper Cherokee 140 is boasting only 2440 TT and 445 SMOH!! 445 hrs SNEW (Prop); This is the perfect well kept, hangared aircraft for the weekend VFR pilot or time building trainer looking to build the hours towards their career. Aviation Unlimited 905-477-0107 ext 225. (2247.18134)



1980 PIPER P28B-236 DAKOTA 1268TT, 696SMOH, 150SPOH, immaculate interior, always hangared, reassembled painted 2014, Collins Micro-Line COM251/NAV351, ADF 650A, DME 451, TDR 950, Autocontrol IIIB, Storm Scope, Annual September, Useful 1178 lbs. \$149,900. alan@bell.net or 289-440-4568 (3456.18340)



CESSNA 206 1999 WIPAIRE AMPHIB floats, VGs, Flint Tip tanks w/ fuel extra, RH crew door, Full King IFR radio options with IFR GPS, moving Apollo map system, land gear, NDH. Ken Wilson, Wilson Aircraft, 647-227-6996 kenwilsonac@gmail.com (586.18014)



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BUSHBY MUSTANG II 215 TT, 215 SMOH, Polstra rebuild, basic panel, Garmin GPS, KY97, transponder with mode C, 0320 Lycoming, empty weight 960. Dual Brakes \$45,000 Call: Russ at 905-383-7728 (3368.18391)



1964 TWIN COMANCHE 5582TT, 527/665 SMOH, Props 14/15, G430WAAS, Recent Gear Work! Fresh Annual! Economical Light Twin \$99,000 CAD Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.18173)



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2012 Turbo Skylane 182T, G1000/GFC700 AP, Active Traffic c/SVT!	\$262K/Half Share CYK!	1975 Bonanza A36, 3809 TT, 24 Since RAM and New Prop!	\$180,000 USD
2005 Ovation, 580TT, FIKI, Weather, Traffic, STECSX AP!	\$269,900 USD	1974 414 6905TT, 1118SM, Full De-Ice	\$125,000 USD
2004 Turbo 182T, 740 TTAE, G1000 Avionics	\$259,900 USD	1974 Chieftan, 12749TT/1956/8265M, Commercial Aircraft!	\$98,000 USD
2002 Piper Super Cub Replica, 187 TTAE, Amphibs/W/ Gear!	Reduced to \$74,900 USD	1971 Navajo310, 751TT, 7965M, FullDelce, VGs!	\$159,000 USD
2000 Socata TB20, 1185 TTSN, G1N750 GPS/NAV/COM w/GTS800 Traffic!	\$239,900 USD	1973 C172M, 14575TT,1585M,KingAvionics,G2EngMonitor!	\$68,000 CAD
1999 DA20C 15621TT, 1500 SMOH, King NAV/COM, GPS, TSPDR!	\$65,000 USD	1969 Cherokee 235, 5124TT, 680 SMOH, ApolloGX55GPS, MX20 MFD	\$55,000 USD
1999 C172R, 15052TT, 915 SMOH, Garmin 430, Skywatch, Strikefinder!	\$125,000 USD	1967 Turbo Twin Comanche, 4102TT, 593L&RSMOH, Apollo CNX80WAAS GPS&More! \$130,000 USD	
1982 Mooney Rocket 305, 3170TTSN, CONT TS10520	\$150,000 USD	1966 C337A Skymaster, 3184TT,628/148SM, CurrentCoFA,ProoDuel!	\$100,000 CAD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin550/430!	\$439,900 USD	1965 Twin Comanche, 5582 TT, 527/665 SM, Garmin 430WAAS	\$ CALL
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate!	\$275,000 USD	1964 C172, 415 TT, 961 SM, Hangared! Very Clean Condition!	\$29,000 CAD
1981 Duke B60, 4507TT, 1092 L&R, G550W, KFC-250 IFCS, Winglets!	\$229,900 USD	1958 C180F Floatplane EDO2870's, 5614TT,876 SM, Ind WheelGear!	\$120,000 CAD
1980 A185F Amphib, 3645/5455NEW/10550/Aerocel3400, G1N750!	\$329,000 USD	1946 J3 CLUB,w/PAT! STC's, 5450TT, 550SMOH	\$53,000 CAD
1979 Semnole,10631TT, 1625/1159SMOH, Garmin GNS430 GPS/NAV/COM,Commercial	\$80,000 USD	1942 Harvard MKIIB! 5224 TT, 991 SM, RCAF Scheme!	\$139,000 USD
1976 Grumman Tiger, Only 1471 TTAE, King/Narco, All Logst!	\$52,000 USD	Decathlon8KCAB, CallForPictures/Details!	\$50,000 USD



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1976 CESSNA 185F FLOATPLANE on EDO 628-2960 floats. TTSN-2417.7 Eng IO520D-24B 612.3 SMOH. McCauley prop 319.6 TSOH, 4-year commercial float lease w/Mitchinson. Horton STOL kit, 80usg fuel. GAMI injectors, JPI FS450 fuel scan/flow system, GEM 602 Engine monitor/analyzer. \$128,500CDN email: lhannah@sasktel.net (3475.18532)



1973 AEROSTAR 600, TTSN 5180, LE-564, RE-1092, SPOH 105 (2016), Garmin GNS530/430, GMA340, Insight strikefinder, Insight graphic engine monitor, Monroy ATD-300 traffic watch, HSI, ADF, engine heaters, passenger DVD player, over 200 knot cruise, NDH, always hangared, May 2018 annual, \$125,000 CDN (416) 254-3581 (2798.17999)



PIPER J3 CUB WAG AERO 2013 replica by Wag Aero. TT Airframe 135 hours. Zero time C 90 rebuilt by Aerotec engines. Rebuilt landing gear. New Cleveland brakes, wheels and tires. Recovered wings. New Certified Wag Aero sealed wing struts. New Custom exhaust. All new glass. New 406 ELT. New electrical system. Float attachments. All new Randolph paint with Ranthane finish. \$79,500.00 Cdn. Brewer Aviation 1800 338 8887 or jbrewer@eastlink.ca. (2564.18579)



1986 Mooney M18X \$25,000 1953 Mooney M18 modified and rebuilt by AME (registered as 1986 amateur/homebuilt). Continental A65-8F (198hrs SMOH). Electrics incl. 40 Amp alternator, nav lights, elec. turn & bank, and fuel pump. 364hrs TTSN. 683lbs empty. 1025lbs gross. 30 US gal (6hrs+ @120mph). Stick control, retractable gear. Legendary performance with low operating costs. Aircraft hangared at CEQ3. kharberg@outlook.com (780)679-6549 (3382.18520)



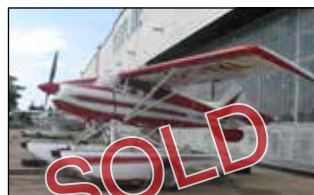
AUTOGIRE GYROCOPTÈRE CAVALON Rotax 914 Turbo, aquableu métallique, Garmin 695, Transpondeur, Radio, Altimètre, Odomètre, ELT Kannad, ACL nav, LED, Batterie super B, Chauffage intérieur, Portes rétractables. 2 places, vue panoramique, 245 heures, IMPÉCCABLE! 418-285-9405 (3492.18480)



1946 PIPER CUB W/PA-11 STCs 5450 TT, 550 SMOH, 0-200 100hp, hydraulic Federal 1500 wheel skis, electric starter, mode C, excellent condition int/ext, April 2018 annual, fun stick & rudder. \$49,500. 647-455-5217 (3108.18088)



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 (3423.18572)



1972 MAPLE M4 220C ADs/service bulletins current. 500 SMOH, 2543 TT, 20 SPOH. Floats, wheels, skis, EGT, Electric preheat. Intercom, KX-145, tundra tires. New 2015 sealed struts main & aux fuel pumps. 406 ELT. \$59,000 CDN. (3478.18436)



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 (3463.18585)



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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 bert@thomasaviation.com (2681.18525)



1946 T-CRAFT BC-12D A-65, 3425 TT, 228 SMOH, rebuilt 1999, slick mags, no electrics, skis, OM, hangared, 780-941-2127 E-mail: d.litke@yahoo.com (3513.18541)

www.csplane.com



1968 C-180 TT 2590, 10 SMOH, 100 SPOH ASPEN GLASS, GARMIN 430, ON EDO 2960'S. 195K CAD



1974 PA-32-300 2873 TTAF 1214 SMOH GNS 796, G396 STOL KIT PLEASE CALL FOR PRICING



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FEATURED LISTINGS FOR MAY 2019



ACEY DEUCY 63 TTSN. 0200 Radio, 406 ELT. Intercom, B&C lightweight starter & alternator, 3-blade prop. Hangared, mint condition. \$24,900 CAD 905-396-7533 (3298.18583)



1973 BONANZA V35B 2443 TTSN, 194 SFRM Firewall Forward, NDH, Always Hangared, All Logs, King Silver Crown thru KNS-80, Century-3, Gem-3, Oxygen, Fifth Seat, February 2019 Annual, Beautiful IFR Airplane, Extras. \$135K USD, 250-477-3577, gsdean99@gmail.com (3481.18565)



1973 LAKE LA4-200 TTSN 1640, SPOH309 (2012). Annual done October 2018. Rayjay turbo. Janitrol heater. 406 ELT. TKM MX11 Comm. Txpr Mode C. VOR. Alcor fuel flow. Auxiliary fuel floats. Hangared. \$79,000CDN Contact: andymaxwell7@gmail.com or 204-281-5067 (3479.18540)



1946 AERONCA CHIEF W/0200 on EDO 1400, Skis & Wheels. 2283TT, 149 SMOH, New Fabric (2013), upholstery, glass. 250hr on 0200 - 100 hp. 600 on seaplane prop. Certified Owner Maintenance, Certified auto/marine or avgas. 5 gal/hr. 5/5/13 tanks. All Canada logs since imported in 50's. Fresh water use only. Trailered from northern Quebec November 2017. Wings off, currently stored on dry land. \$40K USD wings off or \$45K fly away certified. Call/text Paul @ 604-740-1114 (3477.18538)



1987 SUPER ACRO ZENITH CH 180 G-DWW Aerobatic airplane. \$25,000. Winner of various Canadian National Championships in Unlimited category. +8 G's, -8Gs. Empty weight: 900LBS. Engine: Lycoming IO-360, 200HPs. Climbs at 3,500 feet/min. Full electric system. TTSN: 980 Hrs. STOH: 76 Hrs. No damage history, always hangared. ijirasek@ucalgary.ca Call: Ivo Jirasek. (403)374-1567 (3218.18482)



1949 BELLANCA 14-13-3X TTSN 1916, SMOH 121. 165 Franklin, Sensenich W74RR-60. Rebuild/restoration completed 2010. Becker COMM & XPDR, Mode C. Excellent condition, Wing and fuselage covers. Owner Maintenance. \$29,900. hmart1@mymts.net (3323.18575)



FLIGHT DESIGN CTLS now available for sale in Canada. Visit www.flightdesigncanada.com for more information and to inquire about demo flight. (2738.18573)



2005 SKYRANGER - ADVANCED ULTRALIGHT 65HP, 175hr TT. \$22,000 O.B.O. Website: <http://beyondthecube.ca/skyranger>. The Skyranger is a French-designed two-seat ultralight utility aircraft, produced by Flylight in the UK. Plane is ready to go, currently flying 2hr/week. Easy and fun to fly. Contact Brad: brad Reid20@gmail.com or (204) 291-2065 (3505.18516)



1956 CESSNA 180 Light airframe, O470K, factory reman, Horton Stall Kit, 185 whl gear, EDO Floats, Hyd Wheel Skis new Teflon, King Radio, ADF, Mode C, 406 ELT, New Goodyear tires & start battery. Interior excellent condition, Cowling and wing covers, Rear Bench Seat, Bush Seat, Rebuilt mags, One piece windshield, Last annual May 12/18, TTE 916.9, TTAF 9078.9 hrs, Fast machine, Aircraft flying times will change, \$120,000Cdn, Carl 867-334-4560 or Cory 867-332-4199 (3496.18490)



1968 CESSNA 172 5684 TSN, Eng 727 TSOH (Ram 160 HP), KMA 24H Audio Panel, KY 97 COM, GNC250XL GPS/COM, KN53 NAV, KR87 ADF, KT76C XPDR, Commercial Maintenance. \$72,500 (3495.18488)



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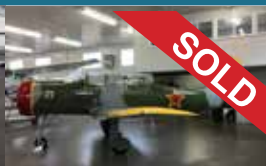
1946 AERONCA 7AC CHAMP Restored in 2008 including fabric, paint and interior. 8200 TT, 1000 SMOH, 65 HP, ELT, VHF, skis. Great flying classic. \$24,000 OBO. (416) 678-9372 or jcsair@gmail.com (3040.18476)

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FEATURED LISTINGS FOR MAY 2019



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 (3500.18507)



1946 CESSNA 140 TT 2120, 1242 SMOH, all Cyl, 78/80, Radio, XPDR Mode C, Cleveland, Alaska B. Tailwheel, brake pedals both sides, always hangared, based in St-Lazare (CST3). \$23,000 514-234-4795 (3217.18478)



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 (3491.18479)



ZENITH-CH250TW Lycoming O320, 160HP, TTAf 870, SMOH 870, Valcom 760, Transponder, Asking \$20,000CDN obo. Wally 705-328-1724 (3404.18551)



LOW-TIME 1968 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, jkafountain@gmail.com, 613-585-1584. (3516.18544)



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. ramitd@mymts.net or Gary @ 204-482-3270. (3501.18508)



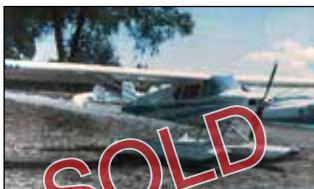
1946 CHAMPION 7AC TT 4100 SMOH 946 New windshield, always hangared. Price \$22,000. With skis \$24,000. Info: Gabriel 450 230 4410 (3506.18519)



1983 AMATEURBUILT CUBy 600 TT. Cont. O-200, 2400 TTSFRM, Chrome cyls. 600 STO. # 1 cyl. 0-SOH. A/C restored in 2000. Includes: VG's, partially constructed 1400 Floats (EDO copy), rare Piper Cub alum. skis. \$29,000. Contact: 905-809-6562 gary.clayton@andrewswireless.net (3509.18524)



CESSNA 180F 3834.5 hr moteur P.Ponk 285 hp. 727.0 hrs SMO. Helice trois pales 106hrs SMO. Flotteur aeroset 3500 L wings extension horton stoll, reservoir 80 gal, radio GNS430. 160000\$ Louis: 514-247-1203, Marilou: 514-909-4124 (3504.18515)



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PA12-150 TTSN 2775, TSOH 385, new cyls 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 (3517.18545)



1994 BUSH 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. \$55,000 819-586-2769 mbelisle@ireseau.com or for English Gina 819-586-2492 (3511.18534)



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 fit custom 3. Well maintained, Rosen visors, numerous other items. \$90,000USD Email: kgross@telus.net (3510.18533)



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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 (3515.18543)



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 O-360-A4M, CAP 2000 floats. \$125,000. 705-765-3306 harvclough@hotmail.com (3522.18566)



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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 (3388.18547)



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060 – AERONCA

1946 AERONCA CHIEF 11AC Metal prop, 65 HP Continental, 762 hrs TT, Federal skis A1500, Négociable. Email: celine.bernier@hotmail.ca (2580.18601)

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