

COPA Flight

The Journal of the
Canadian Owners and
Pilots Association

AUGUST 2019

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MARK YOUR CALENDARS



FEATURE

28 BAGOTVILLE INTERNATIONAL AIR SHOW

The Bagotville International Air Show, which takes place on the grounds of CFB Bagotville in the Seguenay region of Quebec, continues to grow in popularity. First held in 1953, it is now challenging the Abbotsford International Airshow, held on the opposite side of the country, as Canada's most popular; this year Bagotville saw over 143,000 attendees, while the most recent Abbotsford show could boast only 110,000.

ON THE COVER: Photographer H el ene Lavigne captures the airshow action with this well-timed shot of one of the three Harvards which make up the Canadian Harvard Aerobatic Team.

COPA Flight



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THE DIFFERENT ASSOCIATIONS AT YOUR SERVICE

ALTHOUGH WE'RE THE BIGGEST, WE CAN'T DO IT ALL

In a recent discussion with a member, he asked about taking a COPA corporate membership for his local aerodrome whose board he sits on. Certainly a good thing, I am always somewhat surprised there aren't more, since they are often the first targets in our freedom to fly being threatened. So we talked about that for a bit, then I let him know of all the other associations out there that could also help. He wondered how come COPA doesn't do it all? The one response I could give is that we would love to be able to answer all of the questions and address all of the aeronautical issues and concerns in the country, but we need to concentrate on and prioritize what we are good at: advancing and promoting general aviation, and preserving our Canadian freedom to fly. So everyone who flies in Canada should be a member of COPA.

But different associations serve different purposes. A local airport association or flying club is just as important as a national one. Provincial aviation councils that cater to local and community airports and businesses, or that talk to provincial and community governments, are just as important as us speaking with the Transport Canada minister in Ottawa. And then there are other national associations that take care of business aviation, flight schools, airliners, commuters, ultralights and everything and anything in between. Every association in the country has a role to play in this big ecosystem, work-

ing together and contributing to our basic common mission of preserving our Canadian freedom to fly at many different levels.

COPA'S LIFT GALA WITH DON BELL & CHRIS HADFIELD

The Flight Safety Foundation (FSF) has been around for many years and is concentrated on certain safety initiatives, but mainly producing videos for our friends at AOPA and managing COPA's Neil J. Armstrong scholarships. With all the work being done on the recent General Aviation Safety Campaign initiative by COPA and the cost of getting a PPL, it's time to look at funding the FSF more than on a voluntary basis.

In order to do so, we are putting on the first annual black-tie Lift Gala this year, on October 3 at the Telus Spark centre in Calgary. This special evening will be hosted by Don Bell, one of the WestJet co-founders, with none other than Colonel Chris Hadfield as our keynote speaker. Both of these exceptional COPA members are excited to be there and talk about their experiences that I am sure will thrill everyone attending.

All proceeds of the evening and the silent auction will go to the FSF in order for COPA to continue its work on promoting GA safety and help with the scholarships. Since the FSF is a charitable organization (i.e. issues tax receipts), you can't pass up this opportunity to attend and meet with these great folks! You can see the details on our website, under Events. 🍷

LES DIFFÉRENTES ASSOCIATIONS À VOTRE SERVICE

BIEN QUE NOUS SOYONS LES PLUS GROS, NOUS NE POUVONS PAS TOUT FAIRE

Lors d'une récente discussion avec un membre, il me parlait d'une adhésion corporative à COPA pour l'aérodrome local pour lequel il siège au conseil d'administration. C'est bien, mais je suis toujours un peu surpris qu'il n'y en ait pas un plus grand nombre puisque ces aérodromes sont souvent les premières cibles aux menaces de notre liberté de voler. Je lui ai aussi fait part des autres associations qui pourraient aussi l'aider. Il se demandait comment il se fait que COPA ne fasse pas tout ça? La seule réponse que je pouvais donner est qu'on aimerait être en mesure de répondre à tous les enjeux et à toutes les préoccupations aéronautiques au pays, mais nous devons concentrer et donner la priorité à notre expertise: faire progresser et promouvoir l'aviation générale, ainsi que préserver la liberté canadienne de voler. Donc, tout le monde qui vole au Canada devrait être un membre de la COPA.

Mais différentes associations servent à des différentes fins. Une association d'aérodrome locale ou un club de pilotage est tout aussi important qu'une association nationale. Les associations ou conseils provinciaux qui s'adressent aux aérodromes locaux ou municipaux, aux entreprises, aux gouvernements provinciaux ou aux MRC sont tout aussi importants que nous qui discutons avec le ministre à Ottawa. De plus, il y a d'autres associations nationales qui s'occupent de l'aviation d'affaires, des écoles de pilotage, des avions de ligne, des no-lisements, des ultra légers, etc. Chaque association au pays a un rôle à jouer dans ce grand écosystème, travail-

lant ensemble et contribuant à notre mission commune et fondamentale de préserver notre liberté canadienne de voler au Canada, à plusieurs niveaux.

GALA LIFT DE COPA AVEC DON BELL ET CHRIS HADFIELD

La Flight Safety Foundation (FSF) existe depuis de nombreuses années et s'est concentrée sur certaines initiatives de sécurité, mais surtout la production de vidéos pour nos amis de l'AOPA et la gestion des bourses Neil J. Armstrong de la COPA. Avec tout le travail effectué sur les récentes initiatives de sécurité de l'aviation générale par la COPA et le coût de l'obtention d'un PPL, il est temps d'envisager le financement de la FSF plus que sur une base volontaire.

Pour ce faire, nous organisons le premier gala annuel LIFT, le 3 octobre prochain, au centre TELUS Spark de Calgary. Cette soirée spéciale sera animée par Don Bell, l'un des cofondateurs de WestJet et avec nul autre que le colonel Chris Hadfield comme conférencier invité. Ces deux membres exceptionnels de la COPA sont ravis d'être là et de parler de leurs expériences qui, j'en suis sûr, fascineront tous ceux présents.

Tous les profits de la soirée et la vente à l'encan silencieux iront à la FSF afin que COPA poursuive son travail sur la sécurité de l'AG et améliore les bourses au pilotage. Étant donné que la FSF est un organisme de bienfaisance (i.e. reçu d'impôt émis), vous ne pouvez pas laisser passer cette occasion de venir rencontrer ces gens formidables! Les détails sont sur notre site Web, sous Événements. 🛩️



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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.

✉ CLEAR AIR ICING

With reference to the Clear Air Icing article (July, 2019), I am not sure that the story nor the 'lessons learned' clearly convey the right message.

Firstly, the article seems to suggest that with some degree of forward visibility and the assistance of a DF steer one can safely make it through unexpected icing conditions.

Secondly, the implication of the findings is that a change in altitude might be one solution to the problem.

Speaking as a private pilot and long-term weather briefer who has conducted innumerable searches for aircraft whose pilots have made bad decisions, I would suggest that upon encountering icing conditions one should immediately execute a 180° turn and return to known safe conditions after which one can assess the situation and safely consider how to proceed.

A change of altitude might be a consideration for a larger and more powerful aircraft but is not a guarantee of safety. I was once called upon to assist a Twin Otter that had encountered icing and was descending at a rate of 1500 feet per minute while at full power and trying to maintain level flight. This with a high-lift wing. Eventually, the involuntary change of altitude worked but, upon arrival at destination, the aircraft sat for quite some time while shedding large chunks of ice from the airframe. To proceed into known icing conditions is to tempt fate. A defrosted windshield might offer a sense of relief but might distract from the real concern, which is airframe icing which could quickly turn into a stall.

As for a DF steer, these have value under certain circumstances but are subject to the competence level of the DF operator, which may vary considerably. I recall an instance of one unfortunate pilot in Alaska who had encountered adverse weather conditions and was DF-steered around the

sky for approximately three hours until reaching fuel exhaustion and crashed and died. This is an extreme example but still worth noting. Additionally, and this is simply my understanding of the situation today and is subject to correction, DF-equipped sites are fewer today than they used to be and are continuing to decline as aging equipment fails and is not replaced, so being able to receive DF assistance is not guaranteed. This too is greatly dependent upon your proximity to the DF site as the equipment is also range-limited.

I have also seen situations where a pilot has delayed his decision to turn around to the point where the weather had deteriorated behind him too. The message is simple; when encountering weather that is beyond your capabilities to handle and/or that of your aircraft, immediately execute a 180° turn. You know the conditions that are behind you, but not necessarily those that are ahead of you.

Ken Ettie

✉ AGE IS NO BARRIER

Having been a licensed pilot for fifty-nine years, I can truthfully say that the thrill of flight has not, and never will, cease for me. I have been fortunate to have continued good health and can see no reason to deny myself of the pleasure of flying. Of course, I place safety above all else and, at my age, I will not fly solo again. Any flights as PIC will include another licensed airman as co-pilot. My good fortune has allowed me, when I was a commercial pilot, to fly charters, impart my enthusiasm and knowledge as a Class III flight instructor with an aerobatic endorsement and thoroughly enjoy multi-engine aircraft, land and float planes. Now, I fly on a PPL just for pleasure.

If young people are looking for an interesting and rewarding career, then aviation is it. In fact, I think the thrill of

aviation is what has kept me young at heart. Keep in mind, though, flying is a demanding vocation and/or hobby. Mental and physical reflexes have to be razor sharp, not only for accuracy but for the very continuity of any flight from points A to B and/or back again.

A good example of the continued mental acuity of two 'old farts' is a recent VFR flight from Miramichi, N.B. to Lindsay, Ont. in a Piper PA-38 Tomahawk, bought by my good friend George Haché. We are both over 80 years of age and enjoy every flying minute. The icing on the cake was when a kitchen party to mark George's birthday took place at his relatives' house in New Brunswick while we were there. A guitar and fourteen people were harmonizing — it was beautiful.

Carrying an iPad with Foreflight installed made the trip homeward a real pleasure as far as navigating goes. We, of course, had our paper maps, whiz-wheel, etc. as back-up. We flight-planned Miramichi, Riviere-du-Loup, Trois-Rivieres, Gatineau and Lindsay (CYCH-CYRI-CYRQ-CYND-CNF4) with fuel stops along the way, but the weather got to us April 18 before we could complete the last leg home. We had to take a bus back home to the Lindsay area and wait for the next spate of good weather.

Another bus trip to Gatineau saw us being favoured by the weather gods, where the first 30 nm or so delivered an 8/10 cloud cover, moderate turbulence and a somewhat lower ceiling than we wanted, but we were still VFR. After 30 nm or so, the sky opened up to brilliant sunshine and we climbed to 4,500 feet where it was as smooth as a glass tabletop. We arrived at Lindsay airport at noon on April 25 with quite a few COPA Flight 101 – Kawartha Lakes Flying Club members there to greet us, including our patient and loving wives.

Now that you have stayed with our story thus far, if you are not yet licensed, look into aviation at any age, because once a person has experienced a journey anywhere above this beautiful planet, they are hooked. We know we are.

Jim Baldwin and George Haché

✉ ECHO VALLEY RANCH

It appears to me that these two people [the author and her partner] did not fly the Fraser Canyon route or the author would not have quoted that there are no airstrips between Hope and Lillooet. If they had flown the Canyon they could not have missed the huge grass strip at Boston Bar that is kept as an emergency strip and is used for firefighting.

Please check your facts before you write. This obvious error will impact the number of people that take the scenic route through the canyon and this has and will impact aviators exploration of our province.

There happen to be other unnamed private strips and many large farm fields that could be used in an emergency. I thought these articles were to promote the flying exploration of our country, not just what to do when you get wherever you are going.

I recommend Ms. Cross and Mr. Black get out and explore more of this wonderful province, which is full of off-pavement airstrips.

Promote the flying part of aviation.

Wayne Fuller

Ed. note: The Boston Bar strip is indeed there, but as it is not registered it does not appear on the VNC charts nor in the CFS.

COPA Flight continues to encourage submissions of articles about interesting destinations when they have a strong GA aspect to them.



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ORBIS FLYING EYE HOSPITAL

THE FIGHT TO PREVENT BLINDNESS TAKES FLIGHT

BY KRISTA LAMB



This spring, the Orbis Flying Eye Hospital touched down in Canada for a rare visit. The plane, an MD-10, is one of the most unique aircraft in the world, housing the only fully-accredited ophthalmic teaching hospital on board an aircraft. It is not the only tool Orbis International uses to help fight preventable blindness worldwide, but it is certainly the most striking.

This tour was the first visit of the Flying Eye Hospital to Canada in almost 10 years, and the first time this particular aircraft had been in the country. There have been three Flying Eye Hospital planes since the program began in 1982 with a DC-8 donated by United Airlines. This third plane, donated by FedEx, launched in 2016 and houses a state-of-the-art, fully-accredited teaching and training hospital.

Entering the plane, one first encounters the flight deck and then the classroom. This is the most aircraft-like section of the experience. The classroom seats 46 and is used primarily as a space for health care professionals to take part

in training and lectures. Those in the classroom can watch the procedures taking place in the operating room further back in the plane, ask questions and learn from Orbis's world-leading eye health experts, known as volunteer faculty. And now, with Orbis's Cyber-sight telemedicine and e-consultation platform, much of this teaching can be done remotely, allowing doctors and eye health professionals in previously inaccessible regions of the world the chance to participate.

"The Flying Eye Hospital is not about performing as many surgeries as possible," explains Orbis Canada's CEO Lisa McKeen. "It's a platform for teaching and training, for building capacity and for advanced skills transfer. We train the best local eye care professionals and give them the knowledge and expertise they need to not only treat tens of thousands of people over their own careers, but also to train countless other eye health workers so they too can give their patients the best care possible."

▲ Orbis's MD-10 served FedEx as a cargo plane before being acquired by Orbis, who transformed it into the Flying Eye Hospital.

Further back in the airplane is where the laser and patient care room, operating room and pre- and post-operative care areas of the hospital are found. It is easy to forget in these sections of the plane that you are on board an aircraft. While space and weight are considered in all aspects of the construction, it is also made to look entirely like the hospital it is. So much so, in fact, that one young visitor who toured the plane in Ottawa was convinced his parents were trying to trick him into getting a needle.

When the Flying Eye Hospital sets off on a program, most often to low- and middle-income countries, it spends two to four weeks on site helping to train local doctors and other members of the eye health team to better manage the eye-care needs of their community. In cases like the Canadian visit,

the goal is education and awareness of the work Orbis does and of the need to fight preventable blindness.

There are an estimated 253 million people in the world who are blind or visually impaired, including more than one million children who are living with blindness. Orbis's mission is to work with their network of partners to mentor, train and inspire local eye care teams so they can save sight in their communities. Canada has made a significant contribution to this work and continues to be one of the organization's strongest affiliates.

"The Flying Eye Hospital and the work of Orbis would not be possible without the support of the more than 400 world-leading eye health experts who make up our Volunteer Faculty. These are ophthalmologists, eye surgeons, nurses, anesthetists, biomedical engineers and other experts who assist in training, medical procedures, education and support," says McKeen. "More than 20 percent of the global Volunteer Faculty is Canadian, which means that, per capita, we have the highest number of volunteers from any country."

One of those volunteers is Dr. Brian Leonard from the University of Ottawa Eye Institute at the Ottawa Hospital. Dr. Leonard received the inaugural Orbis Humanitarian Award at the recent Flying Eye Hospital visit to Canada for his more than 30 years of volunteer work with the organization. Dr. Leonard, a world-leading retina surgeon, has travelled around the world with the Flying Eye Hospital, doing surgical procedures, assisting with simulations and helping educate and collaborate with eye health professionals.

In Ottawa, Dr. Leonard participated in a live simulation of Orbis's Cybersight platform. He worked alongside Canadian astronauts, Drs. Dave Williams and Robert Thirsk, to showcase how this telemedicine platform can leverage artificial intelligence and virtual reality as part of a blended learning training and mentorship model.



Using Cybersight, Dr. Leonard walked one of the astronauts through a surgical simulation on the plane, while the other asked questions from the auditorium at the Canada Aviation and Space Museum — just as he would if he were talking a doctor in a remote community through a procedure. CyberSight has quickly become a critical tool in helping Orbis train health care professionals in areas where bringing the plane, or even a hospital-based training program, would prove challenging, or even impossible.

The Flying Eye Hospital is truly state of the art in terms of the technology on board, which often leads to questions from aviation enthusiasts about how it is able to move its equipment safely and keep the hospital running while on the ground.

Each room of the hospital is designed as a module — or a compartmental room — that enables the hospital to be shipped as cargo and alleviates the need to certify medical items for flight. The plane also carries two custom-made generators which use jet fuel to provide the hospital with electrical power. Additionally, the plane has capacity to produce medical-grade oxygen and can purify water from any source. This means there is little pressure on local hosts to provide ground support for the aircraft.

All of this results in a plane that is quite heavy, which means flights are planned

accordingly to ensure fuel needs can be met. With no cargo and full fuel, the Flying Eye Hospital has a range of 6,000 nautical miles, which allows for transatlantic flights. With a full cargo load and reduced fuel load, the plane can fly for about 8 hours and a distance of 4,000 nautical miles, depending on the winds. The aircraft has a wingspan of 165 ft. 4 in. and is 181 ft. in length.

A captain and first officer are required to fly the aircraft and pilots from FedEx generously volunteer their time to fly the plane to its program destinations. When not flying, they also take part in tours of the plane to help educate the public on why this work is so critical. It takes a village of staff and volunteers to ensure this 'retired' cargo plane can make a difference to those dealing with vision loss.

"This visit to Canada allowed us to share the work of Orbis and the Flying Eye Hospital with the many sponsors, donors, volunteers, government officials and community members who help make this work possible," says McKeen. "This is far more than just a plane, it's the coming together of experts in medicine, aviation, science and technology to try to save the vision of people around the world and, in doing so, transform lives, communities and economies."

Learn more about Orbis and how you can help on their website: can.orbis.org

2019 WEBSTER TROPHY COMPETITION

Courtesy of our sponsor Air Canada and the support of so many other aviation organizations, the regional winners listed above will gather in Moncton in late August to compete for the title of CANADA'S TOP AMATEUR PILOT.

Since the competition began, Webster finalists have become strong contributors to Canada's aviation industry, not to mention taking their place as a part of Canada's aviation history. The 2019 winner and runner-up will be the newest additions to a long list dating back to 1932 when Edward C. Cox of Montreal, Quebec and Daphne Paterson of Saint John, New Brunswick became the first Webster Trophy winner and runner-up, respectively.

Today, the Webster Trophy Competition is conducted in two phases: regional and national. A regional winner is selected from each of the nine Webster regions. The regional winners then come together during the summer for simulator and aeroplane flight assessments, an examination and an interview as part of the national finals conducted during Webster Week, held this year in partnership with the Moncton Flight College.

During Webster Week, participants have the opportunity to make excellent contacts within Canada's aviation community, often turning those contacts into additional mentoring, guidance and employment. Some Webster participants have gone on to be employed by airlines, some fly in business aviation, others have become very successful flight instructors while many have become



involved in aerial work, air taxi and commuter operations, while some are involved in other segments of Canadian aviation. The Webster Team is very proud of the part that the Webster program has played in the development this impressive group of Canadian aviation professionals.

The Webster team sincerely thanks all of the past and present supporters for their unending interest, enthusiasm, help and encouragement. Without such a team working together, there is no way we could have kept

this Canadian aviation tradition alive since 1932!

We look forward to seeing as many of you who are able to attend at the 2019 Webster Trophy Awards Banquet in Moncton on Saturday 24 August.

You can find more information about the Webster Trophy Competition at www.webstertrophy.ca, or you can follow us on Facebook – we're The Webster Memorial Trophy.

Congratulations to our regional winners and to their flight training units, and good luck to all eight finalists at the National Finals! 🏆

REGIONAL WINNERS

REGION	REGIONAL WINNER	FLIGHT TRAINING UNIT
British Columbia	Wesley Li	Montair Aviation
Alberta	Jason Buma	Cooking Lake Aviation
Saskatchewan	(No applicant)	n/a
Manitoba	Keith Bergen	Harv's Air
Western Ontario	Tyler Walker	Waterloo Wellington Flight Centre
Central Ontario	Christina von Bulow	Brampton Flight Centre
Eastern Ontario	Fraser Fulton	Seneca College
Quebec	Dmitri Komarov	A.L.M. Par Avion
Atlantic	Brady Parcels	Moncton Flight College

A CALL TO THE NEXT GENERATION

BY CLARK MORAWETZ, COPA DIRECTOR SOUTHERN ONTARIO

As you are likely well aware, the world is facing a pilot shortage. For many in the industry, this is seen as a problem. For COPA, I believe that the pilot shortage presents an opportunity. As the voice of general aviation (GA) in Canada, COPA represents the foundation of the aviation industry.

Every pilot who works professionally or wants to work professionally, will have to climb into a GA aircraft before they see the inside of an airline flight deck. While we have those future pilots, it is our responsibility to show them all that GA has to offer.

"COPA NEXTGEN WILL BE OPEN TO COPA MEMBERS BETWEEN 16 AND 35 YEARS OLD."

General aviation is a passion that can follow pilots through their life, well after flight training. Most student pilots never get to ride in a taildragger off of a freshly cut grass runway, or kiss the glassy water in a floatplane. Next time you see a student pilot, ask if they want to go for a ride. I'm sure they will be in your plane, maybe before you are.

In Innisfail, COPA hosted our first Youth Social presented by Sirius XM Aviation. Given the weather, we had a good turnout of young pilots and aviation enthusiasts from across Canada. We shared dinner and stories, and made some new friends. We plan to host another Youth Social in Cornwall on August 23. If you are



between the ages of 16-35 and are at the convention, feel free to stop by. Dinner is on us.

Now I'm sure some of you are scratching your heads and saying, "A 35 year old is considered youth?", and I would tend to agree that it's a bit of a stretch. That is why COPA is establishing a council of younger pilots called COPA NextGen. COPA NextGen is for the emerging young pilot or enthusiast who perhaps is an ex-air cadet or former COPA Neil J. Armstrong scholarship winner who wants to be a part of

▲ Clark Morawetz, a COPA Southern Ontario Director, discusses the pilot shortage with a flight instructor.

the GA community, but doesn't know where to start. COPA NextGen will be open to COPA members between 16 and 35 years old, and our goal is to establish a network of young aviators across Canada. If you think that you would be interested in being part of COPA NextGen, feel free to reach out to me at cmorawetz@copanational.org and let's get to work! 🇨🇦

AIR RACE CLASSIC

WOMEN PILOTS SWARM INTO DOROTHY RUNGELING AIRPORT

PHOTOS BY GUSTAVO CORUJO

Southern Ontario's Welland/Niagara Central Dorothy Rungeling airport (CNQ3) was the final destination of the legendary Air Race Classic, an all-female air race started by a group of women in 1947. Back then, it was called the All Women's Transcontinental Air Race, better known however as the Powder Puff Derby.

In a break with tradition, the race course crossed into Canada from the U.S. for the first time. The starting point was in Jackson, Tennessee (KMKL), making a number of stops in the U.S. before crossing into Canada at Sault Ste. Marie, Ontario (CYAM). Stops in Canada were made in North Bay, Ont. (CYYB) and Brantford, Ont. (CYFD) before reaching the finish line at CNQ3 on June 21.

Women's air racing first began in 1929 when 20 female pilots raced from Santa Monica, California to Cleveland, Ohio. The racing stopped during the Second World War, but picked up again early in the post-war period.

In 2002, the organization morphed into a non-profit entity dedicated to furthering the education of young female pilots, with air racing still a major component of the organization's activities.

These days race routes average around 2,400 statute miles, with contestants given four days to reach the race terminus. Flying at night or IFR is not allowed. Aircraft are assigned a handicap ground speed, so contestants are motivated to take advantage of weather and wind conditions to fly an optimum route. Race legs



are typically 280 to 320 sm. Permitted aircraft are 100 to 570 hp fixed wing airplanes.

More than 100 female pilots organized into 49 teams competed this year, including one entry from Canada. Pilot Susan Begg and co-pilot Asti Livingston formed the Canuck Flyers team, flying Begg's Mooney 201. Alas, they did not place in the top ten, but the experience had and the friendships made were certainly priceless rewards regardless.

The top-ten winners this year shared a purse of \$20,500 in cash prizes and awards from sponsors. Among the winners were teams that sported names such as Dakota FlyGirls, Maxwell's Belles, Estrogen Express and Charlie's Angels. Some teams flew aircraft belonging to well-known post-secondary flight training institutions, such as University of North Dakota and Purdue University.

WHO WAS DOROTHY RUNGELING?

Born on May 12, 1911 in Hamilton, Ontario, Dorothy Rungeling, C.M. was a pilot and aviation writer who entered many air races over the years, including the All Women's International Air Race, the Women's Transcontinental Air Race (aka Women's Air Derby) and the Governor General's Cup Air Race.

Rungeling learned to fly at the Welland airport, obtaining her PPL in 1949, her CPL in 1951, her Instructor rating in 1953 and, in 1958, became the first woman in Canada to earn an ATPL. She was also Canada's first female helicopter pilot.

Rungeling took up writing later in her career, winning the AITA's Aviation Writer's Award in 1953.

Dorothy Wetherald Rungeling, C.M., died on February 17, 2018 at the age of 106.



INTERPROVINCIAL AIR TOUR

FOUR PROVINCES AND THE CHALLENGES EN ROUTE

BY MARILYN STAIG AND LEE ARSENAULT

What happens when you mix 54 airplanes, 110 people, four provinces, three cities, two medical situations and four airplane issues with five days of almost perfect weather? A very successful 2019 Interprovincial Air Tour (IPAT), that's what.

The annual IPAT is a great opportunity for general aviation pilots to demonstrate the value of local airports to their communities. It also provides a venue for like-minded people to get together and enjoy their favourite hobby and each other's company. People come from near and far to participate in this event. There was a nice mixture of repeat participants as well as many new ones.

For the 2019 IPAT, the twelfth, the basic tour included one day in Cornwall, Ontario and two days in Riviere-du-Loup, Quebec. An optional extension of two days in Miramichi, New Brunswick was also available.

The tour started at Cornwall airport (CYCC) on Thursday, June 6. COPA Flight 59 at Cornwall helped with marshalling, transportation and food to welcome the IPAT participants. The group stayed at Nav Canada's beautiful Nav Centre overlooking the St. Lawrence River. In the afternoon, many people were able to take in a tour of the simulation facility that is used for training air traffic controllers. The tour participants enjoyed happy hour in the Stone House, followed by a banquet dinner, at which Bob Pearson, captain of the 'Gimli Glider', was the keynote speaker.



▲ (Above) Dinner alongside the St. Lawrence river. (Right) Retired Air Canada captain Bob Pearson spoke to the group.

On Friday the group moved on to Riviere-du-Loup (CYRI), where they stayed for two nights at the Hotel Levesque, another spectacular hotel overlooking the St. Lawrence River. Friday afternoon and evening, people were on their own to explore the town, the local waterfalls and many restaurants. On Saturday the group split into three; some participated in a fly-out over the scenic Saguenay River, some went on a whale-watching boat cruise and some opted to explore the area on their own. On Saturday night there was a closing banquet for the basic IPAT participants at the hotel followed by dancing to a local band. On Sunday approximately 20 planes departed Riviere-du-Loup for their home bases



and 32 flew on to Miramichi (CYCH). Another beautiful day, another beautiful hotel; the Rodd Miramichi overlooking the Miramichi River.

On Monday the group split into two; 18 planes flew to Summerside, Prince Edward Island (CYSU) for lunch at the airport and the other group stayed back and enjoyed the local sights in the Miramichi area. On Monday night the group enjoyed a fabulous barbecue at the hotel, followed by

local entertainment — the Miramichi Kitchen Party.

You may be wondering about the medical and plane issues. One pilot had to go to hospital in Cornwall to deal with a medical condition. He unfortunately missed the whole tour but is now recovering at home. Another participant had to see a doctor in Miramichi but she was still able to enjoy the entire tour.

One plane had magneto issues and it got left behind in Cornwall, but of course people pitched in to help and they were able to catch a ride with someone else. Another plane had a strange knocking noise en route to Riviere-du-Loup, so they diverted to another airport. A mechanic looked at the plane on Friday morning and it was an easy fix. Another plane en route to Miramichi reported a loud

bang and a burning smell. It turned out to be an exploding bag of popcorn. And the fourth plane (belonging to your story writers and tour organizers) wouldn't start in Summerside. Parts were couriered in from Ontario and it was fixed on Tuesday.

The gorgeous weather ended on the last day of IPAT in Miramichi, leading to strong headwinds and stormy issues for the trip home.

It was a crazy IPAT, lots of fun and challenges. There were many examples of people helping other people, which sums up the IPAT experience.

Where will the next tour explore? Planning for IPAT 2020 is in progress, but locations have not yet been finalized. All will be disclosed in the New Year when open registration opens.

For more information, email lee-mar@interprovincialairtour.org.



▲ One of the many spectacular sights along the tour.



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COPA WESTERN CONVENTION ATTRACTS HUNDREDS

ATTENDEES ARRIVED FROM BOTH THE EAST AND WEST COASTS,
AND EVERYWHERE IN BETWEEN



▲ (Top left) COPA manager Carter Mann's Nanchang CJ6A sitting on the ramp at Innisfail. (Top right) 2019 President's Award went to Glenn 'Bruno' Bradley for defending our Freedom to Fly in Alberta. (Centre) The venue tents did their job at keeping attendees dry. (Bottom left) COPA Board chairman Shane Armstrong presiding over the AGM. (Bottom right) Air traffic controller and BCGA president Ryan van Haren, presenter of the Declaring Emergencies seminar.

By any measure, except perhaps the weather, the 2019 COPA Convention and Trade Show was a resounding success. Around 350 COPA members showed up, plus around 50 people from nearby communities who took an interest in the event and attended too.

The weather was fine on Thursday, but Friday saw constant rain throughout the day, with the temperature reaching only 5° C. Saturday's weather was much more comfortable. Regardless, the weather did not dampen the spirits of the attendees, with the Black Rifle Coffee café doing a brisk busi-

ness selling lots of delicious coffee to those taking refuge inside the trade-show venue. Twenty-three exhibitors, from ForeFlight to the 99s, were sharing that space.

A total of 70 aircraft showed up for the fly-in, with some pilots pitching tents alongside their airplane. An-

other 40 campers attended with their RVs, all accommodated within walking distance of the venue. Pilot Glenn Chong provided helicopter sightseeing rides in his Bell 47 in exchange for a donation to COPA's Freedom to Fly fund.

There was excellent attendance at the various classroom sessions, with the one on mountain flying by Mike Edgar among the most popular, with standing room only. There was also a course on aircraft fabric covering, put on by Gary Hillman. Ryan Van Haren's seminars on declaring emergencies were also very popular.

Also taking place at the convention was COPA's AGM, which was live-streamed on Facebook. The vacant director position in the Maritimes was filled by the appointment of Debbie Brekelmans of Halifax. Brekelmans is

a pilot for Maritime Air, and you can learn more about what and where she flies in 'Flying Beyond Canada's East Coast' Greetings from the East Coast! in the Regions section of this issue.

One of the pilots who flew the farthest to attend the convention was COPA's own Carter Mann, who arrived in his Nanchang CJ-6 from Ottawa.

"The fun, the warmth and the hospitality outshone the weather, which was just a minor inconvenience for the crowd we had out there," said COPA CEO and president Bernard Gervais. "The airport was perfect for a grassroots aviation gathering in Western Canada."

New this year was the Youth Social. Organized by Southern Ontario director Clark Morawetz and sponsored by SiriusXM Canada. Its aim was to connect with younger aviators, and those

who might like to become one. See 'A Call to the Next Generation' in the Newsline section of this issue for more information.

Finally, no event like this can be as successful as Innisfail was without numerous volunteers. Since the COPA Flight 130 — Innisfail Flying Club has only 30 members, and there were 75 volunteers in all, the Club was obviously successful in recruiting others to help out. Such is traditional Western Canadian hospitality that we doubt they had much trouble doing that.

Kudos go out to all volunteers for the excellent work you provided.

Watch for the October issue of COPA Flight for coverage of the eastern version of the COPA Convention and Trade Show, scheduled for August 22 to 24 in Cornwall, Ontario. ✈️



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ATLANTIC REGION

A 3258755 Nova Scotia Ltd. amateur-built Glastar-1 (C-GPRP) from Yarmouth, NS (CYQI) to Fredericton, NB (CYFC) was not in contact with the Fredericton Tower but was observed in the restricted airspace CYR724. The controller contacted range control and issued check fire. The aircraft was observed to exit the restricted airspace a short time later.

QUEBEC REGION

A Rockcliffe Flying Club Piper PA-31 (C-FRKG) from Ottawa/Rockcliffe, ON (CYRO) to Ottawa/Gatineau, QC (CYND) declared a 'Mayday' during the initial climb for Runway 09 due to the failure of the right engine. The aircraft landed 6 min later on Runway 09.

The pilot of a privately registered Cessna 172RG from Burlington, VT (KBTV) to Bromont, QC (CZBM) filed a flight plan at 1930Z with LEIDOS but never activated it. He called us to "close" his flight plan.

ONTARIO REGION

A 2546094 Ontario Inc Mooney M20M (C-GGPG) conducted a transborder flight from Buffalo, NY (KBUF) to Toronto/Buttonville, ON (CYKF) without an active flight plan. Alerting service was not provided. Leidos flight service station (FSS) did have a proposed flight plan on this aircraft, however it was never opened/activated.

A privately registered Robinson R44, origin and destination unknown, went upside down over trees in Carleton Place, ON (CNR6), after takeoff at 1415Z. The aircraft was without a flight plan. One person was on board the aircraft, and was injured.

PRAIRIE AND NORTHERN REGION

A J. Wilk Landscaping Ltd. American Aviation AA-5B (C-GQIJ) from Medicine Hat, AB (CYXH) to Moose Jaw, SK (CJS4) departed at approximately 0330Z. The Joint Rescue Coordination Centre (JRCC) Trenton advised that C-GQIJ crashed in the vicinity of 49°55'N, 110°17'W.

Information from the Royal Canadian Mounted Police (RCMP) indicated that a privately registered, amateur built Jodel F-10 from Saskatoon/Diefenbaker, SK (CYXE) to Saskatoon/Richter Field, SK (CRF5) crashed on landing at CFR5, with substantial damage to the aircraft and minor injuries to the pilot. The National Operations Centre (NOC), Joint Rescue Coordination Centre (JRCC) Trenton, Aviation Operations Centre (AVOPS), and Transportation Safety Board of Canada (TSB) were informed.

PACIFIC REGION

A privately registered Van's RV 6 from origin unknown to Kelowna, BC (CYLW)

landed in CYLW from the United States (US) with no active transborder flight plan.

An American privately registered Beech 95-A55 from Ketchikan Int'l, AK (PAKT) to Bella Bella (Campbell Island), BC (CBBC) landed from Alaska without being on an active transborder flight plan. The pilot reported they were unaware that they were in Canada.

RÉGION DE L'ATLANTIQUE

L'équipage d'un Glastar-1 (C-GPRP) de construction amateur exploité 3258755 Nova Scotia Ltd assurant un vol de Yarmouth, NS (CYQI) à Fredericton, NB (CYFC) n'était pas en contact avec la tour de Fredericton, mais a été observé dans l'espace aérien réglementé CYR724. Le contrôleur a communiqué avec le contrôle du champ de tir et a ordonné le commandement « Halte au tire ». L'aéronef a été observé sortant de l'espace aérien réglementé peu après.

RÉGION DU QUÉBEC

Un Piper PA-31 exploité par Rockcliffe Flying Club (C-FRKG), d'Ottawa/Rockcliffe (CYRO), ON, à Ottawa/Gatineau (CYND), QC, a déclaré un « Mayday » en phase de montée initiale pour la piste 09 en raison d'une panne moteur droit. L'aéronef a atterri 6 min plus tard sur la piste 09.

Le pilote d'un Cessna 172RG d'exploitation privée de Burlington (KBTV), VT, à Bromont (CZBM), QC, a déposé un plan de vol à 1930Z avec LEIDOS, mais ne l'a jamais activé. Il nous a téléphoné pour « fermer » son plan de vol.

RÉGION DE L'ONTARIO

Un Mooney M20M exploité par 2546094 Ontario Inc. (C-GGPG) a effectué un vol transfrontalier en

provenance de Buffalo, NY (KBUF), à destination de Toronto/Buttonville, ON (CYKF), sans plan de vol actif. Le service d'alerte n'a pas été fourni. La station d'information de vol (FSS) de Leidos avait un plan de vol proposé pour cet aéronef, mais celui-ci n'a jamais été ouvert/activé.

Un Robinson R44 privé reliant une origine et une destination inconnues s'est renversé dans un boisé à Carleton Place (CNR6), ON, après son décollage à 1415Z. L'aéronef n'avait pas de plan de vol. Le seul occupant de l'aéronef a été blessé.

RÉGION DES PRAIRIES ET DU NORD

Un American Aviation AA-5B de l'entreprise J. Wilk Landscaping Ltd. (C-GQIJ), reliant Medicine Hat, AB

(CYXH), à Moose Jaw, en SK (CJS4), a décollé vers 0330Z. Le Centre conjoint de coordination de sauvetage (JRCC) de Trenton a indiqué que le C-GQIJ s'était écrasé autour de 49°55'N, 110°17'O.

Des renseignements transmis par la Gendarmerie royale du Canada (GRC) indiquent qu'un Jodel F-10 de construction amateur, immatriculé au nom d'un particulier, effectuant un vol en provenance de Saskatoon/Diefenbaker (CYXE), SK, et à destination de Saskatoon/Richter Field (CRF5), SK, s'est écrasé au décollage à CFR5 et a subi d'importants dommages. Le pilote a subi des blessures mineures. Le Centre national de l'exploitation (NOC), le Centre conjoint de coordination de sauvetage (JRCC) de Trenton, le Centre

des opérations aériennes (COA) et le Bureau de la sécurité des transports du Canada (BST) ont été avisés de l'accident.

RÉGION DE PACIFIQUE

Un Van's RV 6, d'immatriculation privée, de provenance inconnue et à destination de Kelowna (CYLW), BC, a atterri à CYLW en provenance des États-Unis (US) sans plan de vol transfrontalier actif.

Un Beech 95-A55 immatriculé aux É.-U. à titre privé, effectuant un vol en provenance de Ketchikan Int'l, AK (PAKT), à destination de Bella Bella (Campbell Island), BC (CBBC), a atterri de l'Alaska sans être sur un plan de vol transfrontalier actif. Le pilote a indiqué qu'il ignorait qu'il se trouvait au Canada.



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Pour plus de renseignements: www.copanational.org/lift-gala ou Kirsten à: kmann@copanational.org

ENFORCEMENTS

ATLANTIC REGION

A person operated an aircraft in Class F Special Use Restricted Airspace without an authorization to do so by the person specified for that purpose in the Designated Airspace Handbook. (CAR 601.04(2), \$750).

QUEBEC REGION

A person operated an aircraft in Canada that was neither registered in Canada, in a contracting state or in a foreign state that had an agreement in force with Canada. The person also operated an aircraft at a distance less than 500 feet from any person, vessel, vehicle or structure. (CAR 202.13(2), \$1,000; CAR 602.14(2), \$750).

A person operated a VFR aircraft in Class C airspace when they had not received a clearance from the appropriate air traffic control unit before entering the airspace. (VAR 601.08(1), \$750).

ONTARIO REGION

A person failed to produce a technical record for inspection in accordance with the terms of a demand made by the Minister. (CAR 103.02(2), \$5,000).

A person operated a model aircraft within controlled airspace (Interim Order No. 9 § 5(1)(b), \$750).

PACIFIC REGION

The pilot-in-command of an aircraft failed to comply with all of the air traffic control clearances received and accepted. (CAR 602.31, \$750).

A person operated an aircraft at a distance less than 500 feet from any person, vessel, vehicle or structure. (CAR 602.14(2), \$750).

RÉGION DE L'ATLANTIQUE

Une personne a utilisé un aéronef dans l'espace aérien de classe F à statut spécial réglementé, sans en avoir reçu l'autorisation de la personne indiquée dans le Manuel des espaces aériens désignés. (RAC 601.04(2), 750 \$).

RÉGION DE QUÉBEC

Une personne a utilisé un aéronef au Canada alors qu'il n'était pas immatriculé au Canada, dans un État contractant ou dans un État étranger ayant conclu un accord avec le Canada. La personne a aussi utilisé l'aéronef à une distance inférieure à 500 pieds de toute personne, tout

navire, tout véhicule ou toute structure. (RAC 202.13(2), 1 000 \$; RAC 602.14(2), 750 \$).

Une personne a utilisé un aéronef VFR dans l'espace aérien de classe C sans avoir reçu l'autorisation de l'unité de contrôle de la circulation aérienne compétente. (RAC 601.08(1), 750 \$).

RÉGION D'ONTARIO

Une personne a omis de soumettre un dossier technique aux fins d'inspection selon les conditions précisées dans la demande faite par le ministre. (RAC 103.02(2), 5 000 \$).

Une personne a utilisé un modèle réduit d'aéronef à l'intérieur d'un espace aérien contrôlé. (Arrêtée d'urgence No 9, § 5(1)(b), 750 \$).

RÉGION DU PACIFIQUE

Le commandant 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 accepté. (RAC 602.31, 750 \$).

Une personne a utilisé un aéronef à une distance inférieure à 500 pieds de toute structure. (RAC 602.14(2), 750 \$).



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JC AUDET ELABORATES ON HIS JOB DESCRIPTION



News of my impending retirement has recently been published. The great thing about this is that I received much feedback at our Innisfail convention, as well as numerous phone calls and emails expressing appreciation for the service I have been providing to our members and concerns about the future. I truly appreciate this feedback and I feel it would be appropriate to provide some background to the situation in order to ensure proper continuity in the path that COPA has been developing in recent years.

I initially agreed to take on this position as I could perceive where CEO Bernard Gervais wanted to take COPA and I felt I could help him in achieving that vision. We agreed then if I could give him two, maybe three years, it

would contribute to developing and furthering his vision for COPA. Two years passed by on June 1 and I have definitely grown to appreciate the work we have done and the connection with our members across the country. I would like to retire in 2020 and we are initiating the process of finding my successor very early. Why retire next year? I will turn 72 this summer and I have this feeling, with the strong support from my wife, that it would be nice to move on to something else; I just don't know what yet. All this to say that I will continue to do what I am doing now until next year, but I will gradually be spending less time in the office and more time doing this work from home. As all our work is on a computer, via email and phone, our members will keep receiving the same level of service and

support from our national COPA office. This approach will provide COPA with more lead time to find a suitable replacement.

Since the search for my successor has been launched, COPA has received numerous applications, but not all are in tune with what we are looking for. In an effort to facilitate the process and to hopefully uncover the right person, I will try to describe here what the position of Director of Operations in COPA means in the day-to-day work, what it entails with respect to interfacing with Transport Canada-Civil Aviation (TCCA) and Nav Canada, to liaising with various entities in the aviation industry, to supporting the various COPA initiatives and finally, the authoring aspect of producing articles for COPA Flight and our e-newsletter, the latter quite often at the drop of a hat.

DAY-TO-DAY WORK

Numerous members contact us daily seeking help, guidance, information and other aspects with regards to a wide-ranging variety of issues impacting their ability to exercise their privilege to fly. Around 20 percent of communications are in French, so both official languages are a necessity. These issues include their medical certificate, revisions to some TCCA flight test guide, their private aerodrome is threatened by the proposed erection of a communication tower, a power-line or wind turbines, changes to Nav Canada procedures at some airport, ADS-B, transborder flying, etc. There are many other issues, too numerous to list here.

In the perspective of providing top-notch service, we aim to answer all queries on the spot with complete and accurate information. Some queries, such as threats to aerodromes, result

in the launching of an investigation into the situation and ultimately providing direct support to these members in helping them protect their freedom to fly, when appropriate.

The ability to provide immediate answers and support to a member is strongly dependent on the extent and depth of knowledge of things aeronautical in our country and how they are impacted by numerous external factors.

TCCA AND NAV CANADA

Being a pilot with many flight hours, having owned several aircraft and having a love of aviation can certainly help but are not the only qualifications. Our success is fundamentally based on the trust and mutual respect prevailing between representatives of these institutions and COPA and this relationship must be maintained and fostered to satisfy COPA's mission.

This aspect requires an in-depth understanding of the outcomes sought by all parties and the consequences of these outcomes on the GA community. The incumbent must possess a recognized, detailed and in-depth background in many aspects of GA, including larger aircraft if possible, and a strong interest in and dedication to all safety aspects of GA.

AUTHORING

The incumbent is expected to generate articles for our COPA Flight

magazine and our eFlight newsletter, at a minimum, and this on a wide variety of topics. These articles must often be produced within a few hours, to a defined length and depth of perspective.

An extensive knowledge and understanding of a multitude of aviation topics is a minimum pre-requisite, complemented with the ability to quickly research the topics if or when required, and supported by the skills

*"THIS POSITION IS
THE FIRST ONE I WILL
LEAVE WITH SADNESS
IN MY HEART WHEN THE
MOMENT COMES."*

to write quickly and to translate the work for release to the membership on very short notice.

OTHER ASPECTS

Provision of this superior service to our membership often relies on a strong ability to defuse tense situations, to identify workable solutions to a variety of problems and to deploy these solutions to the satisfaction of all concerned parties, often considering the needs and perspective of TCCA and/or Nav Canada.

CONCLUSION

The intent of this article is specifically to help ensure that potential candidates really understand the role and responsibilities associated with this position, the depth of knowledge and understanding required to fulfill the requirements, the need to be strongly customer-centric and the willingness to pursue sometimes difficult discussions with TCCA and/or Nav Canada on a variety of important issues on behalf of our members. One can be an expert on fighter aircraft, heavy carriers or all sorts of similar things, but the major challenge remains to port and adapt that to a light aircraft and its environment. TCCA and Nav Canada understand well the world of the fast and heavies. The degree of collaboration and relationship that has grown between them and COPA is critical to the future success of COPA, its mission, and GA at large. The next incumbent for this position absolutely needs to understand that perspective in depth and be totally dedicated to it.

I have changed employment numerous times over the course of my career, and always considered it normal progression. This position is the first one I will leave with sadness in my heart when the moment comes. Aviation gave me a lot over these years and this position provides me a fantastic opportunity to give back to my fellow aviators. I can't imagine a better way to say "Goodbye!" 🙏

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MA RETRAITE. EUH, PAS SI VITE !

JC AUDET ÉLABORE SA DESCRIPTION DE POSTE

O n a récemment partagé mon projet de retraite. Ceci m'a valu de recevoir beaucoup de rétroaction lors de notre convention à Innisfail, ainsi que de nombreux appels/courriels exprimant une grande appréciation pour le support que je donne à nos membres et une crainte pour le futur. J'apprécie grandement et je pense approprié de vous donner un peu de détails, ceci dans le but d'assurer continuité dans le sentier que COPA s'est donné depuis quelques années.

J'ai initialement accepté cette position car je désirais supporter Bernard dans sa vision pour COPA, envisageant deux, peut-être trois ans, contribuant ainsi à développer et à avancer cette vision. Il y a déjà deux ans que je suis là. Et j'apprécie sincèrement mon travail et ma connexion avec nos membres. J'aimerais prendre ma retraite en 2020 et nous commençons le processus de recherche pour successeur très tôt. Pourquoi 2020 ? J'aurai 72 ans à l'état et j'ai l'impression, fortement supporté par ma conjointe, qu'il ferait bon de passer à autre chose, mais je ne sais quoi encore. Ceci dit, je continuerai à faire ce que je fais jusqu'à l'an prochain, je serai moins présent au bureau, un peu plus chez-moi. Notre travail se fonde sur l'ordinateur, le courriel, et le téléphone. Nos membres continueront de recevoir le même niveau de service et de support. Cette approche donnera à COPA un peu plus de temps pour trouver mon successeur.

Depuis le début de cette recherche, COPA a reçu de nombreuses postulations, peu de celles-ci démontrant une compréhension réelle de ce que recherchons. Dans l'espoir de faciliter le processus aider à dénicher la bonne personne, j'essaierai de décrire ici ce

que signifie la position de Directeur des Opérations chez COPA dans le travail quotidien, ce que ça implique par rapport au travail de liaison avec Transport Canada-Aviation Civile (TCAC) et Nav Canada, la liaison avec les différentes entités de l'industrie aéronautique, le support aux nombreuses initiatives de COPA, ainsi que la rédaction d'articles pour nos publications, trop souvent en mode réactif rapide.

AU QUOTIDIEN

Nombreux sont les membres qui nous contactent à chaque jour désirant de l'aide, du support, de l'information ou autre vis-à-vis nombre de problèmes affectant leur habileté à exercer leur privilège de voler. Au moins 20 pour

« CE POSTE EST LE PREMIER QUE JE QUITTERAI AVEC TRISTESSE LE MOMENT VENU. LE MONDE DE L'AVIATION M'A DONNÉ BEAUCOUP... »

cent des communications sont en français, imposant donc le bilinguisme dans nos deux langues officielles. Ces problèmes touchent leur certificat médical, les changements dans certains guides de TCAC, leurs aérodromes privés sont menacés par des tours de télécommunications, une ligne électrique, des éoliennes, les changements de procédures par Nav Canada à certains aéroports, ADS-B, les vols transfrontaliers, etc. Et beaucoup d'autres trop nombreux pour les énumérés ici.

Dans la perspective de fournir le meilleur service possible, nous nous efforçons d'adresser toutes ces demandes sur-le-champ avec une information complète et précise. Certaines telles les menaces aux aérodromes par exemple entraînent le lancement d'une enquête sur la situation et la provision ultime de support direct pour ces membres les aidant ainsi à protéger leur liberté de voler, lorsqu'approprié.

Cette habileté à fournir une réponse / support immédiat au requérant dépend fortement sur l'ampleur et la profondeur de la connaissance de notre monde aéronautique canadien et comment celles-ci sont affectées par une multitude de facteurs externes.

TCAC ET NAV CANADA

Avoir accumuler beaucoup d'heures comme pilote, avoir posséder plusieurs avions, et être un fanatique de l'aviation peuvent certainement aider mais ne constituent pas les seules qualifications requises. Notre succès dépend fondamentalement de la confiance et du respect mutuel prévalant entre les représentants de ces institutions et COPA et cette relation doit être maintenu et développée afin de satisfaire à la mission de COPA. Cet élément requiert une profonde compréhension des objectifs visés par toutes les parties et les conséquences de ceux-ci pour la communauté GA. La personne en poste se doit d'être reconnu pour sa connaissance détaillée et l'étendue de son expertise dans beaucoup d'aspects de la GA et d'avions plus gros si possible, et un intérêt et un dévouement marqué pour le contexte de la sécurité en GA.

RÉDACTION

Le directeur assume la responsabilité de créer des articles pour les

publications de COPA couvrant une grande variété de sujets. Ces articles doivent souvent être produits rapidement et couvrir les sujets en profondeur relative et limités en longueur.

Une connaissance et une compréhension approfondie d'une multitude de sujets aéronautique constituent un prérequis minimum, supporté par une habileté à compléter rapidement des recherches adéquates lorsque nécessaire, et le talent pour écrire rapidement et finalement de traduire ces textes dans de très brefs délais.

AUTRES ASPECTS

Fournir un service supérieur à nos membres repose fréquemment sur une solide habileté pour calmer des situations tendues, identifier des solutions pratiques à une variété de

problèmes et mettre ces solutions en places au bénéfice de tous, tout en tenant compte des besoins et perspectives de TCAC et / ou de Nav Canada.

CONCLUSION

Cet article vise précisément à aider des candidats potentiels à vraiment comprendre le rôle et les responsabilités associés à cette position, l'étendue des connaissances et compréhension requises pour satisfaire aux besoins, l'importance du focus sur le client, la volonté de mener des discussions souvent difficiles avec TCAC et / ou Nav Canada sur une grande variété de sujets importants pour nos membres. Être un expert en aviation militaire ou de ligne ou autres environnement similaires sont valables, mais le défi majeur demeure l'habileté d'appliquer cette expérience

au monde des petits avions de la GA. TCAC et Nav Canada comprennent bien le monde des avions rapides et lourds. L'ampleur de la collaboration et des relations ayant grandi entre ceux-ci et COPA est critique au succès futur de COPA, de sa mission, et de la GA dans son ensemble. La prochaine personne dans mon poste se doit absolument de comprendre cette perspective en profondeur et y être totalement dévouée.

J'ai changé d'emploi très fréquemment dans ma carrière, considérant toujours qu'il s'agissait là de progression normale. Ce poste est le premier que je quitterai avec tristesse le moment venu. Le monde de l'aviation m'a donné beaucoup et ce poste m'a offert une fantastique opportunité de redonner à mes collègues aviateurs. Je ne peux imaginer une meilleure façon de dire « Au Revoir ».

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PILOT HEADSETS

LISTEN UP – THE TECHNOLOGY KEEPS IMPROVING



I purchased my first headset in 1995, a David Clark H10-13.4, ultra-lightweight monophonic passive noise reduction (PNR) headset.

The pilot shop sold a few different brands, however, the DC 10-13.4 was equipped with gel ear seals and fit comfortably, so I settled on these. Twenty-four years later, they remain as a backup to my ANRs.

Headset connectivity come in three types: standard GA plugs (two plug-in connectors), LEMO (single 6-pin connector), and a single U174 connector (for helicopters). The LEMO connector provides power to the headset from the aircraft. However, the headset's audio controller may contain two AA batteries to power the headset when the aircraft is not running. This is useful when the headset is paired to your cellphone for telephone calls. Bluetooth connectivity also delivers audio alerts from your Electronic Flight Bag directly to your headset. Most manufacturers have

LEMO-to-GA plug adapters to allow your headset to be used with standard GA connectors. Keeping a spare set of batteries in your flight bag prevents it from becoming a passive noise reduction headset. Tip - if the headset is not used for an extended period of time, removing the batteries will safeguard against damage caused by leaking batteries.

RS Design & Consultations (aviationheadsets.ca) is a Canadian aviation design company that began work in 2013 on an ANR headset catering to the pilot on a budget. Their Q-Set Aviator has carbon fibre ear cups, Bluetooth with a 3.5 mm stereo jack and active noise reduction (ANR) with separate volume controls for radio and smartphone communications. Weighing in at 312 grams (11 ounces), their headsets are quite comfortable, delivering good voice quality thanks to their ANR and ear cup fit. Their headset retails for \$685 (plus tax and

▲ Bose has become a major player in the aviation headset market.

shipping) with GA plugs and \$785 with either Lemo or U174 connectors. RS Design now includes an Aviator Wallet at no additional charge.

Bose (bose.ca) has a long tradition of manufacturing high quality audio components. Dr. Bose's first acoustic product was designed 52 years ago. During a commercial flight using Walkman-style electronic audio headsets, and experiencing poor audio, he began working on the math to deliver a high quality aviation audio experience. This led to an R&D effort culminating in the Aviator Series 1. Small improvements were delivered in the Series 2 headset with a quantum leap to the Series X (last manufactured 12 years ago). The current version is the A20, which was introduced at Air Venture 11 years ago. The A20's advancements include ANR technology, microphone,

Bluetooth option and an auto on/off switch. Transitioning from a PNR headset to ANR in the Series X, which I have been using for the past nine years, was eye-opening. The cockpit became much quieter with radio transmissions seemingly enhanced and clearer. To ensure the highest quality audio, the TriPort headset opening and the microphone opening must be clean and free of debris. One must check to ensure that the openings on each ear cushions are clean before each flight. The A20 has weighs 340 grams (12 ounces), has sheepskin cushions, side-swappable microphone, a minimum 45-hour battery life and a five-year warranty. It starts at \$1,235.99 (CAD).

Lightspeed Aviation (lightspeedaviation.com) has been producing high quality aviation headsets since 1996, focusing on comfort and craftsmanship. Their headset lineup includes their flagship Zulu 3 (replaced PFX and Zulu 2), wireless Tango and Sierra. The design of the ear cup ensures that wearer's ear is fully enclosed, providing both a comfortable fit and improving the ANR's effectiveness. With an oval-shaped single piece headset dome, the larger cup cavity provides 50 percent more space for your ears, allowing the ear to fit comfortably inside while preventing the pain caused by seals pressing against the edge of the ear. The ear seals provide 20 percent more surface area than some

of their competitors, which delivers a better seal around eyeglass frames and a more comfortable distribution of side pressure. The Zulu 3 has a seven-year limited warrantee and weights 414 grams (14.6 ounces). Lightspeed's Trade Up Program provides buyers with a great way to get introduced to their technology while allowing their loyal customers the option of having the latest in aviation headset technology. Lightspeed's FlightLink app delivers connectivity capabilities when paired to their headset including voice recording, playback and a notepad.

ANR headsets can cause aircraft and engine noise to be heard differently versus PNR headsets. Notably, stall warning and gear warning bells may not be heard when wearing ANR headsets. This can be a problem, so test your particular headset in the air in a known situation.

The age and wear of the ear cushions may impacts the effectiveness of the air seal over the ear and subsequently the effectiveness of ANR. Headsets have a few simple and easy-to replace consumable parts: ear cushions (foam or gel), headband cushion and microphone windscreen. As a general rule, ear cushions should be replaced every six months or every 350 hours of use, depending on how often you fly. Many headset manufacturers will replace these consumable



components at aviation events like Sun 'n Fun and AirVenture at no cost. GA and U174 plugs should be routinely cleaned to remove any tarnish which may impede connectivity (check with your headset manufacturer for the appropriate cleaning solution). Consider the age and quality of the aircraft's intercom, cabling and connectors, which can impact the audio experience.

Selecting a headset is a personal experience; ears, eyeglasses and head shape all contribute to a comfortable experience when worn on that long, four-hour flight. Our hearing, like our vision, is something which should be protected when flying, while ensuring that we clearly communicate while inflight or on the ground. 🎧

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BAGOTVILLE INTERNATIONAL AIR SHOW

THE RCAF KNOWS HOW TO PUT ON
A WINNING SHOW

*Text by Jean-Pierre Bonin
Photos by H el ene Lavigne and Jean-Pierre Bonin*

Was it the sun? Was it the free entry, free shuttles or free parking? Was it the first visit to Quebec of a Lockheed Martin F-35? Be that as it may, there were about 93,000 spectators on Saturday, June 22, the first day of the two-day event. The organizers declared a full house and stopped the shuttle service just before noon. Another 50,000 or so came on Sunday for a total attendance of 143,409 aviation aficionados.

The Canadian Armed Forces (CAF), both organizers of the event and on whose airbase the event was held, supplied plenty of ground exhibits and static displays, drawing from army, navy and, of course, air force inventory. The Canadian Coast Guard also participated with static displays, including their new, made-in-Canada Bell 429.

A Search and Rescue demonstration was put on using an RCAF SAR CH-146 Griffon helicopter. One event of the show, Mass Attack, involved six CF-188 Hornets together with the CAF's parachute demonstration team, the Skyhawks. Although the RCAF CC-130 Hercules took off, high winds prevented the Skyhawks from performing their part of the demonstration. Regardless, the show went on with the Hornets. The same scenario played

out on Sunday and the Hercules didn't even take off.

The RCAF CF-18 Demonstration Team was on hand with their CF-188 sporting a special 2019 paint scheme. It performed a heritage flight with a de Havilland Vampire, the RCAF's first jet fighter.

Toronto's Mike Tryggvason performed his aerial aerobatic routine in his Giles 202 while another Tryggvason, former CSA astronaut Bjarni Tryggvason and Mike's father, watched from the ground. The senior Tryggvason arrived in the Jet Aircraft Museum's Red Knight CT-133 Silver Star, built by Canadair, which was on static display.

Mike Goulian put on an aerobatic display with his Extra 300. The Canadian Harvard Aerobatic Team (CHAT) also graced the sky with

their trio of Second World War-era trainers.

Our American friends sent us a few aircraft, including a Boeing C-17 Globemaster, 3 Fairchild Republic A-10 Thunderbolts IIs (aka Warthog), and a pair of Lockheed Martin F-35A Lightning IIs (one air performer and one backup). And yes, the air performance of the F-35A was impressive.

Though they were far from alone welcoming visitors and answering questions, kudos should go to the Acer Cold War Museum (ACM) Warbirds team, who spent hours in the sun letting countless young and not so young wannabes sit in their Aero L-29 Delfin jet for an improvised photo session with their own cameras.

We'll let the photos on these pages tell the rest of the story. 📸

LAEROBATICSPECTACLE AÉRIEN INTERNATIONAL DE BAGOTVILLE

L'ARC SAIT COMMENT ORGANISER UN SPECTACLE GAGNANT



Était-ce le soleil ? Était-ce la gratuité de l'entrée, des navettes ou du parking ? Était-ce la première visite du F-35A au Québec ? Ou peut-être était-ce juste pour le simple plaisir ? Quoiqu'il en soit, il y a eu 93 000 entrées samedi, à tel point qu'on a dû arrêter le service de navettes et déclarer salle comble juste avant midi, et environ 50 000 autres personnes sont venues dimanche pour un total de 143 409 passionnés d'aviation.

Les Forces armées canadiennes ont brillé de tous leurs feux et l'exposition au sol comprenait des expositions de l'Armée de terre, de la Marine, et bien sûr de la Force aérienne qui était après tout sur ses terres. La Garde côtière canadienne a également participé aux expositions statiques en présentant son nouveau Bell 429 fabriqué au Canada.

Les performances aériennes ont été effectuées par l'équipe de recherche et de sauvetage (SAR) en hélicop-

tère CH-146 Griffon. Une prestation modifiée du « Mass Attack » avait été prévue avec six CF-188 et les Skyhawks sautant à basse altitude d'un Hercules CC-130. Le Hercules canadien a décollé samedi avec les Skyhawks, mais le vent était trop fort pour leur permettre de sauter. Le scénario s'est répété dimanche et le Hercules n'a même pas décollé. Les six CF-188 ont tout de même offert de beaux moments à la foule.

MIKE GOULIAN A ÉGALEMENT FAIT UNE DÉMONSTRATION DE VOLTIGE AVEC SON EXTRA 300

Le CF-188 de démonstration était sur place et a même effectué un vol commémoratif avec un de Havilland Vampire, le premier chasseur à réaction utilisé par l'ARC.

Le Torontois Mike Tryggvason a effectué sa routine acrobatique aérienne avec son Giles 202 pendant qu'un autre Tryggvason, astronaute de la mission STS-85 et père de Mike, l'observait au sol. Bjarni Tryggvason était présent auprès du CT-133 Red Knight du Jet Aircraft Museum et fabriqué par Canadair, qu'il avait piloté vers Bagotville pour exposition statique.

Mike Goulian a également fait une démonstration de voltige avec son Extra 300 et a fait une « course » avec le camion Jet Bone Shaker. Nos amis ontariens du CHAT, la Canadian Harvard Aerobatic Team, ont également

fait montre de leur talent.

Nos amis du sud de la frontière nous ont, entre autres, envoyé des avions, dont un Boeing C-17 Globemaster, trois Fairchild Republic A-10 Thunderbolts II (Warthog) et un duo de Lockheed Martin F-35A Lightning II (un pour démonstrations aériennes et un de réserve). Et oui, les performances aériennes du F-35A furent impressionnantes.

Bien qu'ils soient loin d'être les seuls à accueillir les visiteurs et à répondre aux questions, l'équipe ACM Warbirds, qui a passé des heures au soleil à laisser d'innombrables jeunes et moins jeunes s'asseoir dans leur Aero L-29 Delfin pour une séance photo improvisée avec leurs propres appareils photo, mérite des remerciements spéciaux.

Laissons maintenant les images raconter le reste de l'histoire. 📷




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COPA'S FIRST FLIGHT HOSTS FLY-IN PLANES AND VINTAGE CARS MAKE FOR A GREAT FAMILY OUTING BY GUSTAVO CORUJO



On Father's Day 2019, Guelph COPA Flight 1 hosted the 6th annual Shiny Side Up Rendezvous at the Guelph airport (CNC4). The free admission event saw a good variety of aircraft, vintage cars, motorcycles and a Robinson R22 helicopter from Great Lakes Helicopters.

The family event gave the opportunity to walk around the aircraft, talk to the pilots and interact with some of the members of Guelph Fire Department. The participants were encouraged to make a donation for the COPA for Kids program.

Guelph airport, or Guelph Airpark as it is known to the residents, is located 2.4 km northeast of Guelph, Ontario. It consists of two runways, Runway 14-32 (2,500 feet, combination of asphalt and turf) and Runway 05-23 (2,100 feet, asphalt). The airport was established in 1954 by aviation enthusiast Len Ariss. The current owner is local businessman Inglis Berry.

The Airpark is also home to The Tiger Boys Aircraft Works, overseen by partners Tom Dietrich and Bob Revell.





KELOWNA'S ANNUAL C4K JUST GETS BETTER EACH YEAR

DECADES OF EXPERIENCE ALLOWS US TO CONTINUALLY IMPROVE

BY RUPERT GRUEN, EVENT LEAD TEAM DIRECTOR

PHOTOS: TONY ROBERTS, BARB CHARLTON, CARLY SLATER, BETTINA ENGLER



Is COPA for Kids at an international airport an oxymoron? Not really. COPA Flight 36 — Kelowna Flying Club, located at Kelowna International Airport (CYLW), has done this successfully for many, many years. From the late 1980s, while giving kids first flight experiences in light aircraft via the ubiquitous EAA Young Eagles program, Kelowna pilots have flown kids for the sheer joy of it all, even before the airport became an international one in 1991 with its first flight to Reno, Nevada. Kelowna aviators have therefore consistently revelled in sharing with the local eight- to 17-year-old student population their love of 'things with wings'.

The phrases 'busy international airport' and 'flying 162 kids in 14 aircraft at a C4K event' do not usually belong in the same sentence. But,

on a hot sunny day last June 15 in the pristine Okanagan Valley, COPA Flight 36 ignored that presupposition in a big way.

The mantra of 'Flying, Food and Fun' has anchored the Flight's roll-out of this event over the past decade or so, ever since COPA 'went it alone' and separated from the EAA's seminal junior aviator initiative. We have all grown to love the COPA For Kids program.

COPA Flight 36 — KFC's 2019 COPA for Kids is a mutually beneficial catalyst that YLW's management and C4K organizers together heartily embrace to facilitate the local community's experience with aviation up close and personal.

In the post 9/11 era airport security is, by definition, a formidable but necessary barrier, sadly preventing the general population from the exciting and tactile, sensory ambiance on the

airside of an airport: the acrid odour of Jet-A exhaust fumes, the intoxicating aroma of 100LL avgas, the T-Rex roar of two Pratt and Whitney B737 engines in full reverse thrust, the high-pitch turboprop whine of a Metroliner or the slap-whack-whack-whack of a big Sikorsky helicopter as it settles in for a medevac emergency patient pick-up. These experiences used to be the normal fare for so many of us geriatric pilots, but are now, regrettably, seldom encountered by this present iPad-oriented generation.

Thankfully this still does happen at smaller airports around Canada, but how does this happen at an extremely busy regional or international flight hub? Certainly not by accident; it is all very intentional. The four ingredients COPA Flight 36 — KFC embraces are:

- People, who are pivotal
- Cooperation, which is crucial



- Planning, which is paramount
- Safety, meaning there are no accidents

A joint team framework has willingly been adopted by all stakeholders.

ATC, Flight Operations, Nav Canada, all airport security personnel, all duty managers, all fire and rescue suppression team members, local RCMP members: all with the unreserved blessing of each and every airport management lead team member.

Add to this mix overwhelming sponsor, supplier and supporter backing from off- and on-airport vendors and many local community businesses and non-profit agencies.

The above combination is virtually unstoppable; a truly win-win scenario.

Kids fly at absolutely zero cost to them or their parents. They are intoxicatedly exhilarated by their ‘high-in-

the-sky’ experiences and they return each year for more — the type of ‘repeat offender’ everyone just loves to accommodate. The community sees, smells, feels, tastes and hears aviation first-hand.

Aerospace and its many career opportunities are promoted onsite by a diverse cross-section of educational and aviation institutions. Food vendors supply all the food and refreshments that hungry junior aviators need.

WestJet’s ‘WestJetters’, customer service agents and pilots come out in droves to serve the community and to enjoy the high energy and symbiotic interaction that young people naturally bring to any well-organized and intentionally targeted event such as this.

There is so much more that can be said about the organizational and practical aspects of delivering

- ▲ Those too young to fly were provided with aviation-themed activities.

this wonderful YLW event: The innovative computer registration and ‘passenger management’ protocols COPA Flight 36-KFC has developed in-house; the onsite accommodation of kids too young to actually fly (kid-die barrel plane rides behind tractors, face painting, a WestJet fundraising raffle for two WestJet airline tickets anywhere WestJet flies, a thorough audio/visual/video ground school and the accommodation of over 100 volunteers who all add some expertise and energy to this extortionary annual adventure into aviation, and without whom things would just not happen.

They will do it all again next year: safer, better, stronger, with more elevated altitudinal smiles per mile than the year before. 🛩️

PROTOTYPE SABRE JET TO BE RESTORED

EDMONTON GROUP DONATES \$10,000



The 700 (Edmonton) Wing of the RCAF Association has donated \$10,000 towards the restoration of the prototype CL-13 Sabre, which was built by Canadair under licence from North American Aviation, manufacturers of the American version the F-86 Sabre. The Alberta Aviation Museum is the current owner of this Sabre.

"It used to be one of the favourites for guests to sit in," 700 Wing board chairman David Jackson told the Edmonton Journal. "It's time to do a little refreshing update to that and to talk about some prominent Edmontonians who have flown in that aircraft."

The Sabre being restored is the Mk.1 model, only one of which was

built and it served as a prototype for later versions that were planned. This prototype was essentially identical to the U.S.-built F-86A, and used the same engine as its American sibling (a General Electric J47-GE-13 turbojet that produced 5,200 lbf of thrust).

Canadair went on to develop Mk.2 through Mk.6 versions. The Mk.3 was a sole prototype that introduced the Canadian-designed and built Orenda engine, which developed 6,000 lbf of thrust. It incorporated other modifications designed to adapt the Orenda engine and to make other improvements to the airframe. The Mk.4 was equipped with the GE engine, and 428 of this model were sold to the U.K.'s RAF, who in turn passed them on to other countries. The RCAF kept 10 Mk.4s.

The Sabre Mk.5 saw the return of the Orenda-powered version, rated now to 6,500 lbf, with 370 built for the RCAF. These were later passed on to the Luftwaffe of West Germany. The last of the series, the Mk.6, was powered by a newer version of the Orenda engine, one that produced 7,440 of thrust. Of the 655 Mk.6s

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▲ The Canadian public knew the Canadair Sabre best for their service in the Golden Hawks aerial demonstration team.

produced, 325 went to the Luftwaffe, six to the Colombian Air Force and 35 to South Africa. The RCAF received 390. The Sabre Mk.6 is widely considered by many as the best Sabre ever produced, anywhere.

The Canadair Sabre has a special connection to Edmonton: The late Bob Morgan, the airport manager of the since-demolished Edmonton City Centre airport, flew Canadair Sabres during the Cold War.

Some of our more mature readers may recall seeing the RCAF's first air demonstration team, the Golden Hawks. Made up initially of five Sabre Mk.5s, and later seven Mk.6s, the

flight performed at airshows and special events across North America from 1959 to 1964.

And it was an RCAF Sabre Mk.3 that made the record books. U.S. Air Force reserve pilot Jacqueline Cochran, 47, approached the USAF to borrow an F-86 Sabre in order to challenge world speed records for woman pilots. The USAF refused, but the RCAF was a willing supporter. Having been granted special permission from Canada's Minister of National Defence, the Sabre Mk.3 was sent to California with a retinue of 16 support technicians. There, Cochran set a new record for flight over a 100 km course (1,078 km/h). While she had the Canadair Sabre, she also went supersonic and thus became the first woman in the world to break the sound barrier. 🌩️

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AVIATION PUBLISHERS

MANIWAKI'S 4TH ANNUAL FLY-IN

OVER 2,000 VISITORS AND 80 AIRCRAFT

TEXT BY NATHALIE FORTIN, PHOTOS BY HÉLÈNE LAVIGNE
AND JEAN-PIERRE BONIN



A beautiful variety of aircraft decorated the tarmac at Maniwaki airport (CYMW) during the 4th Maniwaki Fly-In on Saturday, June 8 and especially on Sunday, June 9. And we thought we had double-visibility! Two Harvards, two Canadair CL-415s, two home-built Cozy and — one small home-built Hummelbird.

The president of the Régie inter-municipale de l'aéroport de Maniwaki, Denis Bonhomme, estimated the number of visitors at 2,200. At first count, 80 planes visited us (some much bigger than others). The parking areas, both for planes and cars, were well filled. Speaking of cars, one of the novelties this year was the exhibition of twenty vintage cars by their local owners. This exhibition was appreciated by both local citizens and visiting pilots.

The plane featured on our posters was the Harvard from Tillsonburg, Ontario (Canadian Harvard Aircraft Association). The crew were proud to offer a hands-on experience to everyone. They allowed several hundred people to board the aircraft for photos, and a lucky dozen to fly in it. All pilots had

the opportunity to experience the controls, myself included. What a beautiful memorable experience!

Ranging in age from three months to 80 years old, 225 passengers took to the air thanks to the participation of Héli-Tremblant and their three pilots: Anthony, Lucas and Maxime. Congratulations to Diane Poulin, who won the draw for a helicopter flight. (I am told that a baby fell asleep during the short flight.)

The best surprises are sometimes the most spontaneous ones, and topping the list, as we closed a weekend of activities surrounded by perfect weather, was a Quebec government water-bomber Canadair CL-415 low and over and water drop. It was a breathtaking demonstration that pleased the entire crowd, and a rare opportunity offered to those who stayed with us later Sunday afternoon. In addition, during the whole day, it was possible to board and visit this impressive plane.

Roger's delicious sausages were as popular as ever. A person even asked for an extra portion to bring home. Perhaps

it was this popular meal that drew a pilot and his plane from the United States (a Piper PA-31T2 Cheyenne II XL)?

"What a wonderful day! Thanks to the staff and all the volunteers for such a well-organized event, said Nadine Lachapelle. Indeed, thank you to our volunteers who came from all over the Vallée-de-la-Gatineau region, but also from Ottawa-Gatineau (Vintage Wings) and Montreal who helped make this fourth fly-in a great success, one that greatly enjoyed and executed in complete safety for all. Again this year, thank you to the firefighters of the various municipalities, a record number of first responders on site for a fly-in, I'm sure. Special thanks to the organizing committee: Michel Lachapelle, Stéphane Aubé, Georges Maheu and Sabin Parent Johnson.

Thanks also to the visitors, so many of whom showed up for the 2019 event. Your smiles and your presence are heartwarming. You can send your comments to flyincymw@gmail.com and follow us on cymw.ca to find out about our upcoming activities. 🍷

4^E RVA DE MANIWAKI PLUS DE 2 000 VISITEURS ET 80 AÉRONEFS ONT ASSISTÉ

TEXTE DE NATHALIE FORTIN, PHOTOS HÉLÈNE LAVIGNE ET JEAN-PIERRE BONIN



Nous avons vu double en fin de semaine ! Deux Harvard, deux CL-415, deux Cozy et... un petit Hummelbird. Une belle variété d'avions a agrémenté le tablier de l'aéroport de Maniwaki (CYMW) le samedi 8 juin et surtout le dimanche 9 juin 2019 lors du 4e Rendez-vous aérien de Maniwaki.

Le président de la Régie intermunicipale de l'aéroport de Maniwaki (RIAM), Denis Bonhomme, estime à 2 200 personnes le nombre de visiteurs. Au premier décompte, 80 avions nous ont visité (certains beaucoup plus gros que d'autres). Les aires de stationnement, autant pour avions que pour voitures, étaient bien remplies. Parlant de voitures, l'une des nouveautés cette année fût l'exposition d'une vingtaine de voitures anciennes de propriétaires locaux. Cette exposition fût appréciée autant par les gens de la région que les pilotes visiteurs.

L'avion vedette sur nos affiches était le Harvard en provenance de Tillsonburg, Ontario (Canadian Harvard Aircraft Association). L'équipage était fier d'offrir une expérience pratique à

tous. Il a permis à plusieurs centaines de personnes de monter à bord pour des photos et une dizaine de chanceux de s'envoler. Tous les pilotes ont eu l'occasion d'expérimenter les commandes, moi inclus. Quelle belle expérience mémorable.

Deux cent vingt-cinq passagers de trois mois à 80 ans se sont envoyés en l'air grâce à la participation de Héli-Tremblant et de leur trois pilotes : Anthony, Lucas et Maxime. Félicitations à Diane Poulin qui fut la gagnante du tirage d'une envolée en hélicoptère. (On me rapporte qu'un bébé s'est endormi durant la promenade de 7-8 minutes.)

Les meilleures surprises sont parfois celles qui sont les plus spontanées et dimanche la cerise sur le Sundae pour clôturer une fin de semaine d'activités entourée d'une météo parfaite fût la démonstration d'un largage d'un avion citerne CL-415 de la SOPFEU. Une démonstration époustouflante qui a plu à l'unanimité à la foule présente. Une rare occasion offerte à ceux qui sont restés plus tard avec nous dimanche après-midi. En plus, durant toute la

◀ Left: Quebec's Maniwaki airport has plenty of room to host fly-in guests at their events. Opposite page: Canadair CL-415 impresses the crowd with a water drop.

journée, il était possible de monter à bord pour visiter cet impressionnant avion.

Les délicieuses saucisses à Roger ont fait fureur. Une personne a même demandée un extra pour les rapporter chez elle. Est-ce que c'est également notre populaire repas qui a attiré un avion visiteur international en provenance des États-Unis (un Piper PA-31T2 Cheyenne II XL) ?

« Quelle magnifique journée ! Merci au personnel et à tous les bénévoles pour un événement si bien organisé », a déclaré Nadine Lachapelle. Oui, en effet, merci à tous nos bénévoles qui sont venus d'un peu partout de la MRC Vallée-de-la-Gatineau mais aussi d'Ottawa-Gatineau (Les Ailes d'Époque) et Montréal pour faire de cette 4e édition un franc succès qui demeure un pur plaisir en toute sécurité pour tous. Encore cette année, merci aux pompiers des différentes municipalités, un nombre record de premiers répondants sur place pour un RVA, j'en suis certaine. Un merci spécial au comité organisateur : Michel Lachapelle, Stéphane Aubé, Georges Maheu et Sabin Parent Johnson.

Finalement, merci aux visiteurs de nous avoir visité en si grand nombre pour l'édition 2019. Vos sourires et votre présence nous font chaud au cœur ! Vous pouvez envoyer vos commentaires à flyincymw@gmail.com et nous suivre sur cymw.ca pour connaître nos prochaines activités. 🇨🇦

FLYING BEYOND CANADA'S EAST COAST

A UNIQUE OPPORTUNITY TO EXPERIENCE A UNIQUE ENVIRONMENT

BY DEBBIE BREKELSMAN

I've been flying for 30+ years, with the last 20 as an air taxi (charter) pilot, and boy, do we have some challenging weather around these parts! A lot of my time is in Piper Navajos, with some in Beechcraft King Airs, but now I'm exclusively in an endearing little machine known as a BN-2A Britten-Norman Islander. If you haven't heard of it, don't feel bad. While Transport Canada has 15 registered, I know at least two are no longer flying. If you've done much island-hopping in the Caribbean, I understand they're pretty popular down there, and their even odder looking big brother, the Trislander, can be found around those parts too.

We may not have the warm weather of the Caribbean, but one thing we do have is white sand beaches; in particular, those on Sable Island. The beach plays a big part in my current operation, because there is no airport on Sable, so I land on the flat expanse of the south beach. The aircraft is based at Halifax Stanfield (CYHZ) and before I even consider departing, I have an in-depth discussion about beach condition with Parks Canada's Operations Coordinator, who is stationed on island. The Ops coordinator is responsible for selecting the landing area and then testing it for firmness, which is accomplished by driving a jeep up and down the stretch of beach that will serve as my runway. This also marks it out so it can be seen from the air. The Ops coordinator must ensure there is adequate length (generally 1000 to 1400 feet, or per the pilot's instructions), as well as give consideration to the wind direction, turbulence over the high dunes along the beach's north side and overall firmness. If the beach is too dry, it will be too soft, but if it is too wet, it will also be too soft.



Of course, it's not just beach condition that determines if a flight can happen, but the ever changeable weather that the Maritimes are famous for comes into play too. Spring is generally considered fog season, summer has thunderstorms, hurricane season is in the fall and icing problems wreak havoc throughout the winter. While I enjoy my Islander and its docile handling characteristics, I

▲ Landing an Islander on the beach takes carefully planning.

definitely miss the de-icing capabilities of the Navajos I used to fly. The Islander is fully single-pilot IFR capable, but from late fall through early spring, icing in clouds pretty much restricts us to VFR, often requiring daylight conditions to navigate visually around snow squalls.

Fortunately, one section of Sable's south beach was registered as an aerodrome, so a certified GPS approach could be created, with a minimum descent altitude of 520 feet. That's a moot point if there's fog, though; on some days Sable may sit at 1/8 sm visibility for the whole day, and it's one of the few places where I've seen a visibility of 0 sm reported on the METAR.

The Islander has great STOL capabilities, and with a little wind can get airborne with a reasonable load of 1000 lbs or more in 800 ft or less. Wind is great for performance, but Sable can occasionally dish out winds that have us crying uncle and staying home. One time, when I asked one of the Parks staff how he had fared with the 65-knot winds of the previous day, he said that he couldn't manage to stand up and walk between the buildings, and ended up going on all fours from one building to the other. Sable station is staffed year round, though, so air service bringing in groceries and support personnel must also operate year round, which means I often find myself sitting on call for days on end, waiting for the weather or beach to improve.

Chances are, if you've heard of Sable Island at all, you've probably heard about its famous wild horses. There are approximately 400-500 feral horses that were introduced to Sable



in the mid-1700s and have been protected under law since the mid-1960s. Perhaps lesser known is the fact that Sable has the largest grey seal breeding population in the world, with more than 60,000 pups born during its December to January breeding season, resulting in over 350,000 seals taking up temporary residence on the narrow, 42 kilometre-long island. At that time, the entire island resounds with their whining calls, growls and hisses, and the smell hits you in the face as soon as you open the aircraft door. The Ops coordinator is particularly diligent when the aircraft is landing during seal season,

ready to call the overshoot if a seal starts to move towards the runway.

It's a team effort between the pilots of Sable Aviation and the Parks Canada staff to keep our operation flowing smoothly and safely. I feel grateful for having had the privilege of flying to Sable Island for almost 13 years, and am one of those fortunate individuals who, if I won the lottery tomorrow, would still be back on the job the next day. 🇨🇦

Debbie Brekelsman was appointed to the COPA Board at the June AGM to serve as the second director for the Maritimes region, filling a vacancy due to a resignation.



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RCAF CHANGES RECRUITING AND RETENTION STRATEGY

FOCUS SHIFTS TO QUALITY OF LIFE AND SERVICE AS MILITARY COMPETES FOR PILOTS



In June of this year the RCAF launched new programs that respond to the current state of the global pilot shortage. As current air force pilots retire early to take up more lucrative jobs in private industry, and young people are coming to the military in lower numbers than in the past, the RCAF see their recent initiatives as vital to the continuing health of the force.

One of the new programs, named Operation Experience, was launched by General Vance, the Chief of Defence Staff. It instructs the military to immediately implement measures that “stabilize and rapidly increase” levels of pilot experience.

The other program, ‘Operation Talent’, also underway, focuses on the quality of life and service for all military personnel and their families.

“Together, these initiatives are vital in face of an unprecedented level of global competition for the skills of pilots, technicians, highly trained aviation specialists and support personnel,” said Lieutenant-General Meinzing, commander of the RCAF. “We are at risk of losing the depth of experience that our more senior personnel possess and, thus, the ability to mentor, train and transfer knowledge to our newer aviators and bring them to an operationally effective level.”

▲ A CC-177 Globemaster aircraft sits on the runway at Thule Air Base, Greenland after dropping off equipment at Canadian Forces Station Alert.

Lt-Gen Meinzing addressed directly the issue of pilot retention. “We must nurture an environment where the RCAF’s quality of life and quality of service make it more attractive for our members to stay than to leave.” One way this will be implemented is by allowing unit-level leaders to improve the work-life balance of those in their charge.

One of the initiatives is the establishment of a new Reserve Force

position, the Air Operations Support Technician. This position is design to provide aircraft maintenance and search and rescue support, leaving higher qualified and experienced Aviation and Search and Rescue Technicians to focus more on their primary functions. Applications for this new position are now being accepted.

Another new position in the works is the Air Operations Officer. It will be a regular Force occupation and will focus on non-flying activities, thereby allowing aircrew to gain more flight time.

There are many more new initiatives being implemented. These include

“TOGETHER, THESE INITIATIVES ARE VITAL IN FACE OF AN UNPRECEDENTED LEVEL OF GLOBAL COMPETITION FOR THE SKILLS OF PILOTS, TECHNICIANS, HIGHLY TRAINED AVIATION SPECIALISTS AND SUPPORT PERSONNEL.”

additional instructors who will be contracted to assist in basic aircrew and operational training. Furthermore, the Reserve Forces is now providing greater employment flexibility. The RCAF is also looking at re-enrolling retired RCAF pilots, or even retired pilots from allied nations. Additional rotary and multi-engine training capacity will be expanded or created. Pilots may also be able to fly first and earn a degree later.

According to Lt-Gen Meininger, it may take up to five to seven years before these measures are all in place. 🌐

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Photo by Mike Reyno

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1976 ARROW, GREAT SHAPE, LOW TIMES



1965 COMMENCE 400, JULY ANNUAL, 2992 TTSN

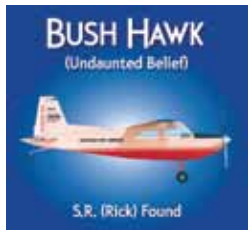
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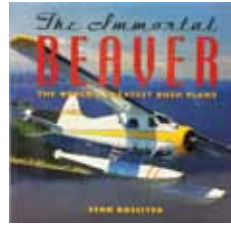
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BUSH HAWK (UNDAUNTED BELIEF)

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)



SWISSAIR DOWN

September 2nd, 2019 marks the 21st anniversary of the crash of Swissair Flight 111 off the coast near Peggy’s Cove, Nova Scotia with the loss of 229 lives.

Author and pilot Don Ledger carefully re-creates what took place in the cockpit of the stricken airliner, describing each link in a disastrous chain of events.

By Don Ledger
Price: \$27.50 (includes shipping)



GEMINI FLIGHT

Born in Nanton, Alberta, identical twins Bruce and Douglas Warren trained together at High River and Medicine Hat,

Alberta. They went on to fly Spitfires together, completing their wartime service as the two flight commanders on 66 Squadron. Following the war, both made significant contributions to the Royal Canadian Air Force during the Cold War.

By Douglas Warren
Price: \$26.95 (includes 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, fly-

ing 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.

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

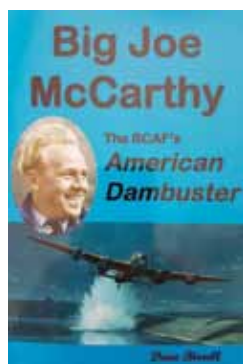


THE CANADIAN AIR FORCE AT HIGH RIVER

When the Canadian Air Force was formed in 1923, the

High River Air Station was the busiest in the country. The air force returned to High River in earnest in 1941 with the Calgary Aero Club and the RCAF together, operating a very successful Elementary Flying Training School.

By Dave Birrell
Price: \$21.50 (includes shipping)



BIG JOE MCCARTHY, THE RCAF'S AMERICAN DAMBUSTER

After Joe McCarthy completed a tour of operations with 97 Squadron, he was personally selected to fly on the Dambusters Raid. He also participated in an additional 33 challenging and varying operations with this “special duty” squadron then flew Nazi aircraft to the U.K following the war.

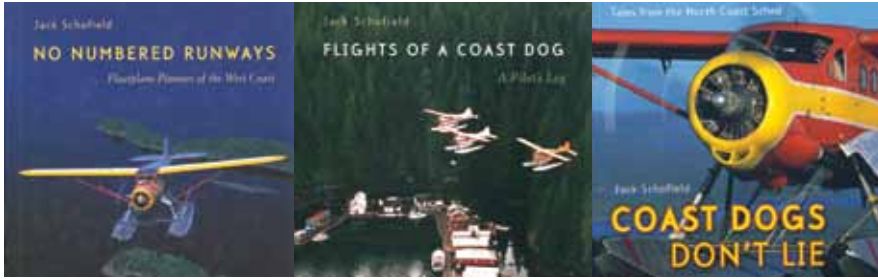
By Dave Birrell
Price: \$38.95 (includes shipping)



OTTER AND TWIN OTTER

The compelling tale and a beautifully illustrated homage to two of the world's greatest aircrafts and of the engineers and pilots who made the Otter and Twin Otter aviation legends.

By Sean Rossiter
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THE COAST DOG SERIES

Flights of a Coast Dog—a BC Book Award and West Coast bestseller along with its sequel, Coast Dogs Don't Lie, and some significant B.C. aviation histories in a revised edition of No Numbered Runways, make up the trio of great flying yarns with a BC Coastal flavour.

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RIDING THE FIRE

Riding The Fire is the biography of businessman and pilot, David McCulloch, whose adventures around the world

are covered in this book. He stacked up over 180 countries in his travels. All of his trials and tribulations are related in this biography that reads more like a novel; a rags to riches saga.

By Don Ledger
Price \$28.95 (includes 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.

By Bill Grenier
Price: \$35.95 (incl. shipping)



FARM BOY TO FLY BOY

Fascinating and insightful, this book will appeal to those who are fascinated by the military and flying as well as those who are simply seeking a first-person account of what life was really like for the men and women who served in the RCAF throughout one of the most pivotal periods of twentieth-century history.

By: Col [Ret] G. Brennan
Price: \$24.75 (includes shipping)



AMAZING FLIGHTS AND FLYERS

A collection of true aviation stories that graphically demonstrate the almost super-human endurance and tenacity of aviators in life-or-death situations — including mid-winter medical evacuation flights; CASARA members searching for lost people and planes; and the determination of aviation pioneers.

All are remarkable stories, and most are little-known.

By Shirlee Smith Matheson
Price: \$24.95 (incl. shipping)

ON THE HORIZON



EVENTS ON THE HORIZON

AUGUST 3

Lachute, QC (CSE4) Flight 118 Fly-in Celebrating 100 years of aviation in Lachute! Come for Lunch and stay for live music at the Aviator's Flea Market Fly-In and Lunch from 10:00 to 14:00. Hosted by the members of APPAL and Flight 118. More info: RVA-Lachute@videotron.ca
On célèbre 100 ans d'aviation à Lachute! Venez pour le lunch 10:00 - 14:00 et restez-y pour la musique à la célébration. Organisé par les membres de l'APPAL et Club 118 Plus d'info : RVA-Lachute@videotron.ca.

AUGUST 4

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

AUGUST 9 (10TH RAIN DATE)

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

AUGUST 10 (11TH RAIN DATE)

Edenvale Classic Aircraft Foundation 31st annual Gathering of the Classics 10:00 - 16:00 10\$ admission, no registration required. It is Canada's largest Classic aircraft and classic car gathering. All Classic, vintage and homebuilt aircraft and cars are welcome. Public is welcome to attend. More info: info@classicaircraft.ca

AUGUST 10-11

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

AUGUST 10

St-Jean-Sur-Richelieu, QC (CYJN) Vol 160 Rendez-Vous Aérien 10:00 Remis au landemain en cas de pluie. Blé d'inde, hot dogs, breuvages Gratuits. Accès au site de l'international des montgolfières. 10:00. If rain occurs, event will be held the next day. Free corn, hotdogs and beverages. Access to the hot air balloon site.

AUGUST 17

Bloomfield, ON (CNT7) Flight 53 COPA for kids, 08:30 more info: cidkd40@icloud.com

AUGUST 17

Maple Creek, SK (CYQ4) Flight 208 Fly-in Breakfast Day starts with a breakfast, then moving down town for a car show, street dancing, live entertainment and events from local merchants and restaurants. Help us celebrate our new membership with COPA. More info: mcfllying@mail.com

AUGUST 17

Moose Jaw, SK (CJS4) Flight 4 Fly-in/ Drive-in Breakfast 08:00 - 11:00 more info: cfudu@hotmail.com

AUGUST 17

Pelham, ON (CNQ3) Flight 149 COPA for Kids 09:00 more info: jmorrison0963@gmail.com

AUGUST 17

St. Stephen, NB (CCS3) Annual Seafood Chowder and Blueberry Pie Fly-in 10:00 - 14:00 the St Croix Valley Flying Club 3000 ft. paved runway with lots of parking and avgas on site More info: afbastow@nb.aibn.com

AUGUST 18

Hawkesbury, ON, (CPG5), Flight 131 Annual Fly-in/Drive-in 11:00 - 13:00 come join us for local corn, hot dogs, cake, soft drinks and airplanes! More info: hawkesburyflyingclub@gmail.com, flight131.copanational.org/

AUGUST 30-31

Stanley Sport Aviation Assoc. (CCW4) 48th Annual Labour Day Weekend Fly-in. Fri. Arrivals, registration, corn boil by Aerotec Engines, Live music, fire. Sat. Arrivals, registration, Market, aircraft judging, auction Sat. evening, socializing around the fire. Food available all weekend, underwing and other Camping available. More info: pchatterton@ns.sympatico.ca, 902.462-8668, stanleysportaviation.ns.ca

SEPTEMBER 2

Stettler AB - Flight 135 Annual Fly-in Labour Day Pancake Breakfast 08:00 - 11:00. All you can eat. More info: stettlerflyingclub@gmail.com

SEPTEMBER 8

Brockville, ON (CNL3) Flight 111 "Old Fashioned" Fly-in Breakfast Grand Parents Day 08:00 - 11:00 Helicopter rides provided by KURI'S KOPTERS Inc. fly1000islands.ca. More info brockvilleflyingclub.info

SEPTEMBER 8

Cold Lake, AB (CEN5) Flight 205 COPA for kids BBQ (\$5 adults, \$2 kids), preregistration is recommended. Updates are available via Facebook: Cold lake Flyers, 780-290-0181, cen5regional@gmail.com

ON THE HORIZON



SEPTEMBER 14

High River, AB (CEN4) Flight 81 Fly-in Breakfast Fly, drive or ride. Door prizes and trade show. Support air cadets' 50/50 raffle. Adults 10\$, Kids 5\$, Family 20\$. More info: foothillsflyingclub@icloud.com

SEPTEMBER 14 (RAIN DATE 15TH)

St-Georges, QC (CYSG) Flight 46 Fly-in 10:00 Rendez-vous aérien aérien remis au lendemain en cas de pluie. Essence, nourriture et breuvages sur place prix de presence. section spéciale réserver pour les RV. 10:00 Gas, food and beverages onsite. Prizes to be won and reserved area for RV's. More info: 418 221-3866

SEPTEMBER 15

Stirling, ON (CPJ5) Flight 53 Fly- in Lunch 11:00 - 14:00. Hosted by the Oak Hills Flying Club. stirlingairport.ca, 613-395-2360

SEPTEMBER 21

Brantford, ON (CYFD) Flight 148 COPA for kids 09:00 - 13:00 more info: gcormick@interlynx.net

SEPTEMBER 21

Mississauga, ON (CZBA) Flight 28 COPA for kids 09:00 - 15:00 more info: jslavik@cogeco.ca

SEPTEMBER 29

Carp, ON (CYRP) Annual EAA Chapter 245 Fly-in/Drive-in Breakfast. Adults \$ 8.00, children under ten \$ 5.00. Come see some amateur built and certified airplanes. Classic car display. The Carp Fair will be in full swing just down the road. More info: 613 791 6267, treasurer@eaa245.org, info@eaa245.org

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://www.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 members' breakfast. Every Saturday Smitty's,

ON University Ave 08:00
902-626-6963 or brian@brianpound.ca

CHATHAM-KENT, ON (CYCK)

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

CLARENCE-ROCKLAND, ON

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

COLD LAKE, AB (CEN5)

Flight 205 - Monthly 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, rforster@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

ESTEVAN, SK (CYEN)

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

FREDERICTON, NB

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

GODERICH, ON (CYGD)

Flight 45 - Monthly meeting 19:30 Clubhouse or terminal check copa45.com for updates

GRAND FALLS-WINDSOR, NL

Flight 195 - Monthly meeting 19:00 3rd

ON THE HORIZON

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 09:30 - 10:30
2nd Saturday, CYHS SMA Boardroom,
barrystschrhart@wightman.ca

HAVELOCK, NB (CCS5)

Flight 27 - Havelock Flying Club weekly
Fly-in/drive-in breakfast, 08:00 - 10:00
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 build-
ing, heaton.bd@gmail.com

IRON CREEK, AB (CEK6)

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

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

MAPLE CREEK, SK (CYQ4)

Flight 208 - Maple Creek Flying Club
monthly meeting, 19:00 1st Thursday of
every month. Maple Creek Airport Club
House. mcflying@mail.com

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 1st
Wednesday, clubhouse
nbdbrown@nbnet.nb.ca or 506-625-5788

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 (CYYB)

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

OLDS DIDSBURY (CEA3)

Flight 142 - Monthly meeting 2nd Saturday
Coffee and donuts and discounted fuel
Okotoks, AB (CFX2). Flight 81 - Monthly
meeting 19:30 last Monday, Okotoks Elks
Hall, foothillsflyingclub.com

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



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ON THE HORIZON

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, tommoore@live.ca

PICTON, ON (CNT7)

Flight 53 - Monthly breakfasts 08:00 - 11:00 2nd Sunday May - October
613-885-6917

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. shellely@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

TISDALE, SK (CJY3)

Flight 93 - Monthly meeting 3rd Monday Sep-Jun 19:30 - 21:00. Terminal building, tisdaleaviation.ca

VAL D'OR, QC (CYVO)

Flight 192 - Monthly meeting 18:00 2nd Tuesday, Hangar Q-60. copafight192@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, vrflyingclub@gmail.com

VICTORIA, BC (CYYJ)

Flight 6 - Victoria Flying Club monthly meeting 19:00 1st Tuesday
copafight6@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, 19:30 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, copafight68@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, Flight 204 - Monthly meeting 2nd Wednesday, vrflyingclub@gmail.com

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CESSNA T206G 1979 AMPHIBIAN
on Wipaire 3730 amphib For Sale, New Garmin Avionics, A/P, RSTOL, 0 Prop SMOH, many options, very clean. Low time Contact: Wilson Aircraft Ph: (647)227-6996 (586.18793)



PA28R-180 Eng. TT 67hrs, Prop 70hrs, 2970 AFTT. Annual Aug 2018, 2 coms MAC1700, 2VOR gs, 4-place DC headsets. AC completely rebuilt, paint hardcoat, hoses, brakes many extras. Int-10, ext-8 Asking \$60,000CDN OBO Contact: lennyk2@gmail.com or 506-622-0105 (3423.19011)



2007 CIRRUS SR22-G2 TURBO 705 hrs TT; 43.5 Hrs SPOH; one owner, Service Center maintained, CAPS done in 2016, WAAS upgrade, GTS fully loaded with XM, CMAX, EMAX, TKS, complete logs, always hangared! \$299,500USD Aviation Unlimited 905-477-0107 (2247.18137)



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. Useful 1178 lbs. Located CYFD. \$149,900. alan@bell.net or 289-440-4568 (3456.18673)



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 (586.18798)



1948 ERCOUCPE C90 Rudders. 2518TT 1404 TSOH. Metal prop and fuselage, cloth wings. Hangared. \$18,000CDN. Ruben 204-768-2012 (3582.18791)



1978 CESSNA TURBO 210M 4413 TTSN, 758 SMOH, Dual Garmin 430 GPS, STEC55X AP w/GPSS, Full Delce and 3-blade prop! Hangared! Based In Muskoka, ON. \$135,000US Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.18165)



1981 CESSNA 414A RAM VII, 4925TT, 1204 SRAM, 530/430 w/EX500 MFD/WX & STEC55X. Known Ice, hangared, low time aircraft! \$399,900USD. Apex Aircraft Sales, 905-477-7900 www.apexaircraft.com (2245.18176)



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2012 T206H Amphib w/WheelGear! 600TT, G1000/GFC700, Loaded!\$	\$625,000USD	1978 Turbo C210M, 4431TT, 758SM, G430W, STECSO AP, FullDelce! 3BLProp(2017)!	\$135,000 USD
2012 Turbo Skylane 182T, G1000/GFC700 AP, Active Traffic c/SVT!	\$262K/Half Share CYKZ!	1977 C172N Floatplane, 9417TT, 8345SM, GNC250XL, CAP2000, Commercial	\$75,800 USD
2010 Baron G58, 1100 TTAE, G1000 Avionics!	\$800,000 USD	1976 Grumman Tiger, Only 1471 TTAE, King/Narco, All Logs!	\$52,000 USD
2005 SR22 GTS, 1720 TT, 53 SMOH, Dual 430W w/DFC90 AP, TKS!	\$284,900 USD	1974 414 6905TT, 1185SM, Full De-Ice	\$125,000 USD
2005 Ovation, 580TT, FIKI, Weather, Traffic, STECSX AP!	\$257,000 USD	1974 Chieftan, 12749TT/1956/826SM, Commercial Aircraft!	\$98,000 USD
2004 Turbo 182T, 740 TTAE, G1000 Avionics	\$259,900 USD	1971 Navajo310, 7511TT, 796SM, FullDelce, VGs!	\$159,000 USD
2002 Piper Super Cub Replica, 187 TTAE, Amphibs/Wh Gear!	Reduced to \$74,900 USD	1973 C172M, 14575TT, 158SM, KingAvionics, G2EngMonitor!	\$68,000 CAD
1992 Bonanza F33A, 12977 TT 603 SM, King SC, Seneca College Trainer! Exc Cond!	\$106,500 USD	1969 Cherokee 235, 5124TT, 680 SMOH, ApolloG55GPS, MX20 MFD	\$55,000 USD
1983 Mooney231,3136TT,390SMOH,Thunderbird Conv w/MBEngine!	\$129,900 USD	1968 C185 Amph,1696GT,637SM,6500/GTN750,GTS800Traffic,Whip3730s!	CALL!
1982 Mooney Rocket 305, 3170TTSN, CONT TSI0520	\$150,000 USD	1968 C177 Cardinal, 2918TT, 51SMOH(2016), New Prop (2016), Price Reduced to	\$42,500.00 USD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin530/430!	\$399,900 USD	1966 C337A Skymaster, 3184TT,628/148SM, CurrentCoFA,PropsDue!	\$100,000 CAD
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate!	\$245,000 USD	1965 Twin Comanche, 5582 TT, 527/665 SM, Garmin 430WAAAS	\$99,000 CAD
1981 Duke B60, 4507TT, 1092 L&R, G530W, KFC-250 IFCs, Winglets!	\$218,000 USD	1946 JS CLUB, w/PA11 STCs, 5450TT, 550SMOH	\$55,000 CAD
1980 A185F Amphib, 3645/5455NEW/10550/Aerocet3400, GTN750!	\$329,000 USD	1949 Grumman G44 "Widgeon"8929TT, A185M, GTN750, Summer Ready!	\$275,000 USD
1979 T210N, 2190 TT, 603 SM, Flint Tips! Loaded!	\$249,900 USD	Decathlon8KCAB, CallForPictures/Details!	\$50,000 USD
1979 C185F Amphib, 2849TT, 849SM, GarminPanel,NEWWhip3000AmphFloats!	\$CALL		

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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 (3463.18910)



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II TT 2715 SMOH 762 SPOH 84.6. G500, GTN 750, ST-55X, GDL 69A, EDM-930 AUX FUEL TANKS. PLEASE CALL.

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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, \$95K CDN, 705-261-1012 (3517.19016)



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 (3510.18823)



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For a list of common abbreviations used in Classified advertising please see page 56

FEATURED LISTINGS FOR AUGUST 2019



CHRISTAVIA MK1 85 HP CONT ICOM 200 90 hrs since new. Reason for selling - lost medical. Based Charlottetown CYYG. \$17,000obo
Contact: dunnjoe80@gmail.com or 902-393-1314 (3211.18930)



1964 CESSNA 150D 5321TT, Engine log Continental 0200A, 1080 SMOH, Radio ICA 210, Transponder/Encoder, manual flaps, Paint 2004, Annual Nov. 2018. Excellent condition, \$22,000
Jeanclaude jcfomain@yahoo.ca or 514-382-0988. (3353.18764)



MOONEY M20P EXEC 1843 TTAF 88hr FRB. IO-390-A3A6 210hp. 88hrs on new Scimitar prop. Many electrical upgrades incl. auto pilot. Engine analyser, GPS and radios. \$95,000CDN. (3364.18834)



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1956 PIPER SUPER CUB 0-320/150hp, meticulously maintained by Akela Aircraft past 45 yrs. NDH and never used agriculturally. 6200TT, 1800SMOH, 400STOH, Ceconite fuselage 2004, wings 1980's. Floats & skis. Lifetime struts, ext. baggage, baggage door, lightweight battery. \$74,500 Ph: 705-583-3020 or 1958chandler@gmail.com (3598.19047)



1946 7AC BCM CONVERSION CHAMP 2800 TTSN, 50 Hrs TTS Rebuild, Metal spars by Millman Eng. New prop, New 0 time engine. NO Electrics, HH lcom, New ELT. Always hangared \$35,000CAD Tom: larrabeemt@gmail.com or 250-342-0740 (3577.18932)



PIPER 1964 PA28-235 3953 TTAF; Engine 0-540D2B 330 SMOH; Hartzell HC-C2YK-1BF 7hrs SMOH (2018); Nice paint, clean interior, very light hail, KX155(KT-208 VOR), King KY92, Apollo GX55, Narco AT50A, King KR86. Seats redone, fresh annual. \$65,000. 204-324-6088 (2576.19023)



2005 FACTORY BUILT ALLEGRO 2000 Advanced Ultralight. Composite fuselage, aluminum wings and tail. Rotax 912UL engine. 465 hrs. mode C transponder, 406 mghz. ELT. Always hangared. Very good condition. Asking \$49,500. jadifam@gmail.com (3611.18940)



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SA100 STARDUSTER TT250 0290-D2 all chrome, refurbished 2007, tube/wood/fabric, Grove gear, Cleveland wheels/brakes. \$10,000. Len Kennedy 506-622-0105 or lennypk2@gmail.com (3423.19012)



1957 CESSNA 180 ON FLOATS
O-470 engine, 500 hrs left. 4 cylinders just redone, new C of A. 2870 Edo floats, wheels, Emron paint, interior 8/10. Bush seat. Never been used commercially. \$95,000. Contact: 204-941-3700, 204-256-0154, or 204-369-5305 (3529.19020)



1976 CITABRIA GCBC 2525.7 TTSN 1128.5 SMOH. Cylinders overhauled, new camshaft, lifters, bearings. @ 1015.9. Propeller 389.2. New glass and factory new wings/struts @ 2508 TT. Skis, Cap 2000 floats. Ted 705-220-5854 or Joe 705-734-6149 (3615.18983)



1974 CESSNA 172M w/factory float kit, (never on floats) 1522 TTSN Fresh annual June 2019. Intercom, new main tires, 406 ELT, clean, all logs. Joe 705-734-6149, Ted 705-220-5854 (3615.19024)



1973 CHIEFTAIN 5,693 TTSN Engines Left: 289/Right:289 SFOH, Prop-317-317 SPOH. New Garmin 796 XM Weather. Altimatec V Autopilot/FD Garmin GNS 430 Low Time Corporate Chieftain Part 135 Standard. Contact Ted 705-220-5854, Joe 705-734-6149 www.aircraftsales.ca (3615.18980)



1995 VANS RV-6 Slide, O-360 180HP, 300TTAF, 160011E, KY97A King Radio and KT/6A Mode C Transponder, KLN89GPS, intercom, G-Meter. New battery and 60amp alternator. Always hangared. \$55,000obo. (3603.18925)



1947 PIPER PA 12 ON FLOATS
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2016 CHALLENGER XL 65 TT 2 hrs, Professionally built. Eng 582, 65 HP. Wheels, Puddle jumper amphib floats, hydraulic skis, radio, GPS. No expenses spared. Purchased another plane, hangared since new. 807-274-9837 or elmo@vianet.ca (3585.18954)



2010 SUPER DECATHLON 8KACB
300 TTSN. Mint/Like New. NDH. Garmin GTX 330, GMA 345, Aspen EFD 1000, JPI EDM 930, 406 ELT. All log books for US and Canada. \$175,000USD dennispi@gmail.com (3610.18939)



1947 CESSNA 120 Engine 500hr SMOH. Airframe 4060hrs. Great condition, cheap on gas. Fresh annual. \$28,000 obo. Located in Whitehorse, YT. Free pizza with purchase! Can deliver. shawnkitchen@yahoo.ca or 867-335-8081. (3621.19018)



1979 CESSNA 172 HAWK XP II
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1984 CH600HD built by CH. 1991 Rotax 912UL, 1998 Warp Drive, 1994 Zenair 1150 Amphibs, all low time. Includes wheel gear and fairings, extras and spares. Not flying. Located at Oshawa CYOO. C\$26,000 OBO 905-686-9041 (3526.18991)



1978 CESSNA 172K XP11 Sale or Partnership, Hangared @ CSU3, IO360 6Cyl 210hp, ~3200TT, ~300SMOH ~20SPOH, IFR, Fuel Injection, CS Garmin avionics, AmeriKing ELT. Recent annual. \$110,000OBO. Contacts: 514-721-1818 or 450-653-3922 (3247.18945)



1956 C-172 CF-XXA 2800.6 TT 1093.6 SMOH. 2 VHF, VOR, ADF Mode C, Clevalands, Whelan wingtip strobes, 406 ELT. Interior 10/10 Exterior 7/10 \$32,000 Cdn 403-968-8894 or 403-274-1251, banjodoc@xplornet.ca (3622.19027)



1967 ALON A2 AIRCOUPE Excellent condition, 2846 TT, 262.5 SMOH, 90 HP Cont. 1 comm, Mode C, GPS. Like new tires and glass. Fresh annual. One of the nicest Aircoupes/Ercoupes on the coast. \$27,500. larry.beaudry@hotmail.com (3469.18934)



1995 VANS RV6 Engine 2439TTSN Airframe 850TTSN 300hrs on new titan cylinders. Oil analysis good. Not making metal. Dynon EFIS D100 EMS D120. Avmap EKPIV GPS. \$64,000 CDN. Call/Text Rob 306-341-0906 (3627.19049)



GREAT RV9A 420TTSN Professional build, exc condition. Lyc O-320, Sensenich prop, mode-c, AP-TruTrack, Lightspeed ignition, D10A, GD Rapids EIS, Garmin 696. Radio IC-A200 x 2, EIS. Carpet and leather upholstery. Recent annual. \$88,000. 613-884-4101 cwwatters@rogers.com (2610.18950)



2010 CHINOOK ULTRALIGHT w/2200 Jabiru. TT 71 on motor, TT 45 on airframe. Uses 3.5 gal/hr at 70 mph. Very clean. You will not find another Chinook with a 2200 Jabiru. \$13,000CDN. 780-264-7410 or henrypla@shaw.ca (3508.18927)



1976 PIPER ARCHER II NDH; Always hangared; Log books since new. TTSN 5680, SMOH 1590, IFR, Garmin avionics; GNS430W w/WAAS; Annual due May 2020; Stripped/painted 2007; Leather interior 2007. Shows 9.5/10 in & out. \$59,500US. rob_parry@shaw.ca 403-909-8026. (3576.18899)



1980 CESSNA 185F AMPHIB 3945 TT 1129 SMOH 50 STOH, Continental IO-550 300HP, Prop 110 SPOH, King KMA-24, King KX-155 NAV/COM, KING KR87 ADF, RNAV STAR 5000 Wipline 3730 Robertson STOL Contacts: Ted 705-220-5854 or Joe 705-734-6149 (3615.18982)



2013 LANCAIR SUPER ES 375 TTSN, Engine 375 TTSN. New factory IO-550-N198-310HP 375 SNEW. Factory Hartzell 3-blade Dynon. Engine EFIS Garmin, Apollo Avionics, 190KT cruise, full build detailed. Always hangared Ted 705-220-5854, Joe 705-734-6149 www.aircraftsales.ca (3615.18981)



1980 ZENAIR CH250 2 Seats. O-320 150hp, ~1000 hrs TTSN. Automotive plugs w/new wiring harnesses. Spin-on oil filter, oil sump drain. 74DM6 prop. 4.5+ hr endurance @ 105+ kts. Interior 6/10, exterior 4/10. CYCC. \$20K quinton.oliviero@gmail.com or 613-608-7960 (3584.18942)



1951 TAYLORCRAFT BC12D C-85 engine, metal prop, 4054 TTAF, 636 SOH of engine/prop. B&C lightweight starter and Odyssey battery 2016. Mogas STC. Two-place intercom. Annual Mar 2019. AME maintained. Located at CSL3. \$22,000. Contact: 403-978-1424 or taylorcraftforsale@gmail.com (3605.18928)



CESSNA 172 TT2625 Engine 967, 0 top end 160 HP and prop. New interior. MX300 Navcom King KT76A Transponder JPI EDM 830 Garmin 560 weather. Dual GPS receiver, oversize landing gear. \$62,900 USD. Fresh annual. 204-512-6001 (3612.18951)



1946 ERCOUCPE 415-C TTSN 1860, TSO 938.9. Last annual: May 15, 2017. Metal wings, recent prop o/h, new fuel pump, recent engine mount. Oshawa CYOO. \$21,000OBO. Email: john_alford@hotmail.com. More details: cfunmercoupe.blogspot.com (3388.18984)



CHALLENGER II ADVANCED ULTRALIGHT 320 HRS TT Rotax 503, floats, retractable wheel skis. Garmin 496 GPS, transponder, radio, intercom. 15-gal tank. Turbulence aviation seats and interior. Owner built. Always hangared. Located CYRP. \$23,500. 613-836-3968, andycibuy@gmail.com (2461.18891)



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1941 PIPER J-5C 2880TT, 1140 SMOH, 100HP Lycoming O-235-C, electrics, Icom 200, ME406 ELT, VG's, 3-pnt harness, new windshield and seat upholstery. Sold with fresh annual, hangared at CEH6. \$20,000 CDN. Gary, mtorpe108@gmail.com or (780) 857-2391 (2729.19013)



ZENITH-CH250TW Lycoming O320, 160HP TTAF 870, SMOH 870, Valcom 760, Transponder, Asking \$20,000CDN (3404.18892)



1977 CHIEFTAIN 12090.1 TTSN (Tail Mods Completed) Engines Left:1696 Right:519 SOH, Props L2276.5/R1732.1 SOH. Garmin GNS430 NAV/COM/GPS, WAAS King Equip, crew & cargo door, commercial standards, club arrangement. Contact ted@aircraftsales.ca, 705-220-5854 or joe@aircraftsales.ca 705-734-6149 (3615.18957)



MOTORGLIDER VALENTIN TAIFUN 17E 1984 TTSN1050 Eng/Prop 82TSO Overhaul Germany, new canopy/belts, seats redone, Odyssey battery, JPI450 flowmeter, 406ACK ELT. All weather covers, Jacks system, one man rigging, King 76A, IC-200 xpdr, Vario Tasman/Cambridge. \$65,000. 514-928-1924. ombreambre@yahoo.ca (3614.18956)



1947 STINSON 108-3 FLOATPLANE 3151 TT, 0470R 230 hp, 137 since lower end, 235 STOH, McAuley variable pitch 137 hrs. 8.5 x 6 wheels, Cleveland brakes, GarminSL40, Narco AT165, 405ELT, 4-place intercom, VGs, auto fuel STC, 13 gal. aux fuel tank, 2425 EDO floats. All in good condition. \$75,000CDN (204)805-5987 (3284.18959)



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AVIATION ABBREVIATIONS

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

1946 AERONCA CHIEF 11AC Metal prop, 65 HP Continental, 762 hrs TT, Federal skis A1500, Négociable. Email: celine.bernier@hotmail.ca (2580.19010)

1946 AERONCA CHIEF ON FLOATS TTSN 2470 SMOH395 Prop 120 Skytech 720 Ch KX 99 AT50A + encoder, ELT 406. Skis and wheels (no brakes) Best offer. Ph: 819-822-1683. normandingues@videotron.ca (3133.19026)

025 -- BEECH

1969 BEECH B23 1226TT both engine (O-360) and airframe. KX175 Garmin SL40 Trimble 2000 GPS Lowrance 2000 GPS RT359A transponder. 4-place intercom. Annual done Mar 2019. Located at Muskoka Airport. \$35,000 airmusk@muskoka.com (2242.19030)

040 -- CESSNA

1972 CESSNA 180 ON FLOATS. TTAF only 2850, good engine, STOL, prop due 2021, well equipped. Fresh annual. EDO 2960 floats. Price negotiable. Ph: 613-299-6964 (3604.18924)

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1961 CESSNA 182D 7465 TTSN 1924 SMOH Horton stall kit. New fuel bladders and much more. Major annual just finished. Email for info pkg. Shayne 250-688-1760 smpporath@gmail.com (2570.19005)

1957 CESSNA 180A NDH, TT 5250, 1442 SMOH. 31 SMOH Edo 2960 floats, wheel gear. Last annual Sep 2017, prop due Sep 2019. \$52,000 (3589.18857)

1968 CESSNA 150H Very well maintained, 4098.3 TTAF, 475 SMOH Tanis pre-heater. Spin on oil filter. Prop 5 yrs inspection C/O. New battery etc. Annual due Sept 2019. \$26,500. Kijiji Ad #1440226115 for pictures. Ph: 250-702-7516 (3607.18933)

1967 CESSNA 150G TAILWHEEL 6888.4 TT, Lycoming 160HP Engine 1076 SMOH. Long range tanks 38US Gal. Federal skis 2000 w/teflon bottom. Edo 1450 floats. Price on request. Roger @ 819-336-4181 after 6PM. (3144.18997)

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1977 C172N 7527 TT 1747 SMOH 160HP. New leather seats, sun roof, hangared. Mode C, ADF VOR. C\$69,000 (3599.18893)

040 -- CESSNA

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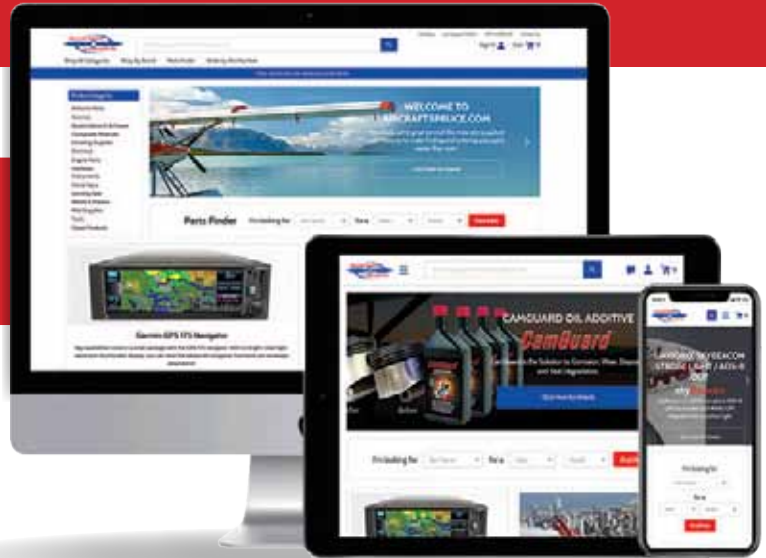


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