

Flight



The Journal of the Canadian Owners and Pilots Association

OCTOBER 2019

Northern Ontario Beckons

AUTUMN FLYING REVEALS COLOURFUL LANDSCAPES

More than
140
Classified Ads
(p.43)

ALL FOR FLIGHT
*COPA INTRODUCES NEW
SLOGAN AND FEATURES*

CROSS-COUNTRY TREK
THREE ROOKIE PILOTS HEAD WEST

TERRITORIAL FLYING
*VAST LANDSCAPES AWAIT
NORTHERN FLYERS*



RED CANOE & COPA

CAPTURE THE FEELING OF FLIGHT.

In Canada, the freedom to fly provides pilots and aviation enthusiasts endless ways of expressing our love for flight.

Recognizing this, COPA and Red Canoe came together to create a high quality collection meant to capture and celebrate just a few of those ways.

Shop for yours today:
www.copanational.org/en/store



his
Pour lui hers
Pour elle

L'ESSENTIEL, C'EST LE CIEL!

Au Canada, cette vérité offre aux pilotes et aux passionnés d'aviation plein de moyens pour exprimer leur amour de voler.

C'est pourquoi COPA et Red Canoe s'associent pour créer une collection d'excellente qualité, destinée à rendre hommage à quelques-uns de ces moyens.

Trouvez le vôtre aujourd'hui:
www.copanational.org/fr/boutique

COPA  1952

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

COPA  1952

FAIRE PROGRESSER, PROMOUVOIR ET PRÉSERVER
LA LIBERTÉ CANADIENNE DE VOLER.

DEPARTMENTS

4 PRESIDENT'S CORNER
WE ARE ALL FOR FLIGHT

8 NEWSLINE
THREE NOVICE PILOTS AND A PLAN

14 INCIDENTS AND ACCIDENTS
A BRIEF COMPILATION FROM RECENT TCCA REPORTS

17 ALL FOR FLIGHT
NEW! SHARE YOUR ALL FOR FLIGHT STORY

18 YOUNGER VOICES
AVIATION FROM A YOUTHFUL PERSPECTIVE

20 FLY SAFE
NEW NOTAM FORMAT

22 AVIATION ACCESSORIES
ELECTRONIC FUEL SENDERS

28 REGIONS
LOCAL NEWS AND MEMBER ACTIVITIES

36 BOOKSHELF
BOOKS BY CANADIAN AUTHORS ABOUT CANADIAN AVIATION

38 ON THE HORIZON
MARK YOUR CALENDARS



FEATURE

24 FLOATPLANE FLYING IN NORTHERN ONTARIO

Full-time Director of Engineering at Microsoft Research and part-time bush pilot, solo adventurer and blogger Andrew McNamara loves exploring the remote northern woods of Canada by floatplane, typically accompanied only by his golden retriever Maverick. In this October, 2018 trip, Andrew shared his adventure with another friend and pilot. Readers can enjoy more of Andrew's writing and photography by visiting his blog settingnorth.com.

ON THE COVER: The spectacular fall foliage much of Canada is known for is showcased in this bird's eye view of one of Andrew McNamara's secluded fly-in getaways.

COPA Flight



EDITOR

Steve Drinkwater
steve@copaflight.ca
604.229.1629

CONTRIBUTING EDITOR

Russ Niles

GRAPHIC DESIGNER

Shannon Swanson

DISPLAY ADVERTISING SALES

Katherine Kjaer
250.592.5331
katherine@copaflight.ca

CLASSIFIED ADVERTISING SALES & PRODUCTION

Roberta Drinkwater
1.800.656.7598
admin@copaflight.ca

ACCOUNTS RECEIVABLE

Diana Topping
604.339.3612

FINANCIAL CONTROLLER

Anthea Williams

ASSISTANT ADMIN Rajei Gill

COPA Flight is published under contract to COPA by Canadian Aviator Publishing Ltd.



COPA BOARD OF DIRECTORS

B.C. & Yukon
- Vacant Position -

David Black
604-351-6851, dblack@copanational.org

Alberta & N.W.T.
Bram Tilroe, Western Vice-Chair
780-986-2601, btilroe@copanational.org

Larry Bieber
(403) 651-3048, lbieber@copanational.org

Saskatchewan
Shane Armstrong, Chair
306-370-1440, sarmstrong@copanational.org

Manitoba & Nunavut
Jim Bell, Secretary
204-293-5402, jbelle@copanational.org

Northern Ontario
Lloyd Richards
705-267-7111, lrichards@copanational.org

Southern Ontario
Kevin Elwood
705-444-9461, kelwood@copanational.org

Doug Ronan
705-327-4730, dronan@copanational.org

Clark Morawetz
905-809-4835, cmorawetz@copanational.org

Québec
Jonathan Beauchesne, Treasurer
514-585-3959, jbeauchesne@copanational.org

Mathieu Delorme
514-248-5379, mdelorme@copanational.org

Atlantic
Bill Mahoney, Eastern Vice-Chair
709-685-6885, bmahoney@copanational.org

Maritimes
Brian Pound
902-652-2822, bpound@copanational.org

Debbie Brekelmans
902-499-7941, dbrekelmans@copanational.org

Ex-Officio
Bernard Gervais, CEO and President
613-236-4901, bgervais@copanational.org

Canadian Owners and Pilots Association
75 Albert Street, Suite 903,
Ottawa, ON K1P 5E7
613-236-4901 | www.copanational.org
Find us on Facebook and Instagram
[@copanational](https://www.facebook.com/copanational) [#allforflight](https://www.instagram.com/copanational)

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

SEC & Co.

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



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

Questions? Phone 519.857.7639
or visit www.secandco.com

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



WE ARE ALL FOR FLIGHT

NEW SLOGAN UNIFIES THE MANY AVIATION VOICES ACROSS THE COUNTRY

It's been an exciting year for COPA as you may have noticed many improvements at events, online, in social media or in person. We focused our efforts on improving our member experiences and brought greater clarity to our organization's position within the world of GA.

With many new COPA members and our growing influence across Canada, I am excited to announce that this greater clarity has taken the form of a new slogan and statement that represents our values and beliefs as an organization. This statement is ALL FOR FLIGHT.

Rest assured that our mission is still to Advance, Promote and Preserve the Canadian Freedom to Fly, but ALL FOR FLIGHT just sums it all up. Why do we work closely with our sister associations from around the country? Why do we work collaboratively with the regulator and our air navigation service provider? Why do we work with international associations? Why do we encourage the up-and-coming generation into any aviation-related careers? Why do we support flight training units and give away free student memberships? Why do we support and keep our members (and sometimes even non-members) informed, advocate for aerodromes and airports, give out scholarships, support diversity in all of its forms? Because we are simply ALL FOR FLIGHT!

After working with our members, the board of directors, our chapters and internal staff, ALL FOR FLIGHT captured the essence of our community and our

efforts in general aviation. Whether it's the innovative fly-in patches (spurring members to become collectors), or our special events and the COPA Collection, ALL FOR FLIGHT is a refreshing statement that weaves through the fabric of our industry and members.

Initial announcements regarding our new slogan have been made to Flights around the country and we are thrilled to see members using #allforflight (#pleinciel in French) in their stories and pictures on-line. It is very inspiring to have one phrase uniting the community.

As we continue to evolve as an organization, our focus is to enhance our member experience and advance, promote and preserve the Canadian freedom to fly. We serve a membership that is growing and evolving; that won't change. All with a range of expertise and backgrounds, all of whom wouldn't be a part of it if it weren't for one reason—flight. Lets leverage this insight to inspire unity and purpose through passion, while reinforcing the dedication COPA has to why you're all here in the first place: FLIGHT.

Thank you to all the members and dedicated individuals for contributing to COPA For Kids, COPA Events and The Flight Safety Foundation. For this, we say can say it is ALL FOR FLIGHT.

More innovative, refreshing and uniting changes wrapped around this slogan will be coming out in the next weeks; watch out for them. In the meantime, I encourage you to proudly review our manifesto, found in the following pages.

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

RESTRAINT WITHOUT RESTRICTION

Contact Information
1-888-285-8566 (Pacific)
Or: 1-360-832-6566
Fax: 1-360-832-6466
jt@basinc-aeromod.com

<p>Beechcraft</p> <p>Boonanza - 33, 35, 36 Baron & Travel Air - 55, 56, 58, 59</p>	<p>Piper</p> <p>Modelo PA 28, 32, 34</p>
<p>Luscombe</p> <p>Modelo 8, 8A, 8B, 8C, 8D, 8E, 8F</p>	<p>Cessna</p> <p>Modelo 176, 172, 175, 177, 180, 182, 185, 180, 185, 205, 210, 210 990 K, 210 A-R, 310, 320, 327</p>

www.basinc-aeromod.com

**WE'RE ALL FOR BLUE SKIES AND TAILWINDS.
FOR THAT SENSE OF WONDER AND FREEDOM
WE CAN ONLY FIND UP IN THE AIR.**

**WE'RE ALL FOR A PASSIONATE COMMUNITY,
THAT WELCOMES US WHEREVER WE TOUCH DOWN.
FOR LOOKING OUT FOR EACH OTHER,
BOTH IN THE AIR AND ON THE GROUND.**

**WE'RE ALL FOR WHAT'S NEXT.
FOR THE FUTURE OF FLIGHT BEING
AS EXCITING AS ITS PAST.**

**WE'RE ALL FOR THE LAST HOUR LOGGED
FEELING AS SPECIAL AS THE FIRST.
FOR THE WORLD WE DISCOVER UP HERE
FOREVER CHANGING WHO WE ARE DOWN THERE.**

WE'RE ALL FOR FLIGHT.



COPA

ALL FOR FLIGHT™



The advertisement features the Zenair logo in white on a red background, with the tagline "Quality Aircraft Since 1974". Below this is the text "SUPER DUTY STOL" in large, bold, red and white letters. Underneath, it says "3 SEATS!" and shows a photograph of a Zenair CH 750 SD aircraft. At the bottom, it reads "The all new SUPER DUTY STOL series from Zenair!".

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

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

NOUS VIVONS À PLEIN CIEL

LE NOUVEAU SLOGAN FAIT SE RENCONTRER TOUTES LES PASSIONS DE NOTRE MILIEU

Nous vivons encore une année passionnante pour COPA, vous avez peut-être remarqué de nombreuses améliorations lors de nos événements, en ligne, dans les médias sociaux ou en personne. Nous avons concentré nos efforts sur l'amélioration de l'expérience pour nos membres et apporté une plus grande clarté à la position de notre organisation dans le monde de l'aviation générale (AG).

Compte tenu des nombreux nouveaux membres de la COPA et de notre influence croissante à travers le Canada, je suis heureux d'annoncer que cette plus grande clarté a pris la forme d'un nouveau slogan et d'une nouvelle déclaration qui représente nos valeurs et nos croyances en tant qu'organisation, supportant notre mode de vie. Cette déclaration est « À PLEIN CIEL » !

Soyez assurés que notre mission est toujours de faire avancer, promouvoir et préserver la liberté canadienne de voler, mais « À PLEIN CIEL » résume tout. Pourquoi travaillons-nous en étroite collaboration avec nos associations sœurs de partout au pays ? Avec le régulateur et notre fournisseur de services de navigation aérienne ? Les associations internationales ? Pourquoi encourageons-nous la génération à venir dans toute carrière liée à l'aviation, appuyons-nous les unités de formation en vol, donnons-nous des adhésions gratuites aux étudiants ? Pourquoi soutenons-nous et gardons-nous nos membres (et parfois même les non-membres) informés, défendons-nous des aérodromes et des aéroports, donnons des bourses de pilotage et soutenons la diversité sous toutes ses formes en aviation ? Parce que nous avons tous la passion de nous trouver en PLEIN CIEL et de vivre notre passion non pas à pleines mains, mais « À PLEIN CIEL ».

Après diverses consultations auprès des membres, du conseil d'administration, des Clubs et du personnel, « ALL FOR FLIGHT » s'est imposé en anglais tout comme « À PLEIN CIEL » et qui traduisent le mieux nos sentiments et notre passion. Qu'il s'agisse des écussons (que certains collectionnent maintenant), des événements spéciaux et de la collection COPA, « À PLEIN CIEL » est une déclaration rafraîchissante qui s'étend à travers notre industrie et nos membres.

Les premières annonces concernant notre nouveau slogan ont été faites à nos Clubs à travers le pays et nous sommes ravis de voir les membres utilisant #allforflight dans leurs histoires et photos en ligne. C'est très inspirant d'avoir une seule phrase unissant la communauté. N'hésitez pas à utiliser #pleinciel dans vos publications.

Dans notre évolution, notre objectif est de toujours satisfaire nos membres et de remplir notre mission. Nous désservons un membership en croissance et en évolution, ce qui ne changera pas au fil du temps. Ayant une vaste gamme d'expertise et diverses expériences, ce membership ne serait pas des nôtres si ce n'était de la passion de « se retrouver en l'air », en PLEIN CIEL. Tirons profit de ce qui nous lie pour inspirer l'unité et le dévouement COPA, notre passion de voler.

Merci à tous les membres et bénévoles qui contribuent à COPA pour les jeunes, aux événements COPA et à la Fondation pour la sécurité du vol, nous pouvons dire que c'est pour se maintenir en PLEIN CIEL.

Des changements plus novateurs, rafraîchissants et unifiants autour de ce slogan verront le jour au cours des prochaines semaines. En attendant, je vous invite à revoir fièrement le manifeste qui se trouve aux pages suivantes. ✈️

UN FOND D'AZUR, UN VENT ARRIÈRE,
ET NOUS VOILÀ PORTÉS PAR CETTE LIBERTÉ
QUE L'ON RETROUVE SEULEMENT EN PLEIN CIEL.

NOUS VIVONS ENSEMBLE CETTE PASSION
QUI NOUS ÉTREINT LORSQUE NOUS NOUS POSONS,
POUR NOUS RETROUVER AUSSITÔT
À PRÉPARER LA SUITE

POUR QUE DEMAIN, LÀ-HAUT, EN PLEIN CIEL,
RESTE AUSSI PASSIONNANT QU'HIER

POUR QUE LA TOUTE DERNIÈRE HEURE PASSÉE EN VOL
RESTE AUSSI MAGIQUE QUE LA TOUTE PREMIÈRE.

POUR QUE CE MONDE QUE NOUS SURVOLONS CHANGE ENFIN POUR LE MIEUX
ET DEVIENNE AUSSI MERVEILLEUX
QU'IL NOUS LE PARAÎT POURTANT
QUAND ON LE CONTEMPLÉ DE TRÈS HAUT,
QUAND NOUS SOMMES EN PLEIN CIEL



COPA

À PLEIN CIEL^{MC}

THREE NOVICE PILOTS AND A PLAN

OTTAWA TRIO EMBARKS ON A CROSS-COUNTRY ADVENTURE

BY STEPH THEILER, SONIA HILDESHEIM AND CHRIS MCKENNEY

FRENCH TRANSLATION BY LAUREN NAGEL



This summer, three of us had the unbelievable opportunity to live out our private pilot dreams, a cross-Canada tour. We had met in 2017 in our first year of the Aviation Management program at Algonquin College, and since then have spent most days with our heads in the clouds, dreaming about the fun things we could do with a plane and our licences. Fast forward nine months and after a week of planning, incredible support from the Smiths Falls Flying Club and the instructors, we embarked on our adventure.

On June 19, 2018, with our bags packed and plane fueled, we were ready to leave Smiths Falls (CYSH), in Eastern Ontario. We left bright and ear-

▲ Just one of the many interesting landscapes we overflew.

ly at 08:00 in a shiny and fresh-from-its-100-hour-inspection Cessna 172, C-GPTW. Off we went to our first destination, Sudbury (CYSB), the farthest any of us had flown away from Ottawa. Crossing over Algonquin Park on such a nice day was truly a sight to see. This was also the start of our game of 'in case of engine failure, where do we land' to keep us sharp during the long legs over fairly 'unlandable' terrain.

We stopped for both plane and human fuel, swapped captains and headed onto the next leg to Marathon (CYSP), one of our personal favourite

small airports. It's hard to beat an approach over rolling hills of evergreen trees with Lake Superior beyond. Another top up of fuel and captain swap and we continued our cruise at 6500 feet to Thunder Bay (CYQT). With the lake to our left and trees as far as we could see to the right, it was definitely one of the more beautiful legs of the flight, topped off with tucking ourselves and 'PTW' in for the night next to the magnificent Sleeping Giant, a local geographical feature.

Day Two and another day of clear skies on our route thanks to the high pressure system over most of central Canada. We were greeted with a lovely 6000-foot runway at our first stop of the day, Dryden (CYHD), and parked next to some very impressive water bombers for a top-up of fuel. Next up we finally crossed our first provincial border and made our way to St. Andrews (CYAV), just outside of Winnipeg. We were all particularly excited for this stop since it's the home of Harv's Air. We all did our private pilot ground school through their online program and were hoping we might casually run into Captain Aaron himself, but alas our celebrity spotting did not pan out. Still very cool to be able to say we've been to the base. Our last leg of the day brought us across another provincial border, landing us in Regina (CYQR) for the night where we were greeted by the friendliest staff and a beautiful FBO. There was definitely something comforting about the never-ending, 'landable' fields below us in the Prairies after the previous day flying across Northern Ontario.

Day Three and the last leg of our trip: Regina to Brooks, Alberta (CYBP). We got to follow the Saskatchewan River all the way, listen to military training out of Moose Jaw and even fly over Dinosaur Park, which really is a natural wonder. We learned later that this is home to the majority of dinosaur fossils we have today. The sleepy town of Brooks, just a handful of miles from there, was our checkered flag; we made it. It finally started to set in what we had accomplished as we were tying down and unpacking the plane. We flew OURSELVES across the country in a little Cessna 172! It was an amazing feeling, and we knew how lucky we were to have made it there with no weather delays or maintenance issues with the plane.

We had set Brooks as our final destination because Chris's girlfriend Shau-na is a teacher there and we planned on enjoying a few days exploring Alberta with a local. We went back to Dinosaur Park, on foot this time, and enjoyed scenic hikes, ventured to Medicine Hat to practice our aim at a gun range, and even made it out to the Rocky Mountains for a jaw-dropping hike to the top of Tent Ridge. It was an amazing couple of days, made even better by the fact that we had the trek home to look forward to.

June 25 rolled around and it was time to begin the journey home, this time with one less pilot as Chris was staying to drive home with his girlfriend. We had decided to take the same route home, which kept everything equal in terms of flight time and gave us more familiar surroundings. Unfortunately, the amazing weather we had in the morning didn't follow us beyond our first leg to Regina, where we decided to stay the night because of a large band of thunderstorms rolling through Manitoba. We took the opportunity to get some studying in for our upcoming commercial written exams and kept our eyes on the weather to see what the next day would bring.



Luck was on our side the next morning and the weather cleared up for us to set off to Thunder Bay. The calm prairie air we had experienced on the way out, however, was nowhere to be found on these legs; convective heating made for quite a bumpy ride that definitely kept us on our toes. The calm of Thunder Bay was a welcome ending to the day, where we tucked in again for what we planned would be our last night out on this trip.

Again, with eyes locked on the weather, we set out early the next morning for the trek back to Smiths Falls. Leaving at dawn turned out to be our best decision as not only were we met by a beautiful sunrise glinting off of Lake Superior and the Sleeping Giant, but we had the smoothest air of the entire trip. With mugs full of coffee, we were definitely starting the day off in the best way. We made it all the way to Sudbury under clear skies, but looking at the weather coming up from Southern Ontario we knew we needed to keep a close watch on the bad weather rolling in.

We took off knowing that we had plenty of alternates along the last leg home should the storms come sooner than expected, which is exactly what

▲ The adventuresome trio of Chris McKenney, Sonia Hildesheim and Steph Theiler pose in front of their Cessna 172.

they did. With less than an hour back to Smiths Falls we were met with smatterings of light rain and dark cumulus clouds, and we made the decision to divert to Arnprior (CNP3) rather than fly into what can only be described as a black hole that loomed over Smiths Falls. So close, but it absolutely wasn't worth the risk of pushing those last few miles home into worse weather. Thanks to a rescue mission by Roger Hildesheim, we made it back to our own beds, but our precious 'PTW' wasn't quite home yet. The following day was spent with more weather watching. Luckily, at around 16:00, the ceiling finally jumped up to 4000 feet and we could finally get 'PTW' home.

And so our amazing adventure came to a close. We couldn't have asked for a better experience and a way to build hours towards our commercial licences. We want to take this opportunity again to thank everyone at the Smiths Falls Flying Club who helped make this trip happen. Your efforts were so greatly appreciated and it wouldn't have happened without you. 🙌

TROIS PILOTES NOVICES ET UN PLAN UN TRIO D'OTTAWA SE LANCE DANS UNE AVENTURE DE VOL-VOYAGE

Cet été, nous avons eu l'occasion de matérialiser nos rêves pour l'obtention du licence du pilote privé, une tournée à travers le Canada. Nous nous sommes tous les trois rencontrés en 2017 dans la première année du programme de gestion en aviation au Collège Algonquin. Depuis ce jour, nous passons la plupart de nos journées à rêver des choses amusantes que nous pourrions faire avec un avion et nos licences. Avance rapide: après neuf mois, plusieurs semaines de planification, du soutien incroyable des instructeurs et du club de pilotage et nous nous sommes lancés dans notre aventure.

Le 19 juin 2018, les sacs emballés et l'avion ravitaillé, nous étions prêts à partir Smiths Falls (CYSH), dans l'est d'Ontario. Nous sommes partis tôt à 08h00 à bord de notre C-172, C-GPTW, tout juste sorti de son inspection de 100 heures. Nous sommes partis pour notre première destination, Sudbury (CYSB), et c'était le plus éloigné d'Ottawa que nous n'avions jamais volé. Traverser le parc Algonquin lors d'une si belle journée était vraiment un spectacle à voir. C'était aussi le début de notre jeu de « en cas de panne moteur, où atterrissez-vous ? » pour nous garder en alerte pendant les longs trajets au-dessus du terrain où il serait difficile d'atterrir.

Nous nous sommes arrêtés pour prendre du carburant pour nous-même et l'avion, échanger les capitaines et nous rendre à l'étape suivante, Marathon (CYSP), l'un de nos petits aéroports préférés. Il est difficile de faire mieux qu'une approche sur les collines d'arbres à feuilles persistantes avec le lac Supérieur en arrière-plan. Un autre ajout de carburant et échange de capitaine a été effectué et nous avons poursuivi notre croisière à 6 500 pieds en direction de Thunder Bay (CYQT).

Avec le lac à notre gauche et des arbres aussi loin que nous puissions voir à droite, c'était définitivement l'un des plus beaux segments du voyage, complété par un sommeil juste à côté du magnifique Géant Dormant, une caractéristique géographique locale.

Le Jour deux était une nouvelle journée avec un ciel dégagé de nuages grâce au système de haute pression dans la majorité du centre du Canada. À notre premier arrêt de la journée à Dryden (CYHD), nous avons été accueillis par une jolie piste de 6 000 pieds. Nous nous sommes garés à côté des bombardiers à eau très impressionnants aux pompes de carburant. Nous avons ensuite franchi notre première frontière provinciale pour nous rendre à St Andrews (CYAV), juste à l'extérieur de Winnipeg. Nous étions tous particulièrement heureux de cet arrêt, car c'est la maison de Harv's Air. Nous avons tous complété notre théorie au sol pour PPL via leur programme en ligne et nous espérions pouvoir rencontrer le capitaine Aaron lui-même. Malheureusement, nos rencontres de célébrités n'ont pas abouti. C'était toujours très cool de pouvoir dire que nous sommes allés à la base. Notre dernière étape de la journée était de traverser une autre frontière provinciale et nous avons atterri à Regina (CYQR) pour la nuit où nous avons été accueillis par un personnel vraiment sympathique avec un magnifique FBO. Il y avait certainement quelque chose de réconfortant à propos des champs interminables où il existait la possibilité d'atterrir n'importe où, surtout après le vol du jour précédent dans le nord de l'Ontario.

Jour trois et notre dernière étape du voyage; Regina à Brooks (CYPB) en Alberta. Nous avons suivi la rivière Saskatchewan pendant tout le trajet,

écoutant l'entraînement militaire de Moose Jaw et survolant même le parc Dinosaur, une merveille naturelle. Nous avons appris plus tard que c'est l'endroit avec le plus de fossiles de dinosaures au monde. La petite ville de Brooks à quelques kilomètres de là était notre drapeau à damier, nous avons réussi. Nous avons finalement commencé à penser à tout ce que nous avons accompli en rangeant et en déballant l'avion. Nous avons survolé à travers le pays à bord d'un petit Cessna 172. C'était un sentiment incroyable et nous savions à quel point nous avions de la chance, car on n'a eu aucun retard de temps ou problème d'entretien avec l'avion.

Nous avons choisi Brooks comme destination finale, car la petite amie de Chris, Shauna, est enseignante là-bas et on prévoyait de profiter de quelques jours pour explorer l'Alberta avec un résident local. Nous sommes retournés au parc Dinosaur, à pied cette fois-ci, et avons apprécié les randonnées panoramiques. Nous nous sommes aventurés à Medicine Hat pour visiter un champ de tir, et nous nous sommes même rendus dans les montagnes Rocheuses pour une randonnée jusqu'au sommet de Tent Ridge. Ce furent deux journées incroyables, rendues encore plus agréables par le fait qu'on avait le vol pour rentrer chez nous qui nous attendait.

Le 25 juin, le moment était arrivé de rentrer chez nous, avec cette fois-ci un pilote de moins, car Chris restait avec sa petite amie. Nous avons décidé de prendre le même itinéraire pour rentrer chez nous, ce qui permettait de garder le même temps de vol et de nous offrir un environnement plus familier. Malheureusement, le temps magnifique que nous avons eu le matin ne nous a pas suivis au-delà de notre après-midi à Regina, où nous avons décidé de rester la nuit à



cause d'un groupe d'orages qui traversait le Manitoba. Nous avons profité de la pause pour étudier pour nos prochains examens commerciaux écrits, tout en gardant les yeux sur la météo pour voir ce que le lendemain apporterait.

La chance était de notre côté le lendemain matin et le temps s'éclaircit pour nous permettre de partir à Thunder Bay. L'air calme des Prairies que nous avons eu pendant notre premier segment du voyage n'était cependant nulle part pendant notre retour. Le chauffage par convection permettait un trajet assez cahoteux qui nous maintenait assurément sur nos gardes. Le calme de Thunder Bay a été une fin de journée bien appréciée, où nous nous sommes replongés dans l'ambiance de ce que nous avons prévu d'être notre dernière nuit du voyage. Encore une fois, les yeux rivés sur le temps, nous sommes partis de bonne heure le lendemain matin pour le voyage de retour à Smiths Falls.

Partir à l'aube a véritablement été notre meilleure décision, car non seulement nous avons été accueillis par un magnifique lever de soleil qui scintillait au large du lac Supérieur et du Géant Dormant, mais nous avons eu l'air le plus doux du voyage. Avec des tasses remplies de café, on commençait certainement la journée du meilleur moyen possible. Nous nous sommes rendus à Sudbury sous un ciel dégagé, mais en regardant le temps qui venait du sud de l'Ontario, nous savions que nous devons surveiller

de près le mauvais temps. Nous sommes partis en sachant que nous avons beaucoup d'options dans la dernière section du trajet si les tempêtes venaient plus tôt que prévu et c'est exactement ce qu'elles ont fait.

À moins d'une heure de retour de CYSH, nous avons rencontré un peu de pluie et des nuages cumulus sombres alors nous avons pris la décision de nous diriger vers Arnprior (CNP3) plutôt que de nous diriger vers ce qui ne peut être décrit que comme un trou noir au-dessus de Smiths Falls. Nous étions si proches, mais cela ne valait absolument pas le risque de pousser les derniers miles à la maison par mauvais temps. Grâce à une mission de secours de Roger Hildesheim, nous sommes rentrés dans nos propres lits, mais notre précieux PTW n'était pas encore arrivé.

Le lendemain, nous avons passé plus de temps à observer la météo et, heureusement, vers 16h00, le plafond a finalement atteint une hauteur de 4 000 pieds et nous avons pu rentrer à la maison avec notre PTW. Ainsi notre incroyable aventure a pris fin et nous n'aurions pas pu demander une meilleure expérience et un meilleur moyen de gagner du temps pour nos licences commerciales. Nous voulons profiter de cette occasion pour remercier à nouveau tous les membres du club de vol de Smiths Falls qui ont contribué à la réalisation de ce voyage. Vos efforts ont été grandement appréciés et cela n'aurait pas pu être possible sans vous. ✈️



Discount Avionics

BEST PRICE FOR
ELT CERTIFICATION
FOR BOTH NEW
+ OLDER MODELS



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

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

LET'S START THE YEAR ON A GOOD FREQUENCY!

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

FALCONAR LINE OF AIRCRAFT PLANS LIVES ON

AN INTERVIEW WITH NEW OWNER PHIL HALE

BY ADAM HUNT

Chris Falconar's homebuilt aircraft designs are well known in Canada. His company, Falconar Avia, which was based in Edmonton, Alberta, supplied many homebuilders with plans, kits and parts over the years, in particular for his wooden aircraft designs.

Falconar passed away in September, 2018, and the company was wound-up on June 30, 2019. The rights to his F-series aircraft, Minihawk, 2/3 Mustang and the S14 Maranda aircraft plans were purchased by Manna Aviation of Toronto, New South Wales, Australia and the plans are now back on the market.

I interviewed Phil Hale, Manna Aviation's general manager, in July of 2019, asking him about his company and his future plans.

Q: Perhaps we can start with some background on you. What is your flying and homebuilt aircraft experience?

A: I initially learned to fly in 2007 in Australia in the ultralight category (equivalent to light sport in the USA) and then upgraded to a full Private Pilot Licence in 2010. During 2008, I was introduced to a colleague who was building his own aircraft; it was a Jabiru 120 and, after researching how this was achievable, I decided to give it a go.

After researching many designs and, in particular, recognized easy-to-build kits, I decided to build a Zenith CH 601 XLB. I built this aircraft from the kit and it was completed in two years, with the first flight being in June, 2008. This aircraft was sold in May 2019.

In 2013, I got the bug to start another build, but this time it was going to be from plans. The mission for this aircraft was to be a two-seater, low wing, retractable undercarriage, respectable range (being at least 700 miles), cruise speed of at least 160 knots and of timber construction. I decided to start an Osprey GP4 aircraft which is still in the build process.

Q: When did you start Manna Aviation and what were the aims for the company?

A: Manna Aviation was started in February 2012 with the aim of providing a service to match available hangar space with aircraft owners looking for spaces. The aim of the business was noble, but the reality of finding and matching hangar space was limited and not profitable. So I began the change in focus, to finding products and services in the aviation industry which are not currently represented in the Oceania region.

The first product we came across was an oxy-acetylene welding torch for use in welding chrome-moly 4130 steel, for the rag-and-tube aircraft builders. This product was spun off as a separate business, Cobra Torches Australia. Once the welding torch business was established, Manna Aviation became our focus again.

We initially were looking for any aviation-related products and were able to seal a dealership with Flybox Avionics from Italy. We continued our search for other products and were fortunate to be able to pick up the plans business

from Falconar Avia to supplement the avionics business.

Q: Who else is involved in the company?

A: Manna Aviation is a family-owned and financed business with four employees. We are a lean organization, which gives us the ability to adapt to an ever-changing world in which we operate. We add resources as needed to meet peak demands and provide the highest level of customer service.

Q: Your company is in Toronto, New South Wales, Australia. How did you come to get involved in Chris Falconar's aircraft designs all the way from Canada? Did you know Chris personally?

A: In 2013, while looking for the next build project, the Falconar F-12A Cruiser was one of the aircraft I was considering. I was specifically looking for a wooden design and the Falconar designs are a simple-to-build design with a proven heritage. Although I decided to build the Osprey GP4, I continued to monitor other wooden designs; you just don't know what will come your way. It was unfortunate that I never got the chance to know or work with Chris Falconar, but my experience of working with Calvin Falconar and Mel Locke in the transition of the business has been a real pleasure.

Q: With the winding up of Falconar Avia this year, after Chris Falconar's death in 2018, you bought the rights to

eight of his homebuilt aircraft designs, including the Falconar F-9, 10, 11 and 12, Minihawk, SAL P-51D Mustang and the S14 Maranda. What led you to want to market these classic aircraft plans over something newer?

A: As an aviation enthusiast, I am disappointed at the number of homebuilt aircraft designs that just disappear and are no longer available. No contact details to follow up on; they just disappear. There are many wooden designs that I would love to have on the books. I am trying to find contacts to make these designs available again, but to no avail. So I like to think we can preserve the aviation heritage that designs, like those of Chris Falconar and other designers provided, which started the homebuilt industry, like the Taylor Monoplane, Chilton, Jodel D-9, etc.

Q: Is there still a market for plans-built wooden aircraft here in the 21st century?

A: There will always be a market for plans-built wooden aircraft because there will always be the purest who wants to build from plans. Wooden aircraft have a proven heritage going all the way back to the Tiger Moths, and they are still flying. Wood is a wonderful building material and, with the modern epoxy-based glues, the ability to build a wooden performance aircraft from timber is easily achievable today. With plantation timbers being available and suitable for building aircraft, the future looks good.

Q: Will you be adding partial or complete kits for the aircraft over time?

A: With the purchase of the rights to the Falconar family of aircraft came the full kit parts listings and over time Manna Aviation will begin to add kits for each of the aircraft to the range of products available. As Manna Aviation builds the business over time, we are expecting that all the kits previously offered by Falconar Avia will be made available.



We will also look into partnering with other businesses in producing the kits.

Q: It looks like you are selling the aircraft plans on paper, like Falconar did. Some, like the Mustang plans, are pretty big and heavy and must be costly to ship. Are you considering selling digital copies or are they less useful?

A: Manna Aviation will be offering the paper-based plans for the near future, while we digitize the plan sets. We have been looking into the shipping costs and this has been kept to a minimum where possible. With today's capabilities in digital file technology, Manna Aviation will move to a fully digital file delivery of the plan sets. For those clients who prefer to have the paper-based plans, we will produce the plans and ship them.

Q: What does the future hold for Manna Aviation? Will you be adding more aircraft from other designers or a bigger range of building supplies?

A: The future for Manna Aviation is bright, with the intention to grow both the plans and avionics business. We will

▲ A Falconar F12A Cruiser on the U.S. registry. A Lycoming O-360 power plant should propel this model to 130 knots.

always be on the lookout for new products to add to our range and this will encompass any product that is aviation-related. Manna Aviation will also be working with the team from Hipec Aircraft Coatings to supply and recommend their products for use in the construction of the Falconar range of aircraft.

Manna Aviation hopes to provide builder-assist programs in the future and the development of a builders' blog for the Falconar range of aircraft. In relation to adding additional plans from other designers, this is a major part of the business plan. We are dedicated to maintaining the wooden heritage and, where possible, re-establish the market of lost plans like the Jurca range.

Q: Is there anything else you want to add?

A: The Manna Aviation website will be wholly devoted to the aircraft plans business and the avionics and parts business will be moved to a sister company, Cobra Aviation. 🐍

PHOTO CREDIT: LESTOCQ

INCIDENTS + ACCIDENTS

ATLANTIC REGION

A United States Department of Defence Sikorsky S-70 (H-60 Black Hawk) (G24585) on a VFR transborder flight from Bangor, ME (KBGR) to Gagetown, NB (CYCX) failed to arrive at CYCX at its estimated time of arrival (ETA) of 1951Z. A communications search (COM-MSEARCH) reached the Information Request (INREQ) stage before the pilot called at 2107Z to advise that they had closed their flight plan (FP) with ForeFlight via iPad. No arrival message was received from ForeFlight.

QUEBEC REGION

An École de pilotage Évolution Cessna 172M (C-GWXV) from Ottawa/Gatineau, QC (CYND) to Ottawa/Gatineau, QC (CYND) declared an emergency due to an engine fire. The engine was shut down. The aircraft landed in a field near Wendover, ON. The two people on board were safe and sound.

En route to Québec/Neuveville, QC (CNV9), a privately registered Cessna 150K from Lachute, QC (CSE4) to Québec/Neuveville, QC (CNV9) reported smoke in the cockpit and asked to divert to CSE4. No emergency was declared, but the air traffic controller (ATC) treated the situation as an urgent one. The aircraft landed without incident at CSE4 at 1815Z. No impact.

A communications search was launched for a British-registered Vickers-Armstrong Spitfire MK IX (G-IRTY) on a flight from Kuujuaq, QC (CYVP) to Schefferville, QC (CYKL) with an estimated time of arrival (ETA) of 1602Z.

ONTARIO REGION

A Waterloo-Wellington Flying Club Cessna 172S (C-GUBI) on a flight from Kitchener/Waterloo, ON (CYKF) to Kitchener/Waterloo, ON (CYKF) was engaged by a green laser 2NM SE of the Skyway bridge. No operational impact.

A Rockcliffe Flying Club Cessna 172M (C-GMME) on a flight from Ottawa/Rockcliffe, ON (CYRO) to Ottawa/Rockcliffe, ON (CYRO) entered class C without clearance/radio contact and was in conflict with another VFR traffic. Terminal applied conflict resolution to maintain separation.

PRAIRIE AND NORTHERN REGION

On September 4, 2019, the CYCY, CYKO, and CYIK community aerodrome radio stations (CARS) did not offer services as published. NOTAM issued. Unknown impact on operations.

A Sky Wings Aviation Academy Cessna 172N (C-FZRO) on a flight from Red Deer Regional, AB (CYQF) to Red Deer Regional, AB (CYQF) entered the zone and circuit with no radio call to the flight service station (FSS). Multiple aircraft were in the zone. When FSS queried who was on base Runway 35, the pilot responded and said they had made radio calls with no response received. The aircraft was on the downwind inside another aircraft on the downwind, with less than 1/4 mile laterally and at the same altitude.

PACIFIC REGION

A Government Of Canada, Royal Canadian Mounted Police Eurocopter EC-120 (AIRRI) from Abbotsford, BC (CYXX) to Abbotsford, BC (CYXX) reported two remotely piloted aircraft systems (RPASs) operating at the north end of the Lions Gate Bridge. One RPAS was at 1500' and the second one was at 2000'. Both were white in colour.

A AAA Aviation Cessna 152 (C-FGDE) on a flight from Pitt Meadows, BC (CYPK) to Pitt Meadows, BC (CYPK) failed to maintain 1,500ft as per the Birch Departure route. The pilot was told again to maintain 1,500ft which they did briefly. The aircraft then climbed back up to 2000ft creating a conflict with other

traffic, a Montair Aviation Cessna 152 (C-GONQ) on a flight from Chilliwack, BC (CYCW) to Pitt Meadows, BC (CYPK).

RÉGION DE L'ATLANTIQUE

Un Sikorsky S-70 (H-60 Black Hawk) (G24585) exploité par le département de la Défense des États-Unis effectuant un vol VFR transfrontalier en provenance de Bangor (KBGR), ME, et à destination de Gagetown (CYCX), NB, n'est pas arrivé à CYCX à son heure d'arrivée prévue (ETA) à 1951Z. Une recherche par moyens de communications est entrée dans la phase de demande de renseignements (INREQ) avant que le pilote n'appelle à 2107Z pour aviser qu'il avait fermé son plan de vol (FP) avec ForeFlight sur un iPad. Aucun message d'arrivée n'a été reçu par l'entremise de ForeFlight.

RÉGION DU QUÉBEC

Un Cessna 172M (C-GWXV), exploité par l'École de pilotage Évolution, d'Ottawa/Gatineau (CYND), QC, à Ottawa/Gatineau (CYND), QC, a déclaré une urgence en raison d'un feu moteur. Moteur coupé. L'aéronef a atterri dans un champ près de Wendover, ON. Deux personnes à bord saines et sauvées.

En route vers Québec/Neuveville (CNV9), QC, un Cessna 150K, d'immatriculation privée, de Lachute (CSE4), QC, à Québec/Neuveville (CNV9), QC, a signalé de la fumée dans le poste de pilotage et demandé à se dérouter sur CSE4. Aucune urgence déclarée, mais le contrôleur de la circulation aérienne (ATC) a traité la situation comme étant urgente. L'aéronef a atterri sans encombre à CSE4 à 1815Z. Aucun impact.

Des recherches par moyens de communication ont été lancées concernant un Spitfire (G-IRTY), d'immatriculation britannique, qui devait suivre un plan de vol de Kuujuaq (CYVP), QC, à Schefferville (CYKL), QC, avec une heure d'arrivée prévue (ETA) de 1602Z.

RÉGION DE L'ONTARIO

Un Cessna 172S (C-GUBI), exploité par le Waterloo-Wellington Flying Club, de Kitchener/Waterloo (CYKF), ON, à Kitchener/Waterloo (CYKF), ON, a été visé par un laser vert à 2 NM au SE du Skyway Bridge. Aucun impact sur l'exploitation.

Un Cessna 172M (C-GMME) exploité par Rockcliffe Flying Club en provenance et à destination de l'aéroport d'Ottawa/Rockcliffe, ON (CYRO) a pénétré une zone contrôlée de classe C sans autorisation/contact radio et s'est trouvé en conflit avec un autre vol VFR. Le terminal a mis en application la résolution de conflit pour maintenir l'espacement.

RÉGION DES PRAIRIES ET DU NORD

Le 4 septembre 2019, les stations radio d'aérodrome communautaire (CARS) de

CYCY, CYKO et CYIK n'ont pas offert les services tels qu'ils sont publiés. NOTAM émis. Impact sur l'exploitation inconnu.

Un Cessna 172N (C-FZRO), exploité par Sky Wings Aviation Academy, de Red Deer Regional (CYQF), AB, à Red Deer Regional (CYQF), AB, est entré dans la zone et le circuit sans appel radio avec la station d'information de vol (FSS). Plusieurs aéronefs se trouvaient dans la zone. Lorsque la FSS a demandé qui était en base piste 35, le pilote a répondu et dit qu'il avait fait des appels radio sans obtenir de réponse. L'aéronef était en vent arrière côté piste par rapport à un autre aéronef aussi en phase vent arrière, avec un espacement latéral inférieur à 1/4 NM, et à la même altitude.

RÉGION DE PACIFIQUE

Un Eurocopter EC-120 (AIRR1), exploité par le gouvernement du Canada, Gen-

darmerie royale du Canada, d'Abbotsford (CYXX), BC, à Abbotsford (CYXX), BC, a signalé la présence de deux systèmes d'aéronef télépiloté (RPAS) qui évoluaient à l'extrémité nord du Pont-Lions Gate; l'un à 1 500 pi, et l'autre à 2 000 pi. Les deux étaient de couleur blanche.

L'équipage d'un Cessna 152 (C-FGDE) exploité par AAA Aviation effectuant un vol en provenance et à destination de Pitt Meadows, BC (CYPK) ne s'est pas maintenu à 12500 pieds conformément à la route du départ Birch. Le pilote a reçu une fois de plus l'instruction de se maintenir à 12500 pieds, ce qu'il a fait brièvement. L'aéronef est alors remonté à 22000 pieds, créant un conflit avec un autre aéronef, un Cessna 152 (C-GONQ) exploité par Montair Aviation effectuant un vol en provenance de Chilliwack, BC (CYCW) et à destination de Pitt Meadows, BC (CYPK). 🇨🇦



COPA VOUS INVITE À LIFT.

Une soirée à célébrer la liberté canadienne de voler.

VOTRE HÔTE :



Don Bell
Co-fondateur de WestJet

INVITÉ SPÉCIAL :



Col. Chris Hadfield
Astronaute et porte-parole de COPA

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

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

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

ENFORCEMENTS

QUEBEC REGION

A person operated a VFR aircraft in Class C airspace when they had not received clearance from the appropriate air traffic control unit before entering the airspace. (CAR 601.08(2), \$1,500)

A person conducted a take-off, approach or landing in an aircraft over a built-up areas in a manner that is likely to create a hazard to persons or property. The person also failed to make specified entries in the aircraft journey log. (CAR 602.12(2), \$750; CAR 605.94(1), \$750)

A person failed to operate an unmanned air vehicle in flight in accordance with a special flight operations certificate or an air operator certificate. (CAR 602.41, \$1,000)

A person signed a maintenance release in respect of a major modification on an aircraft when this major modification did not conform to the requirements of the relevant technical data. (CAR 571.06(1), Suspension 60 days)

ONTARIO REGION

A person failed to make specified entries in the aircraft journey log. (CAR 605.94(1), \$750)

PRAIRIE AND NORTHERN REGION

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

PACIFIC REGION

A person operating a VFR aircraft failed to establish two-way radio contact with the appropriate air traffic control unit before entering Class D airspace. (CAR 601.09(1), \$250)



A person signed a maintenance release in respect of work performed by another person and failed to personally observe the work to ensure performance in accordance with the requirements of applicable airworthiness standards. (CAR 571.11(6), \$750)

RÉGION DE QUÉBEC

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, 1 500 \$)

Une personne a effectué le décollage, l'approche ou l'atterrissage d'un aéronef au-dessus d'une zone bâtie d'une manière risquant de constituer un danger pour les personnes ou les biens. La personne a aussi omis de consigner les inscriptions requises dans le carnet de route de l'aéronef. (RAC 602.12(2), 750 \$; RAC 605.94(1), 750 \$)

Une personne a omis d'utiliser un véhicule aérien non habité conformément à un certificat d'opérations aériennes spécialisées ou à un certificat d'exploitation aérienne. (RAC 602.41, 1 000 \$)

Une personne a signé une certification après maintenance à l'égard d'une modification majeure exécutée sur

un aéronef alors que cette modification majeure n'était pas conforme aux exigences relatives aux données techniques pertinentes. (RAC 571.06(1), Suspension 60 jours)

RÉGION D'ONTARIO

Une personne a omis de consigner les inscriptions requises dans le carnet de route de l'aéronef. (RAC 605.94(1), 750 \$)

RÉGION PRAIRIE ET DU NORD

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 DU PACIFIQUE

Une personne a utilisé un aéronef VFR dans l'espace aérien de classe D sans avoir établi au préalable une communication bilatérale avec l'unité de contrôle de la circulation aérienne compétente. (RAC 601.09(1), 250 \$)


Une personne a signé une certification après maintenance à l'égard de travaux exécutés par une autre personne alors qu'elle n'avait pas elle-même observé les travaux dans la mesure nécessaire pour veiller à ce que leur exécution soit conforme aux exigences de toute norme de navigabilité applicable. (RAC 571.11(6), 750 \$)

SHARE YOUR 'ALL FOR FLIGHT' STORY

COPA members are incredible people, each with an equally incredible story to tell. As the largest aviation community in Canada, with members in every province and territory, we know that our members have stories about the inspiring things done, each and every day, to further the cause of general aviation; stories that deserve to be told. As part of COPA's All for Flight adoption, we are bringing new changes to many aspects of our organization.

One of these changes is a **NEW** feature in your magazine that profiles the passion and the commitment to our

industry and our hobby. We want to tell your story. Whether it is the story of a volunteer at the local flying club who goes above and beyond, or the story of introducing someone to general aviation for the first time, each one has the power to inspire others and to promote the Canadian freedom to fly that we all enjoy.


All for Flight stories should be 600 to 800 words long, 500 maximum in each language if bilingual, and include two or three high-resolution photos to accompany them. Submissions can be made in either English or French, and sent to steve@copaflight.ca. 

PARTAGEZ VOTRE HISTOIRE D' « À PLEIN CIEL »

Les membres de la COPA sont des gens incroyables, chacun avec son histoire tout aussi incroyable à raconter. En tant que plus grande association et communauté aéronautique au Canada comportant des membres dans chaque province et territoire, nous savons que nos membres ont des histoires quotidiennes inspirantes qui servent à avancer la cause de l'aviation générale. Des histoires qui méritent d'être racontées. En se drapant de notre nouveau à Plein Ciel / All for Flight de COPA, nous apportons de nouveaux changements à de nombreux aspects de notre organisation.

L'un de ces changements est une **NOUVELLE** rubrique dans votre maga-

zine qui présente un profil passionné de l'engagement envers notre industrie et notre passe-temps. Nous voulons raconter votre histoire. Qu'il s'agisse de l'histoire d'un bénévole du Club de vol local qui se dépasse, de l'histoire d'introduire quelqu'un à l'aviation générale pour la première fois, chacun a le pouvoir d'inspirer les autres et de promouvoir la liberté de vol du Canada dont nous jouissons tous.

Tous pour les histoires d'à Plein Ciel doivent comporter 600 à 800 mots, 500 maximum par langue si bilingue, et inclure deux ou trois photos haute résolution pour les accompagner. Les soumissions peuvent être faites en anglais ou en français, et envoyées à steve@copaflight.ca. 

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.

MENTORS BRING WISDOM

PLAY A ROLE IN SHAPING A YOUNG AVIATOR



would love to be able to say that I did it all on my own, that every obstacle was surpassed with no one holding my hand, but that would be a lie. The troubles I experienced were burdens sprinkled across the shoulders of many people: my family, my friends and my mentors. As in life, everyone has a different path in aviation. The road is filled with switchbacks. You'll blow a tire, run out of gas (a.k.a. money) and probably question yourself for choosing such an ambitious journey. When you get to the finish line, taking a moment to reflect on everything that has happened can be a surreal experience.

When thinking back to my own journey, what stands out most in my mind

are the people I met along the way. We have become the people we are today because of the time and effort that others have put into us. It's interesting to think that we are the product of thousands of teachings. I fly and think the way I do because of my mentors and the knowledge they passed down to me.

Everything we do in life is led by example. Informal and formal coaching has shaped the world we know today. Cultural traditions, skilled trades, survival techniques, and more, have been passed down through the ages. Aviation is no different. Mentors are an incredibly important part of developing the knowledge and skills of young pilots. Navigating through to achieving

▲ Author Anna '@pilotannie' Ruzinowski with her mentor, the late Mark McDermott.

your goals of becoming an airline pilot, corporate pilot, bush pilot, etc. can be overwhelming. Having a helping hand point you in the right direction is worth its weight in gold.

My greatest mentor, to whom I attribute a lot of my success, was a man by the name of Mark McDermott. We met at SOSA gliding club in Ontario and he instantly took me under his wing. I can say, without a doubt, that if it were not for him, I would not be flying today. His support and passion helped me through some of my most

challenging times. Last month we lost Mark to a battle with cancer. The world feels empty with one of my biggest support systems gone, but with this deep feeling of loss I have learned the importance of our bond. I look forward to the day when I can be a form of support and encouragement for another young pilot like myself.

When I first began flying, I had this obsession with aviation families. I thought it would be so amazing to come from a family of aviators, with their amazing stories and history. Now that I'm a little older I look at things differently. The Wright brothers are not my blood relatives but the things they learned on that beach in North Carolina have trickled down a long list of pilots and made their way to me. Knowledge passed down through the ages is even more valuable than the blood passed through generations.

Mentoring gives you the opportunity to not only impact someone's life but history itself. Becoming a mentor is a way for you to make your mark on aviation history as we enter this new and challenging time. It will be very difficult to meet the increasing demands of the aviation industry without increased participation by skilled professionals. I encourage you all to reach out to those around you. Whether you are heading out solo and need a buddy, or working on a project in your hangar and can use some company, sharing your time and experience can greatly impact the path of a young mind.

As a mentor, you will have the opportunity to help young people in aviation and aerospace. You can enhance your interpersonal, leadership and communication skills. You can increase your feeling of connection to your colleagues, build new professional rela-

tionships and share your knowledge. Best of all, you will be rewarded with a sense of achievement when your mentee succeeds. With programs set up by organizations like the Northern Lights Aero Foundation and Elevate, you can get involved and be paired up with a young woman in need of coaching. Or alternatively you can reach out to your local flight school or flying club and see if there is a way for you to get involved. I also encourage new pilots to do the same. Spending time at the airport is a great way of networking and meeting people who may have the knowledge to help you with your career aspirations.

Please feel free to contact me with your stories of how a mentor impacted your life. ✉️

✉️ aviatrixannie@gmail.com
 📷 @pilotannie
 🐦 #allforflight



COPA INVITES YOU TO LIFT.

An evening spent celebrating the Canadian freedom to fly.



HOSTED BY:



Don Bell
Co-founder of WestJet

WITH SPECIAL GUEST:



Col. Chris Hadfield
Astronaut & COPA spokesperson

**Fine Dining • Live Entertainment • Silent Auction
 October 3rd, 2019 • Telus Spark Centre, Calgary**

All proceeds from the 1st annual Flight Safety Foundation Gala will support the Flight Safety Foundation, a critical fund that supports aviation opportunities across Canada.

For more information: www.copanational.org/lift-gala or Kirsten at: kmann@copanational.org

NEW NOTAM FORMAT

CANADA ADOPTS ICAO STANDARD



Nav Canada has just announced the new NOTAM format to be in effect in Canada by October 2019.

What is the impact on the private pilot, or COPA members? Maybe not much, but then again, we just might see an improvement. Some of our readers will remember the feature published by COPA in July 2018 about an airshow where both the Snowbirds and the CF-188 routines were significantly disrupted when numerous incursions occurred in the protected airspace due to many local pilots ignoring or being unaware of NOTAMS issued to that effect.

Subsequent to that event, COPA met with Nav Canada to discuss how improvements could be brought about. The pilots involved in these airspace incursions were not aware of the NOTAMs, or did not understand them well enough. Anyone who has filed a flight plan in the last few years, be it VFR or IFR, and requested the NOTAMs, was typically faced with a list of several dozen NOTAMs, few of them really relevant to the flight. This issue was discussed at the time. Nav Canada had already recognized the problem and informed COPA that a transition to the ICAO NOTAM format was in development with a forecasted implementation

date of Fall 2019. COPA then deemed it appropriate to wait for the proper moment to publish comments on this new development.

The major impact of the introduction of this new NOTAM format will be on Nav Canada personnel as to their procedures to prepare and publish NOTAMs. From a pilot's perspective, the ICAO NOTAM format will not change much as far as obtaining said NOTAMs and reading and understanding their content. This content will present the same information as usual and in relatively the same format, although some improvement might be expected in clarity of the information.

The major, or significant, difference will be how this new format allows

"COPA WELCOMES THIS CHANGE IN NAV CANADA'S APPROACH TO PUBLISHING NOTAMS."

for better, more precise classification/categorization of the NOTAMs within the Nav Canada system and enable a better selection of appropriate and relevant NOTAMs by the system, in response to a pilot's request. In other words, gone is the list of 10 or 12 pages of NOTAMs; all valid they may be, but most of them irrelevant to my flight.

COPA welcomes this change in Nav Canada's approach to publishing NOTAMs and sincerely hopes that the anticipated benefits to pilots will manifest themselves quickly and be recognized by our members as a welcome improvement to Nav Canada's already good quality of service. ✈️

NOUVEAU FORMAT NOTAM LE CANADA ADOPTE LA NORME DE L'OACI

Nav Canada a récemment annoncé que le nouveau format OACI pour les NOTAMs deviendra effectif en octobre 2019. Quel en sera l'impact pour les pilotes privés, ou pour les membres de COPA ? Peut-être très minime, mais par contre, nous bénéficierons peut-être d'une amélioration intéressante. Certains d'entre nous se rappellerons l'article publié par COPA en juillet 2018 concernant un spectacle aérien alors que les prestations des Snowbirds et du CF-188 ont été impactées de façon majeure lorsque plusieurs incursions dans l'espace aérien protégé sont survenues à cause de plusieurs pilotes locaux ignorant ou n'étant pas au courant des NOTAMs en vigueur.

À la suite de cet événement, COPA a rencontré Nav Canada pour explorer les possibilités d'améliorations dans ce domaine. Les pilotes responsables de ces incursions n'étaient pas au courant de ces NOTAMs, ou ne les comprenaient pas suffisamment bien. Quiconque a déposé un plan de vol, VFR ou IFR, dans les dernières années et demandait les NOTAMs se retrouvait typiquement avec une liste de plusieurs douzaines de NOTAMs dont très peu concernaient le vol envisagé. Ce problème fût discuté lors de cette rencontre. Nav Canada avait déjà identifié le problème et informa COPA qu'une transition au format OACI pour les NOTAMs était en développement avec une date de déploiement prévue pour l'automne

2019. COPA jugea alors préférable d'attendre le moment propice pour publier des commentaires sur ce nouveau développement.

L'impact majeur associé à l'introduction de ce nouveau format pour les NOTAMs sera auprès du personnel de Nav Canada vis-à-vis leurs procédures pour préparer et publier les NOTAMs. Du point de vue du pilote, le format OACI pour les NOTAMs ne changera que très peu en ce qui concerne l'obtention des NOTAMs ainsi que leur lecture et leur interprétation. Le contenu présentera l'information habituelle et relativement dans le même format, quoiqu'une certaine amélioration potentielle dans la clarté de l'information pourrait y apparaître.

La différence majeure, ou importante, réside dans le fait que ce nouveau format permettra une meilleure classification/catégorisation des NOTAMs

« COPA CÉLÈBRE
CE CHANGEMENT
DANS L'APPROCHE DE
NAV CANADA POUR
LA PUBLICATION DES
NOTAMs. »

dans le système de Nav Canada et supportera une sélection plus précise, par le système, des NOTAMs appropriés à la demande d'un pilote. En d'autres mots, nous ne devrions plus recevoir ces listes de dix ou douze pages de NOTAMs, tous valides soit, mais en grande majorité non applicables au vol en question.

COPA célèbre ce changement dans l'approche de Nav Canada pour la publication des NOTAMs et espère sincèrement que les bénéfices anticipés pour les pilotes seront disponibles rapidement et seront perçus par nos membres comme étant une amélioration importante aux services de Nav Canada, lesquels sont déjà de haute qualité. ✈️

Waterloo Wellington Flight Centre

The Skills You Need — The School You Want



Photo by Mike Reyno

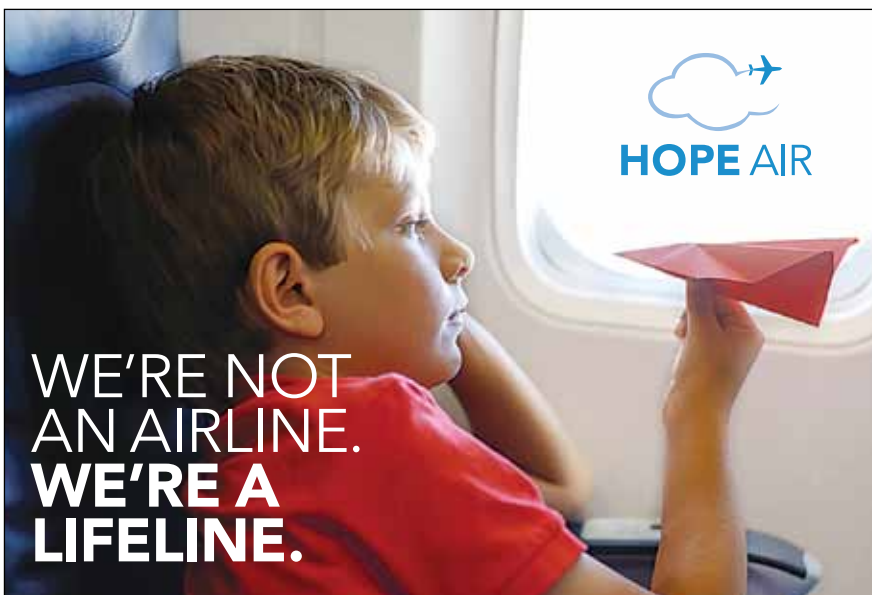
Strong **education** and **industry partnerships**, give our graduates a **competitive edge** and the **skills** needed to fly in jobs across Canada.

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

Partnered with:  **CONESTOGA**
Connect Life and Learning

 **UNIVERSITY OF WATERLOO**

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



**WE'RE NOT
AN AIRLINE.
WE'RE A
LIFELINE.**

HOPE AIR provides Canadians in financial need with free travel to medical care far from home. Your donation allows patients to focus on what's important: their health.

To learn more and to donate, visit hopeair.ca

ELECTRONIC FUEL SENDERS

NEW TECHNOLOGY DECREASES FUEL STARVATION ACCIDENTS



Fuel is a necessary component of every flight. Fuel management systems are composed of gauges, wiring, fuel sensors, transducers, fuel totalizers, and graphic engine monitors. Older aircraft have simple fuel float sensors delivering an analog signal to a gauge. If the existing fuel sensors are not operating smoothly, you may experience erratic behaviors such as the gauges not changing when fuel is added. During flight training, we're taught not to trust the fuel gauges, rather to do time, distance and fuel flow calculations to determine fuel remaining (simplified with the invention of the E6B flight computer).

Fuel totalizers from companies like Hoskins, Shadin and Garmin, combined with transducers, use mathematical algorithms and, together with the initial fuel setting, calculate and display a number of fuel-related parameters including fuel flow, fuel used, fuel remaining, endurance, rate of consumption and fuel to destination. They tend to be extremely accurate, based upon the initial setup being correct. Fuel totalizers are a fuel flow measuring system and not a quantity sensing device. A visual inspection and positive determination of the usable fuel in the fuel tanks is necessary before every flight, with available fuel manually entered into the totalizer.

Typical fuel quantity sensors (senders) are resistance- or capacitive-based, using a float, arm and winding to send an analog signal to a gauge in the cockpit. These analog gauges provide a relative needle-based fuel quality, typically one gauge or needle for each fuel tank. Over time, the sensitivity and accuracy of the senders change, requiring the senders to be overhauled or replaced. CiES Inc. and Electronics

Advances in digital technology and miniaturization of electronics allow for much more accurate fuel quantity measurements.

International (EI) have created new fuel sender technology designed to change the fuel starvation paradigm.

CiES began development of a certified electronic fuel quantity sender in 2010, which Cirrus has been using since April of 2012. Their patented magnetic field fuel quantity measurement technology (anisotropic magneto resistive, or AMR) utilizes a non-contact fuel measurement principle that allows for an intrinsically safe device in the aircraft's fuel tanks. The digital sender eliminates all electrical contact within the fuel tank and the hazards associated with electricity in the fuel tank. Their fuel quantity senders operate on a different principle than traditional float senders in that they measure the direction of a generated magnetic field at the pivot point of the float arm rotor assembly. Inside the body of the sender, and not in contact with the fuel, is a precision electronic device that is sensitive to the magnetic field's direction. It is essentially a compass that points to north, where north is the fuel float. Utilizing magneto resistance is more stable and accurate than legacy floats, especially as the senders age. By measuring a magnetic field, precision is maintained throughout the life of the sender; mechanical slop, vibration or misalignment have no bearing on the accuracy of the measurement. The concept is that no matter how you jostle an electronic compass, north is always

north. The fuel quantity sender should last the life of the aircraft, delivering a maintenance-free system.

CiES fuel senders support both digital and analog fuel. For aircraft with analog gauges, CiES may be able to support the gauge.

"We have seen a complete positive change in fuel accidents in aircraft fleets after installing our equipment where fuel accidents drop to zero levels," states Scott Philbin, founder and president of CiES. "Fuel totalizers, in contrast, did not change the same statistic and fuel accidents remained at the same level of occurrence. CiES's digital system provides a single point of truth, and if they were incorporated with fuel range rings as seen in primary flight displays, should reduce the number of fuel starvation incidents."

CiES's fuel senders cost U\$435 (digital output only) and U\$495 (digital and analog output). Shipping and installation is extra, and each require approximately four to six hours of shop labour to install, depending on the aircraft. Many Cessna types require less than four hours, while Piper Cherokees require their tanks to be removed in order to access the senders. Installation time may be increased if new wiring is required. Many legacy senders use a single wire, while CiES's requires two. Overhauling legacy resistive or capacitive senders range from U\$200 to U\$250, while a new sender is U\$300,

plus shipping and labour. Overhauling a fuel sender does not guarantee that it will not require overhaul a few years later. CiES fuel senders have a 90,000 hour mean time between failure and have a lifetime warranty.

Aerospace Logic of Stony Creek, Ontario, has been manufacturing flight instruments designed to replace legacy gauges since 1999. Their FL20x fuel gauges support either analog or digital fuel senders for one to six fuel tanks, displaying fuel both as a vertical bar and numerical quantity. Their unique sunlight-readable TFT screen gets brighter as the sunlight intensity increases. The gauge fits a 2-1/4-inch hole and may be set to U.S. gallons or litres, and range in price from U\$565 to U\$1,293, plus shipping and installation. With over 450 flight instrument models, Aerospace Logic builds their instruments on a just-in-time basis, one instrument at a time. The FL20xD model is designed to be paired with CiES digital fuel senders.

Digital fuel senders, when integrated with digital fuel gauges and fuel totalizers, create an end-to-end fuel management system, allowing concerns about fuel to destination to become a thing of the past. A fuel totalizer's computations are based upon the pilot correctly entering the starting fuel and ensuring that the aircraft is properly fueled. With a digital fuel system, fuel exhaustion resulting in a Gimli Glider scenario should become a thing of the past. ✈️



ABS Academy Maintenance Training Graduate



General Aviation Maintenance

STC Product Installation

Avionic Upgrades Available

**Altimeter, Transponder,
Mode C & S, ADS-B Recertification**

Reliable and Dependable Service Since 1964 / Under New Ownership

1(705) 687-4343 • info@lakecentral.com

1016 Sabre Lane • Muskoka Airport (CYQA) • Gravenhurst, ON • P1P 1R1

www.lakecentral.com

FLOATPLANE



A white floatplane with blue stripes is parked on a sandy beach. The plane is viewed from a low angle, showing its fuselage and windows. The background is a cloudy sky and some greenery. A person's legs in brown pants and boots are visible in the foreground on the left.

FLOATPLANE FLYING

IN NORTHERN ONTARIO

IT DOESN'T GET MUCH BETTER THAN THIS

Photos and text by Andrew McNamara

It was a beautiful autumn day in October when my dog Maverick and I headed up north on a camping trip in my Cessna 180. The plan was to explore two new spots I found using Google Earth that looked like prime camping locations, both in northern Ontario

I was joined by a friend in his PA-12 for the first few days of the trip. It wasn't long after arriving at the first location that we had the foldable boat set up and our lines in the water. Maverick, being the expert angler he is, kept his eyes on the tip of the rod waiting for any sign of a fish. The moment there's a hit on the line, fish or snag, Maverick's tail starts going a mile a minute while squealing in excitement as I reel in the fish (or snag).

After a few hours of fishing we had a stringer full of pike and headed back to camp to set up the tents and build a fire ring. It took us a while to collect enough rocks to build an adequate fire ring for cooking a rack of ribs. We were still full from Thanksgiving meals, so we decided to bring the pike back to the city.

We sat out on a bugless evening eating the campfire-grilled ribs for hours as the sun set and the stars came out. Without the sunshine you could really feel the October chill. After putting our bear-proof cooler 50 metres downwind and tying up other animal attractants in a tree, it was time to retire for the evening to the warmth of the tents and sleeping bags and, in my case, an additional furry golden retriever blanket.



I woke up in the middle of the night to Maverick sitting on high alert, and I read his low guttural growling loud and clear — there was something out there. He was looking off into the distance and, in that direction, I heard heavy footsteps slowly breaking loose twigs on the ground. After 10 seconds, there were more footsteps and broken twigs. It sounded like it was coming from about 20 metres away but getting closer at a very slow, cautious pace. Finally, the culprit was close enough to see the outline of a black bear, now about five metres away. At that moment, Maverick leaped at the bear. As Maverick rammed into, and bounced off of, the side of the see-through meshed tent, the bear scurried away.

As someone who is always diligent to the point of paranoia about tying food in trees downwind and using bear-proof coolers, I was confused as to why the bear was approaching the tent. After thinking about it all night, I still couldn't figure it out. The bear was coming from downwind, between the tent and the cooler and food. Had I accidentally left something out? It turns out that I did; Maverick's toothpaste,

which smells very strongly of peanut butter. The toothpaste was on the ground outside the tent.

After that eventful evening, it was time for Ron and me to part ways. The first few days of the trip were unusually hot for late autumn, but now the air was becoming unstable with a strong, chilling wind. After an uneventful takeoff, I had a bumpy flight northward and easily found the beautiful beach on this remote lake I was aiming for.

After beaching the plane, I started setting up the tent and building a fire ring. These are always the first two things I do at a new location, especially with a cold front coming in. The previous day was nice enough to be swimming in the water and drying off in the sun. At this second spot, which was several hundred kilometres north, it was much colder and only Maverick was crazy enough to swim.

As we walked through the dense bush in the surrounding area, there was an abundance of game trails and therefore scents for Maverick to sniff and follow along. We came across some heavily trafficked game trail intersections

that had moose and black bear tracks. As we followed the moose prints, we came across a swampy beaver pond, with many trails down towards the water where there were big moose bedding areas with fresh scat around. We never got a chance to see a moose on this hike, as the rain started coming down and we headed back to camp for the night.

The next morning was foggy — so thick, even the top of the plane was barely visible from the other side of the beach. The fog was not surprising as the temperatures went back down to the norm for a late autumn day in northern Ontario. After building a fire to warm up, I boiled some water and made some hot chocolate. This gave me the energy I needed to set up the boat and get out on the water to see what kind of fish were in the lake.

It wasn't long after we got on the calm water with a thick layer of fog a metre or two above our heads that we pulled in our first catch — walleye. I circled around the same spot for an hour or two and caught my limit. This time, I wasn't saving the fish to pickle later, so I headed back to camp for



a shore lunch. Nothing quite warms you up like another hot chocolate and walleye cheeks.

The rest of the day was spent unsuccessfully trying to photograph those moose that Maverick and I were onto earlier. I like to blame Maverick's quadrupedal gait when I'm unable to spot wildlife with him around; the rhythm of his walking pattern is too similar to a wolf. As the day turned to evening, the temperature continued to drop. Maverick and I got in the tent when it was time for bed, but I decided to get out of the tent again to make sure Maverick's toothbrush wasn't around. The last thing I wanted was a moose charging the tent.

When I opened the tent Maverick decided to run out and go for a swim. One of the most difficult things about camping with a dog that swims all day is getting him dry for the night so that they don't develop hotspots. In this case, with temperatures dropping below zero overnight, him being wet was not only a worry for hotspots, but it would be hard for him to keep warm.

Sure enough, despite my best efforts to dry him, at around midnight he started shivering like crazy. Even

if I put all my clothes around him and opened up my sleeping bag and put it partially over him, he was still shivering. I ended up getting all the rocks from the fire ring into the tent wrapped them in towels, and surrounding him with them. It worked.

I woke up the next morning to snow on the ground, which is when I decided that I should probably cut the trip short and head home. Maverick seemed to have learned his lesson about swimming in the cold because it's the first morning he didn't run right into the water. My focus was mostly on the plane at this point — it was covered in ice. It took me hours to de-ice the plane. I started with my fingers but eventually that began to hurt, so I used a credit card which worked quite well. My next issue was my manual flaps — they were frozen and immobile. I considered just taking off anyway, as I could get off the water and land without them, but the cloud layer was another issue. I decided to wait until the early afternoon which I estimated would be the warmest part of the day.

As the day went on, the clouds lifted a little bit, but not significantly. There

▲ (Opposite page) LEFT: Dining well in the bush. R: The author and Maverick. (This page) TOP LEFT: A catch of walleye. BOTTOM LEFT: Cold mornings. ABOVE: Autumn colours frame the HA12.

was still a low level overcast, but high enough to make it back home. But my flaps were still frozen, so over the next hour or so I kept trying to wiggle them free, and on the fifth or sixth attempt they budged and I was able to move them into all positions. I set the flaps to 20° and fired up the plane to leave the beach. As I went to put my rudders down, I realized I had yet another issue; my rudders were frozen in the up position. This was resolved a few minutes later by again repeatedly trying to lower the rudders into the water, which eventually budged free and started behaving.

After an uneventful flight home, I reflected on the trip and made a note of all the little lessons I learned about flying, camping, wildlife and dogs. Every trip is an adventure and there are always more to be explored, and more to learn. Next time, however, maybe I won't quite go as far north in late October. 🐾

EXPERIENCING NIAGARA'S HOSPITALITY

LAST-MINUTE DESTINATION CHANGE WAS REWARDING

BY LAUREN NAGLE



While I like to think of myself as someone who is organised and plans ahead, I did not have all of the details ironed out when I set out for a Canada Day flight to Niagara Falls this summer. Determined to use my PPL to get to a new corner of our beautiful nation, I started planning a trip from Montreal to Saint John, New Brunswick, which I heard had a fantastic New Year's Eve-style celebration for the nation's birthday. The camping and transportation reservations were made, an itinerary was constructed and the flight plan was prepared well in advance. In the week leading up to the trip, I kept an eye on the weather and naively thought, "There's no way it can rain for five days straight." Unfortunately, I couldn't have been more wrong.

About a day and a half before the planned departure I had to be honest with myself about the lack of VFR on route; even if I could get there, there was

no way I would be back in time for work on Tuesday. My co-pilot and I discussed other options and decided to go in the exact opposite direction towards Niagara Falls, which we were certain would also have a good show. The planning for the trip focused on the flying as I was confident we could sort out the other details once we arrived, plus, I don't like surprises when I'm in the air.

The morning of our departure our camping gear was thrown in the back, the fuel tanks were topped up and the granola bars were stashed within arm's reach. We took off from the Saint-Mathieu de Beloeil airport (CSB3) south of Montreal around noon and arrived at Kingston airport (CYGK) about two hours later for fuel and a lunch break. Inside the flying club was a small group of pilots who quickly let us know that we were parked in the wrong area and recommended a better spot to put the

▲ A view of Niagara Falls only a privileged few ever get to enjoy.

plane. Before we could even get back to the plane to start pushing, the ramp attendants had it hooked up to a truck that easily guided it into the correct place; great service to say the least. Once back inside, we chatted with the pilots (in English and French, which was neat) and snacked on our sandwiches. Before long, it was time to get going so we waved goodbye and went on our way.

The remainder of the flight took us past downtown Toronto and along the lakeshore to the Niagara airport (CYSN). It was immediately evident that the flight service specialist at St. Catherine's radio was highly skilled as he advised three aircraft coming in simultaneously while maintaining a very pleasant demeanour. We taxied off the runway and parked in front of

St. Catherine's Flying Club mid-afternoon, happy to stretch our legs and figure out a plan for the weekend.

At the desk of the flying club we met Paula, who took in our story: "Yes, we have camping gear, no, we don't have a camping site, no we don't have access to a car and yes, we need help." Flight instructor Sarah, who overheard our conversation, offered to let us pitch a tent at her house, a short drive from the airport. While discussing the possibility of her kind offer, Mike, the manager at the flying club, came in and let us know that there would be bathrooms open overnight at the terminal so we were welcome to camp on the flying club property. A trio of trees on the lawn ended up forming a perfect nest around our tent within sight of our

plane, an ideal camping spot.

Over the next couple days we got to know Mike and some of the members of the St. Catherine's Flying Club better, taking their advice on things to do and see. Mike was even so kind as to drive us to one of our local excursions and another day offered to let us borrow his car for a much needed Tim Hortons run. In addition to the hospitality provided by the club, we were offered a tour of the St. Catherine's tower by Brian, a flight service specialist. This was an awesome experience, getting to look at the new and old equipment being put to good use, and seeing the well-developed multi-tasking required for the job. The next day, when we took off, we got a personalized send-off from the FSS as well.

They say the best adventures you have are the unplanned ones and in a sense this was very true about this little trip down to the Niagara region. The only things that match the stunning aerial view of Niagara Falls are the wonderful experiences and the good friends I made on this journey, spontaneous as it was. Anyone who has been flying for some time knows about the famous aviation hospitality. When I asked Mike what motivated him to assist us so much, he said, "I've received so much help from others during my flying that I figure I better pay it forward."

If we all operate with this mindset, aviation is bound to remain one of the best clubs in the world to be a part of. It's All for Flight. 🛩️

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

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



Liability Insurance for COPA Members!

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

Benefits of the program include:

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

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

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

Assurance Responsabilité pour les membres de la COPA!

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

Les avantages du programme incluent entre autres:

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

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

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



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



THE LURE OF THE NORTH

A LAND OF INCREDIBLE BEAUTY AWAITS THE ADVENTUROUS
STORY AND PHOTOS BY BERNARD GERVAIS

For some reason, the compass in my aircraft points north. Almost always north. Sometimes east, sometimes west. South only to return, never for the departure leg. North. Something about the wilderness, the freedom and the vastness of our land, most probably being able to be off the grid and actually thinking that I may be someplace where no human has set foot, like our old bush pilots who went about with maps that said ‘uncharted territory’ more often than not. And I like the cold — I’m not really keen on being in the sun or someplace hot.

Back in late April of this year, I met Susan Wright (of North-Wright Airways) in Yellowknife who told me about a get-together happening a little later, in July, called Touch Down in the 1920s, in Norman Wells, Northwest Territories. I will shamelessly admit I had to look on the web as to where Norman Wells was. This event combined the North, the wilderness, vintage aircraft and bush-pilot nostalgia, a bit of a party, and a place I’d never been to. I had to go.

I called COPA’s northern in-house expert, our Alberta and N.W.T. director Bram Tilroe, who knows just about everyone north (and possibly south) of the 60th parallel. In no time, everything is booked for that weekend; we’ll be flying over there with our spouses in Bram’s Piper Dakota. I thought of flying there myself, but it would have been a weather-dependent, 30-hour flight. I still had a day job I need to get back to.

We left Edmonton mid-morning, ready for the seven-hour flight. Known by every controller in the area, Bram was asked by someone from Terminal if he was headed for the North Pole, which



seemed normal for Bram to be doing so. I and the two ladies were treated to the grand tour of Northern Alberta and the N.W.T., with ample stories and anecdotes of early flying and aviation development in the area. Then we made a fuel stop in Hay River (CYHY).

We skirted around a few towns, bridges and then proceeded, flying low and slow above the majestic McKenzie River, at 4,241 km the longest in Canada. The most impressive portion for me was seeing the pristine lakes surrounded by mountains, just calling out to the float plane pilot in me to come in for a water landing, turn off the engine and take it all in: the water, the land and the sky.

I had to catch up and learn a lot more about this place Norman Wells, which can only be accessed by air, boat or on the winter road when everything freezes over. In fact, I must admit that I knew very little of the N.W.T. and this northern portion of our country, which is still relatively young compared to the south and the east. I was truly in

▲ Little Doctor Lake, just east of Nahanni National Park Reserve in the Northwest Territories.

discovery mode. I saw oil wells in the middle of the McKenzie River and learned that they have been there for a century.

We got to our destination (CYVQ) and it was literally the furthest north I had ever gone. In early July, the sun still shines for a long time. With very little sleep due to all this light at this wonderful place where canoers from around the world gather to get air-lifted to various rivers by North-Wright Airways, the wake-up call came early.

The next day allowed us to discover the area and take a tour of the local museum, which is sort of a pilgrimage if you have come this far. On the shore of D.O.T. Lake, where we were lodged and where the gathering took place, long-time COPA member and founder of North-Wright Airways, Warren Wright also gave us a tour of his mu-



NORTHERN OIL RUSH



Imperial Oil ramped up oil production at their Norman Wells fields to serve the needs of fuel-hungry Alaska during the Second World War. A Canadian-authorized war-time construction project, the Canol Pipeline, was started by the U.S. Army in 1942 and finished by civilian contractors in 1943.

The four-inch diameter pipe was designed to bring around 475 cubic metres (3000 barrels) of oil per day from the Norman Wells oilfields through the 2,600 kilometre pipeline to a refinery in Whitehorse that the Americans had brought in from Texas. From there, the refined products were destined for Fairbanks, Alaska to add a safe supply should the Japanese invade the American territory.

The total cost of the project, in 1944 dollars, was \$134 million. The refinery was shut down the following year, and the U.S. military considered it a failure due to the excessive amount of money spent and the number of personnel required, both resources they determined would have been better deployed elsewhere.

seum, where he keeps aviation-related material, from oil cans to entire buildings. The event was also an opportunity to celebrate Wright's birthday and enjoy a 1920s-themed party with friends and family, including lifetime COPA member and new North-Wright Air president, Travis Wright and his wife Susan, the one who had invited me here.

Out there in the wild I also got to meet three great young pilots, all COPA members, from Alberta. The three of them were in two aircraft (probably with compasses similar to mine that always point north).

Other than being part of the celebration, what were these guys doing? Just living the dream. They were on vaca-

▲ TOP: North-Wright Air founder Warren Wright in his Bellanca. See eFlight post of July 2, 2019 for aircraft details. ABOVE: From left to right: Alexander Miles and David Edgeworth, both medical students at the University of Alberta, and Dominic Michaud on the right, a professional engineer.

tion; this event was one destination, they planned to also go further up, to Shingle Point, to visit some DEW line sites and possibly Sachs Harbour (CYSY), on Banks Island. As they may read this, I would invite them to tell us their story. I would also invite all of you to discover our country and safely take to the skies because, as you know, we are ALL FOR FLIGHT! 🛩️

REGIONS BRITISH COLUMBIA

COPA RECEIVES FUND DONATION BC HANGAR OWNERS GROUP EXPRESSES APPRECIATION



It was a beautiful day in Victoria, British Columbia on August 25, made even more enjoyable when a group of hangar owners made a \$2,000 donation to COPA's Freedom to Fly Fund.

Presenting the cheque to COPA B.C. and Yukon director David Black (l) were Glen Logan (r), president of Northside Hangar Ltd., and Rob Prior (c), the organization's secretary-treasurer.

As many of you will recall, in 2018 hangar owners across B.C. were shocked to receive property tax assessments from BC Assessment, the provincial property assessment agency, that significantly raised the assessed value of their hangar properties over previous years' levels, which resulted in a large increase in their annual property taxes.

Using resources from the Freedom To Fly Fund, COPA responded on behalf of its members by assembling a legal team consisting of experts in real estate law and property valuations to commence a class-action appeal of the assessments. After an almost year-long process, those appeals were concluded with significant reductions in the original 2018 property assessments, as well as the bigger, precedent-setting determinations that BC Assessment will factor in when considering future years' hangar assessments.

In a show of appreciation, one small group of hangar owners at Victoria airport (CYJJ), who together comprise Northside Hangar Ltd., donated \$2,000 to COPA to help replenish the Freedom To Fly Fund.

"The owners appreciated the support that COPA gave us in the appeal against BC Assessment," Rob Prior, a spokesman for the group, told COPA Flight. "We're happy to make this donation in hopes that others may benefit." Prior went on to say, "The appeal wouldn't have been successful without the benefit of an organization like COPA to offer their resources in support of the individual hangar owners."

Carter Mann, COPA's Director of Government Affairs, said in a statement to COPA Flight, "COPA was pleased to be able to lead a successful class effort to appeal unreasonable property assessments on behalf of our hangar-owning members across British Columbia. We will continue to seek opportunities to advocate for our members to ensure that our freedom to fly remains protected." ✈️

PHOTO CREDIT: STEVE DRINKWATER

3-2-1 OFFER

- 3 MONTHS FREE**
of SiriusXM Weather & Entertainment on Garmin GDL™ 51/51R and 52/52R
- 2 HUNDRED DOLLAR REBATE**
on Garmin GDL™ 51/51R and 52/52R
- 1 YEAR COPA MEMBERSHIP**
with purchase and activation of Garmin GDL™ 51/51R and 52/52R

Learn more at: siriusxm.ca/aviation



Conditions apply. See offer details.

UN RENDEZ-VOUS AÉRIEN À SAVEUR TOURISTIQUE

DES PILOTES CONVERGENT À TROIS-RIVIÈRES

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



Le 13 juillet dernier, il fallait une excellente raison pour ne pas prendre part au RVA organisé par l'Association des pilotes de la Mauricie (Club COPA 52) à l'aéroport de Trois-Rivières, QC (CYRQ). L'évènement, mis sur pied par des membres de cette association locale, a permis de découvrir de nombreux attraits touristiques et historiques de la ville de Trois-Rivières. Pour l'occasion, des dizaines de pilotes de plusieurs régions (Montérégie, Estrie, Québec, etc.) ont pris part aux différentes activités.

En matinée, le comité d'accueil remettait aux participants une « trousse du visiteur » dans laquelle se trouvait de l'information pertinente sur l'aéroport, le déroulement de la journée ainsi que des rabais utilisables auprès de commerçants locaux (taxi, restaurants, hôtel). Un quiz amenait les gens à visiter les entreprises de l'aéroport afin d'aller à la rencontre de ceux et celles qui étaient présents sur place pour la journée. De belles rencontres ont eu lieu.

Après le dîner barbecue offert aux gens sur le site, ces derniers étaient pris en charge par Jean Bergeron, guide touristique de la région de Trois-Rivières. Un autobus amenait les aviateurs et leurs passagers vers le centre-ville, tout en prenant soin de transiter par le parc industriel, en plein essor dans le secteur près de l'aéroport. Une fois rendus dans le quartier historique de Trois-Rivières, une visite personnalisée s'est amorcée dans le cœur de la ville afin de découvrir l'histoire passionnante de cette municipalité fondée en 1634.

Au cours de la visite dans le secteur historique, les « découvreurs » ont déambulé dans les rues afin d'observer les nombreux joyaux qui occupent les berges de ce secteur du fleuve St-Laurent, sous les explications judicieuses du guide touristique. Comble de bonheur, nous avons eu la chance de croiser des soldats de la milice de Trois-Rivières, permettant de tenir des discussions fort intéressantes sur la réalité des militaires de l'époque.

Pour compléter la journée, quoi de mieux que de faire le plein chez les restaurateurs de Trois-Rivières qui se sont joints aux organisateurs pour offrir une journée inoubliable aux participants. Un feu de camp et un camping sous l'aile étaient également proposés dans un espace adjacent à l'aéroport pour clore cette journée mémorable.

Un grand merci aux membres du Club COPA 52 d'avoir organisé une si belle journée. Nous avons déjà hâte à la prochaine édition ! 🍷

TRUC

Une entente a été conclue avec une entreprise locale de taxi pour les pilotes désirant se rendre à Trois-Rivières. Pour 25 \$, on vous amènera à votre destination dans la ville. Pour en bénéficier, contactez Coop Taxi au 819-378-5444. D'autres ententes seront bientôt annoncées, car la municipalité désire utiliser l'aéroport comme tremplin touristique. Profitez-en !

PILOTS CONVERGE AT TROIS-RIVIÈRES, QUEBEC FLY-IN COMBINED WITH A CITY TOUR



Take Command of your Future
Learn everything you need to know about flying... from the ground up.

From the Ground Up
Your Foundation

Flight Test Notes
Canadian Commercial Pilot
Instrument Procedures Manual
Exam Preparation

Flying Beyond
Instrument Procedures Manual
Career Consolidation

Follow us @



 aviationpublishers.com

AVIATION PUBLISHERS

You would have needed a good reason not to have attended the fly-in last July 13 at the Trois-Rivières airport (CYRQ), organized by COPA Flight 52 - The Association des Pilotes de la Maurice. The event showcased many of the city's tourist attractions and historical sites, and attracted dozens of pilots from Montérégie, Estrie and Québec, among other places.

In the morning, the welcoming committee gave the participants a visitor's kit containing relevant information about the airport, the day's activities as well as discounts available from local merchants (taxis, restaurants, hotel, etc.). A quiz led people to visit various airport-based businesses so they could meet those who were there for the day. Friendly encounters were had.

After the barbecue dinner, the visitors were taken by tour guide Jean Bergeron on a tour of the Trois-Rivières region. A bus brought the pilots and their passengers to the city centre, while taking care to transit through the booming industrial park near the airport. Once in the historic district of Trois-Rivières, a personalized tour began in the heart of the city to discover the fascinating history of this municipality, founded in 1634.

During the visit to the historic sector, the 'explorers' wandered the streets to

observe the many points of interest that occupy the banks of this sector of the St. Lawrence River, enjoying the knowledgeable explanations by the knowledgeable tourist guide. Added to that, we had the chance to meet soldiers from the Trois-Rivières militia, allowing us to hold very interesting discussions on the military reality of the era.

To complete the day, what better way to satisfy our appetites than to dine at the restaurants of Trois-Rivières, together with the organizers? It made for an unforgettable day for all the participants. A campfire and underwing camping were later offered in an area adjacent to the airport to end this memorable day.

A big thank you to the members of the COPA Flight 52 for organizing such a beautiful day. We are already looking forward to the next one. 🇨🇦

TIP

An agreement was reached with a local taxi company for pilots wishing to travel to Trois-Rivières. For \$25, they will take you to your destination in the city. To benefit, contact Coop Taxi at 819-378-5444. Other agreements will soon be announced, as the municipality wants to use the airport as a tourist springboard. Enjoy!

SNOWBIRD PILOT IN ST. JOHN'S

LOCAL COPA FLIGHT ENJOYS PRESENTATION

BY GARY HEBBARD

Members of COPA Flight 97 in St. John's, Newfoundland and Labrador were privileged to spend some quality time with former Snowbird pilot Capt. Shamus Allen recently. Capt. Allen flies aircraft #8 - the lead solo. A friend of COPA Flight 97 member Dan Lodge, Capt. Allen shared some of his experiences as a veteran Snowbird pilot as well as a CF-188 driver for the RCAF. Slides and videos accompanied the presentation and the question period following was lively and interesting.

While currently 'flying a desk' for the Royal Canadian Air Force, Capt. Allen hopes to get back in the cockpit in the not-too-distant future, and is also considering going into medicine.

A smaller than average number of members turned out for the event, not surprising considering the summer holiday season, but the relatively small number was certainly no reflection of the guest and his engaging, friendly personality. Special thanks to Dan for making it possible. 🇨🇦

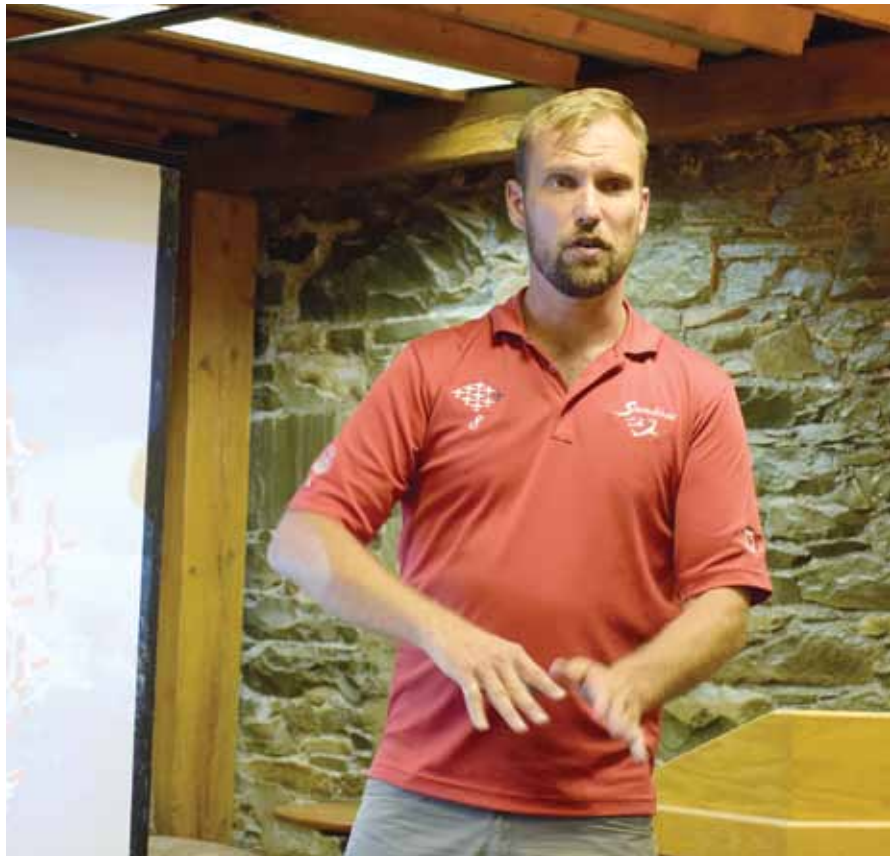


PHOTO: SUBMITTED



Flying since 1964 with thousands of examples, Hipec has unmatched durability against the elements, saves 100 hrs to cover/paint an aircraft. Thousands of colours, much lighter than other systems at substantial cost savings.

info@hipecaircraftcoatings.com | 587.415.1980
www.hipecaircraftcoatings.com

HIPEC AIRCRAFT COATINGS

"High Performance Aircraft Coatings"



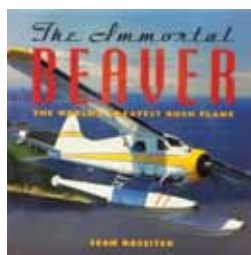
NO Ribstitching, NO Tapes, NO Rivets, Fewer Coats
STC'd for all certified aircraft



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 (includes 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 (includes 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, flying instructor,

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

By Dave Birrell
Price: \$29.95 (includes shipping)

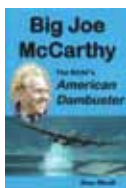


THE CANADIAN AIR FORCE AT HIGH RIVER

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.

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



AIRBORNE

In this story of a father and son, Jonathan decided to track down the object that had once given his father so much joy: a tiny single-seat

biplane called Charlie Foxtrot Foxtrot Alpha Mike and retrace his father’s airborne life.

By Jonathan Rotondo
Price: \$29.95 (includes shipping)

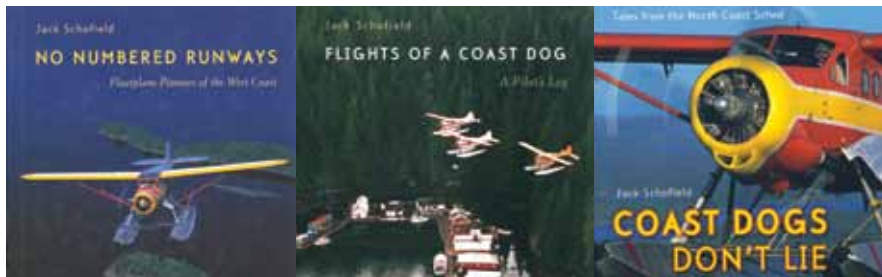


OTTER AND TWIN OTTER

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
Price: \$19.95 (includes shipping)



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)

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.

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



LOST: UNSOLVED MYSTERIES
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 (includes shipping)



YUKON WINGS
An illustrated history of the birth and development of the aviation industry in the Yukon. Filled with hundreds of superb previously unpublished photographs, this is an astonishing book of ingenuity and determination in the face of unrelenting setbacks.

By: R.B. Cameron
Price: \$85.00 (includes 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
Price: \$34.00 (includes shipping)



MILES TO MILLIONS
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 (includes 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

OCTOBER 3, 2019

Calgary, AB — Celebrate aviation in Canada and support COPA's Flight Safety Foundation by attending the LIFT Gala in Calgary. Hosted by Don Bell (Co-Founder of WestJet) and Col. Chris Hadfield (Astronaut) at the TELUS Spark Centre. For tickets, visit copaliftgala.ca or call 613-236-4901.

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, T
erminal 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 month-
ly 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



BUTTONVILLE, ON (CYKZ)

Flight 44 - Buttonville Flying Club.
2nd Wednesday of the month at Button-
ville Hangar 15 19:00. (Except July)
buttonvilleflyingclub.com

CALGARY, AB (CYBW)

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

CARLETON PLACE, ON (CNR6)

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

CHARLOTTETOWN, PEI (CYYG)

Flight 57 - PEI Flying Association mem-
bers' breakfast, every Saturday 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, rfofster@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

ON THE HORIZON



GRAND FALLS-WINDSOR, NL

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

GUELPH, ON (CNC4)

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

HANOVER, ON (CYHS)

Flight 54 - Monthly meeting 09:30 - 10:30 2nd Saturday, CYHS SMA Boardroom,
barrytschirhart@wightman.ca

HAVELOCK, NB (CCS5)

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

HAWKESBURY EAST, ON (CPG5)

Flight 131 - Monthly breakfast meeting 08:30 1st Saturday, Club 131 - Déjeuner mensuel 08h30 1er samedi.
flight131.copanatonal.org

HINTON, AB (EE4)

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

INNISFAIL, AB (CEM4)

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

IRON CREEK, AB (CEK6)

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

LONDON, ON (CYQS)

Flight 75 - Wednesday BBQ's from June - September 17:30 - 19:00. Meal and drink \$7. More info: 519.476.8324

MAPLE CREEK, SK (CYQ4)

Flight 208 - Maple Creek Flying Club monthly meeting, 19:00 1st Thursday of every month. Maple Creek Airport Club House. mcfllying@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 (CYB)

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

ON THE HORIZON



PENTICTON, BC (CYF)

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

PETERBOROUGH, ON (CYPQ)

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

PICTON, ON (CNT7)

Flight 53 - Monthly breakfasts 08:30 - 10:30 2nd Sunday April - October (Except June)
Prince Edward Flying Club. 613-403-4809

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 (CYGF)

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

RUSSELL, MB (CJW5)

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

SASKATOON, SK (CYXE)

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

SARNIA, ON

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

SEDGEWICK, AB (CEK6)

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

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 winmy@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.
copaflight192@yahoo.ca



MADE FOR HARSH CANADIAN WINTERS!

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

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

We also manufacture

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

LOCATED IN ORILLIA, ONTARIO



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



ON THE HORIZON



WETASKIWIN, AB (CEX3)

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

WETASKIWIN, AB

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

WIARTON-GEORGIAN BLUFFS, ON (CYVV)

Flight 68 - Monthly meeting 09:30 1st Saturday, terminal building. copaflight68@outlook.com

WHITECOURT, AB (CYZU)

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

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. copaflight6@gmail.com

WELLAND, ON (CNQ3)

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

WESTLOCK, AB (CES4)

Flight 139 - Westlock Flying Club monthly meeting, 19:30 3rd Thursday, terminal building. dan@syz.com or 780-961-2213

WOODSTOCK, NB (CCD3)

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

LIST YOUR EVENT IN COPA FLIGHT

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

PHOTO CREDIT: J-P BONIN



**CERTIFIED
LYCOMING & CONTINENTAL
PISTON ENGINES & ACCESSORIES**



REPAIR • OVERHAUL • NDT
COMPONENT PAINTING • AIRCRAFT SERVICE

1-800-667-0522

WWW.PROAEROAV.COM



**PROGRESSIVE AIR
SERVICES**

GLOBAL DISTRIBUTOR OF
CERTIFIED PISTON ENGINES & PARTS



1-800-264-6019

WWW.PROGRESSIVEAIR.COM

CANADIAN Aviator

SUBSCRIBE + SAVE!

ONE YEAR SUBSCRIPTION
FOR COPA MEMBERS

ONLY \$12! *

* TAXES MAY VARY BY PROVINCE.



SUBSCRIBE TODAY!

1.800.656.7598 | www.canadianaviator.com

COPA Flight CANADIAN Plane Trade

COPA Flight Classified Section

FEATURED LISTINGS FOR OCTOBER, 2019



1998 MOONEY M20K ENCORE 1,241.8 hrs TT; 150 hrs STO. The only true Encore on the market! Considered by many as the best Mooney ever built! The Encore personifies high performance and high economy. ADS-B compliant, GTN-650, WAAS, TIS-B Traffic, Aspen glass panel, much more! US\$217,000. Aviation Unlimited 905-477-0107 x 225 (2247.18128)



8/10 SCALE BUCKER JUNGMEISTER Aerobatic +10G -6G. Lycoming O-290G. 100 hrs SMOH. Inverted fuel & oil system. Extra long-range fuel tank. Garmin GNC250XL Radio/GPS. Individual hydraulic toe brakes & steerable tail wheel. C\$17,000 OBO. lindenhbr22@gmail.com or 780-910-6562 (3535.19108)



PORTABLE FOLDING BOAT WWW.PORTA-BOTE.COM Great for fishing and hunting. Take it anywhere you can go. Be safe with the lightest, durable and stable folding boat. Gilles Berthiaume 514-592-4186 or gberthiaume@alpha-vico.com (3135.18819)



FREE RFID PASSPORT PILOT'S LEATHER WALLET with a Q SET Aviator headset \$685 or Helmet (Summer special) ANR Bluetooth carbonfiber, super strong and light. Optional Lemo controller allows use of aircraft power. aviationheadsets.ca Ph 204-726-4221 (3052.18813)



NORSEMAN MK VI TTSN: 4065 hrs. Engine 4 hrs, prop 10 hrs. Recent overhaul. 7170 Edo floats. Very good wood structure. Recent annual. Hungared winter months. Asking \$260,000Cdn. ramldt@mymts.net or Gary @ 204-482-3270. (3501.19272)



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. \$85,000. Contact: 204-941-3700, 204-256-0154, or 204-369-5305 (3529.19317)



1976 PIPER CHEROKEE 140 3,372 hrs TT; 1,397 hrs SMOH Perfect first aircraft! Always hanged, complete logs, regularly flown. KLX-135 GPS, dual toe brakes, pitot heat, LED lights, wheel pants, KX-155, MUCH MORE! \$34,900 CAD Aviation Unlimited 905-477-0107 (2247.18139)



1980 PIPER P28B-236 DAKOTA 1268TT, 696SMOH, 150SPOH, immaculate interior, always hanged, 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 (3456.19159)



1977 CESSNA 172N 1790TT, 8 SM, King Silver Crown with STEC50 AP, GEM, 406 ELT, \$ 80,000USD Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.18167)



CESSNA T206G 1979 AMPHIBIAN on Wipaire 3730 amphis For Sale, New Garmin Avionics, A/P, RSTOL, 0 Prop SMOH, many options, very clean. Low time Contact: Wilson Aircraft Ph: (647)227-6996 (586.18795)



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: lennypk2@gmail.com or 506-622-0105 (3423.19290)



AFFORDABLE TRANSPORTATION! 8533 TTSN, 3091 SMOH, 1000 STO. (75/78/78/78) INCL NEW CAM. \$45,000 CAD. PLEASE CALL! Apex Aircraft Sales. 905-477-7900 www.apexaircraft.com (2245.18178)



Leggat Aviation Ltd.

YOUR EASTERN CANADA CESSNA DEALER

The New C-172s • C-182s • C-206s

APEX AIRCRAFT SALES LTD.

WWW.APEXAIRCRAFT.COM

905-477-7900 • Fax 905-477-8937

CALL US ABOUT THE NEW CESSNA 182 SKYLANE!

2013 Partneavia P.68R, 493 TTSN, GarminGFC950 and Full Delce, Like New!	\$650,000 USD	1979 SierraC24R, 2500TTAE, Fresh Annual!	\$65,000 CAD
2012 T206H Amphib w/WheelGear! 600TT,GI000/GFC700,Loaded!\$	\$625,000USD	1979 C185F Amphib, 2849TT, 849SM, GarminPanel,NEWWhip3000AmphFloats!	CALL!
2012 Turbo Skylane 182T, GI000/GFC700 AP, Active Traffic q/SVT!	\$262K/Half Share CYKZ!	1977 Mooney 201, 5492 TT, 1529 SMOH, Prop/2016, Fresh Annual, Garmin 550 GPS!	CALL!
2012 MalibuMirage,735TTAE,GI000,140USG!	\$725,000 USD	1977 C172N Floatplane,941TT,834SM,GN250XL,CAP2000, Commercial	\$75,800 USD
2010 Baron G58, 1100 TTAE, GI000 Avionics!	\$760,000 USD	1976 Grumman Tiger, Only 1471 TTAE, King/Narco, All Logs!	\$52,000 USD
2004 Turbo 182T, 740 TTAE, GI000 Avionics	\$259,900 USD	1975 C177RG,5802TT,173ISM,GN5530W GPS!	\$55,000 USD
2004 Cessna 182T, 1790TTAE, ManyAvionicsUpgradesIncl(ADS-Bin/out, TCAS!	CALL!	1974 414 6905TT, 1185SM, Full De-Ice	\$125,000 USD
2002 Piper Super Cub Replica, 187 TTAE, Amphibs/W/Wh Gear!	Reduced to \$69,900 USD	1974 Chieftan, 12749TT/1956/826SM, Commercial Aircraft!	\$98,000 USD
2002 DA20 C1, 3526TT, '0' SMOH, FreshAnnual!	\$160,000 USD	1973 C182P, 4408TT.	\$87,000 USD
1992 Bonanza F33A, 12977 TT 603 SM, King SC, Seneca College Trainer! Exc Cond!	\$106,500 USD	1973 C172M, 14575TT,158SM,KingAvionics,G2EngMonitor!	\$68,000 CAD
1989 Grumman Clipper,2689TT,500STOHw/NewCylinders,W/shield/Canopy/2015	\$19,000 CAD	1972 Decathlon 8K(CAB, 2405TT,920SM w/New Cylinders!	\$50,000 USD
1983 Mooney231,3136TT,390SMOH,Thunderbird Conv w/'MB'Engine!	\$129,900 USD	1968 C185 Amph,1696TT,637SM,6500/GIN750,GTS800Traffic,Whip3750!	CALL!
1982 Mooney Rocket 305, 3170TTSN, CONT TS10520	\$150,000 USD	1968 C177 Cardinal, 2918TT, 515SMOH(2016), New Prop (2016), Price Reduced	\$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 Cherokee180,5508TT,792SM!	\$40,000 USD
1981 Duke B60, 4507TT, 1092 L&R, G530W, KFC-250 IFCS, Winglets!	\$218,000 USD	1946 J3 CUB,w/PATL STCs, 5450TT, 550SMOH,	\$53,000 CAD
1980 A185F Amphib, 3645/5455NEW/10550/Aerocet3400, GIN750!	\$329,000 USD	1943 Grumman G44 'Widgeon'3892TT,418SM,GIN750, Summer Ready!	\$275,000 USD
1979 T210N, 2190 TT, 603 SM, Flint Tips! Loaded!	\$249,900 USD		

FEATURED LISTINGS FOR OCTOBER 2019



PIPER J3 CUB REPLICA TTAF 140 hours. Zero-time C 90 rebuilt by Aerotec engines. Rebuilt landing gear. New Cleveland brakes, wheels and tires. Recovered wings. New certified Wag Aero sealed wing struts. New custom exhaust. All new glass. New 406 ELT. New electrical system. Float attachments. All new Randolph paint w/ Ranthane finish. \$79,500 Cdn. Brewer Aviation Contact: jbrewer@eastlink.ca or 902-626-5262. (2564.19313)



2010 SUPER DECATHLON 8KCAB 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 (3610.19241)



SA100 STARDUSTER TT250 0290-D2 all chrome, refurbished 2007, tube/wood/fabric, Grove gear, Cleveland wheels/brakes. \$10,000. (3423.19164)



1948 CESSNA 120 OM 2760 TT, Continental 0200, Skytec starter Cleveland wheels & brakes, Scott 3200 tail wheel, wings recovered 2012, new windows and paint. Icom IC-A210, KT76 xpdr & encoder, Sigtronics SPA 400 intercom. Complete logs & manuals, AME owned last 7 yrs. \$27,000 CDN. Contact Terry: xnwtpilot@hotmail.com or 250-802-9023 (3053.19299)



DIAMOND DA40CS 2013, fuel injected, dual G1000 NAV COM, one owner, NDH, hangared, fresh annual, 114TT (3696.19303)



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, Prop time 251.6 hours TTSSO. 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 (3463.18912)



KESTREL HAWK Totally refurbished & paint 2012. Jabaru 2200 engine 120TT. Garmin GNC250XL Radio/GPS. Garmin GTX327 Mode C xpdr. Dynon Avionics EFIS-D100. Hydraulic toe brakes/steerable tailwheel. Skis incl. Located Edm AB. C\$32,000obo. 780-910-6562 or lindenhrb22@gmail.com (3535.19231)



ANDERSON KINGFISHER PROJECT Amphibian, 80% complete. Cub wings, body is the hull + wingtip pontoons. All gauges are installed, Lycoming engine. Body is covered, needs a current inspection. Excellent workmanship. \$14,000. Ph: 705-855-5839 (3591.19148)



1963 PIPER CHEROKEE PA28-160 Ready to fly airplane with little maintenance and upkeep. Faster than 172. Beautiful pavement princess, stored inside heated hangar. TT3617, 202.5 since Engine Overhaul Time; Lycoming O-320-D2A Engine; Sensenich 74DM6-1-58 Prop Specs. Garmin GMA340 selector panel. Garmin SL30, Comm/NavBendix King KY97A stby, Garmin GTX320A Transponder, Garmin 496 Gizmo mounted. \$45,000USD Contact: 250-793-6409 or claytonk@alpinewindows.ca (3636.19221)



MOONEY 1968 M20G TTAF 2363, Lyc O-360 (AID TSO 832). Prop O. New oil/fuel lines, tires, battery, CofA, KMA24H. Garmin 100. Apollo com, KX155 nav/com. KN53 nav w/GS. KR85. KT76A Mode C. Electric Gear (40-1 mod) \$54,000. (3345.19084)



1956 CESSNA 172 3633 TT, 1761 SMOH, 689 SPOH. Cleveland wheels and brakes, good avionics. Floats and sea prop available. \$32,000. Contact: 705-279-3742 (3589.19260)



2017 CAVALON AUTOGYRO 110hrs TT A&E. Rotax 914. Electric IvoProp. ELT, Kannad AF-406. Transponder, Mode S; F.U.N.K.E. TRT800H. Radio F.U.N.K.E. ATR 833-11. Dynon SkyView 10. Card Compass. "AutoGyro's" 31/8" ALT & ASI with GS. Four point harness. Heated leather seats. Pneumatic lumber support. Two axis trim. Cabin heating & Defogging. O/H pleated Sun Shade. Cockpit lighting, Nav Lights & Strobes. \$150,000 Contacts: Gordon Hindle, hanne.gordon@shaw.ca 778-351-1343 or David Sigier, info@airprogyro.com 418-580-8912. (3569.19305)



FOSTER REPUBLIC SEABEE Home built Foster 001 GM Engine, Robinson gearbox. TT 53 hrs since construction. GW3800 \$95,000 CDN. Roger 819-336-4181 after 6pm ET (3144.19275)

www.csplane.com



78-185, TT 5000, SM 1480, BULK/NEW CAM AND CRANKCASE 100 HRS AGO. "0" BIG 3-BLADE, FLTS AND W-SKIS. R/STOL, WING X & HIGH GROSS. USEFUL 1322 LBS. 165K CDN OBO

1963 180-285 HP P-PONG, SM 728 (2000 TBO) SP 108 BIG 3 BLADE, AEROCET 3500'S, WHEELS, WING-X, HIGH GROSS, L/R FUEL. 169K CDN.

1979 CESSNA P210N TURBO CENTURION II, TT 2715, SMOH 752.1 TSO-620-RCP O/H 2010, TKS ICE PROTECTION SYSTEM, GARMIN 750, S-TEC 55 , SYNTHETIC VISION , TIP TANKS. LOADED.

50 Canadian Singles, Twins and Floatplanes



1999 CESSNA 206H, TT 1000, SM 1.7, SP 1.7, WIP 3450'S, WING EXT, R/H DOOR EXCELLENT AVIONICS, 465K USD

2015 CESSNA 208B EX. TTSSN 100 HRS. PT6-140 875 HP., WIP 8750 AMPHIBS, MOTIVATED SELLER !!!

PRISTINE ONTARIO CESSNA 185 AMPHIB, SM 10 HRS, WIP 3730'S, G 430, SEAPLANE WEST MOUNT L/R FUEL, HANGARED, 249K CDN. OBO

STILL THE #1 STOP FOR FRESH WATER FLOATPLANES !!

CANADIAN AIRCRAFT SALES
Tel: 613-632-0123 Cell/Text: 613-678-0028
129 Main St., Hawkesbury, Ontario, Canada K6A 1A2
www.csplane.com sales@csplane.com

FEATURED LISTINGS FOR OCTOBER 2019



2009 MURPHY MOOSE SR3500
TT 400 hrs Airframe, Amphib Floats, wheel Skis, M14PF-XEDK 458 BHP, fuel injected electronic ignition, 120 U.S. gal fuel capacity. \$225,000
Greg 204-359-5337 (3671.19212)



2005 RAVEN 11 2066 TT, 20 hrs since complete 12 yr rebuild. Bear paws, sat phone, VHF radio, Sirius radio, all integrated into intercom. 496 Garmin, 150 GPS, bladder tanks. Beautiful machine! \$350,000US. Turnkey. 250-398-0279 (3637.19230)



VANS RV-10 - 1997 "C-GVRV" Always hangared. Very good engine and condition. GTR 200, G5 w/heading, Infinity grips, LED Navs/Strobes, EI FP5 fuel computer, heated pitot. NDH. Located CYPK. CA\$63,000. (3631.19194)



RESTORED M4 MAULE 1964 M4 1632
TTSN 32 SMOH New paint, covering, glass etc. Full list available. Float gear, Lotus floats. Owner maintenance. Fresh annual. Will take trade \$74,000. Open to offers. Contact: jedimond@gmail.com or 306-746-7609 (3540.19240)



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. (3615.19091)



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 (2461.19228)



1963 C172E ON 2000 EDO FLOATS
Well maintained - same owner since 1981. 2595 TT. Engine 371 hrs, 180 Lycoming AV CON. Long range tanks, Horton stall, bubble windows, manual flaps. \$90,000 Kyle - 250-620-0037 (3646.19244)



AERO COMP 6 TTAf 155 TTE 11. V8 conversion w/Camdriive 500 PSRU. Professionally built w/deluxe interior & trim, 2 screen EFIS w/Dynon d10A backup, 86" 3-blade MT w/beta, upgraded landing gear. AC/AP/AHRS/Mode C, much more. \$165,000US call/text 705-457-8775 (2333.19315)



SAFARI HELICOPTER 65hrs TT, 185 hp Superior XP360 engine. Upgraded main rotor hub, R22 governor, heavy duty tail boom. IFR inst panel and more! R44 snow shoes, hauling trailer. fresh annual. \$130,000 Cdn. Ph: Chris (780) 361-8810 (3639.19297)



1947 PIPER PA-12 ON FLOATS New 160HP motor in 2003, 200 hrs TTE. New exterior fabric, inside updated, and floats refurbished in 2008. Annual inspection yearly. Comes w/skis and a trailer. Location - Ont. \$54,900 (3581.19222)



1974 CITABRIA 7GCAA 0-320 TTSN
1584, TTSO 1584 Fabric 8/10 Always hangared. Alaskan bush tailwheel, all logs, wheel pants, GPS, Kehler fixed penetration skis, shoulder harnesses. Annual Jan 2019. Located Port Perry ON. \$39,900obo. strnitsa@gmail.com or 905-429-1029 (2877.19217)



1991 WAG-AERO (PA-18) TTSN
960, Lycoming 0-320, 160 HP 406 ELT 2000. Floats, skis, wheels, wing covers. 7 out/8 in. \$55,000 OBO Contact: g42stewart@hotmail.com or 705-750-8544 (3676.19229)



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 (3469.19224)



ZENAIR 750 STOL 100HP Rotax. TT 88hrs, Warp Drive prop. Long range tanks w/tank selection. Dual control. Advanced Ultralight. MDRA and AME inspected. Always hangared. \$85,900obo. Call Mac 519-831-0967 or macpat@live.ca (3180.19255)



2012 MANUFACTURED AEROTREK A220 175 TT. Rotax 912-100HP, 2000 TBO. Advanced Ultralight, fresh annual! Always hangared, cruises 115-120 mph on 3.5 gph. Quick folding wings! Garmin GPS, EIS, Dynon EFIS, com, Mode S. \$82,500. (3652.19129)



CESSNA 180H 1964 - 6 PLACE Serial #180 51470. Airframe TTSN: 5462 hrs. Continental engine 04 70; 230 HP w/20 hrs SMOH (Alberta Aero Engine 2019). McCauley prop 2A34C2D3-C, 20 hrs TTSN (Propworks Alberta Inc. 2019). Current CofA. Full instrument panel, radio package incl GN5530W, GPS/WAAS, GARMIN-VOR/LOC/GS, dual horizons; 1 vacuum/1electric and more (full detail available). Std wing tanks plus Flint Aero wing tip tanks, STC for 100LL or AutoFuel. Horton STOL kit; EDO 2870 Floats, Fluidyne C3200 Wheel/Skiis. Blue/white exterior w/ beige Selkirk fiberglass interior. Good condition. New seat covers, Rosen sun visors, new Davtron battery (2019). ELT, rear baggage door \$149,000 USD. 84-year-old owner selling to buy lighter aircraft. Fred Carmichael fcarmichael@northwestel.net or 867-678-0911 (3682.19239)



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 (3612.19251)



1946 AERONCA CHAMP 7AC 2508.7
TTSN Continental A65-8 Engine: 991.2 TTSO 15-gal main tank; 4-gal aux tank. Well maintained. Last annual: Sept. 21, 2016. \$19,000. Larry Humphrey Tel: 705-759-2074 (2260.19206)

Post online anytime at
canadianplanetradecanada.ca
or e-mail
admin@copaflight.ca for
assistance



NEW S20 RANS RAVEN Must be seen. 35 hrs, Rotax 912ULS, Whirlwind prop, carbon fiber cowl-wing tips, classic tail, 850-22" tires, Aveo LED lights, rust protection, polished landing gear. Finished in Ranthane fabric paint. TruTrac autopilot, Garmin 660, Garmin 200 comm, Garmin 327 xpdr, ADSB In. Stratus 2S, Panel mount Ipad, Integra 406 GPS ELT, UMA instruments, custom switch panel, leather trim. \$149,800USD. Email: redlinesportplanes@gmail.com, Rans Kits, build assist and painting available. (2928.19238)



1953 CESSNA 170B FLOATPLANE TTSN 3167, TSOH 761, Lycoming O360 180HP + PowerFlow exhaust (+25HP) Baggage door. Paint, glass, floats, prop, interior all new in 2011. Aera510 w/Garmin SL40, ACK 406ELT, JPI EDM700 engine monitor, 4-pl intercom, rear jump seats (removable). Winter cabin cover, wheels, O/M Category – professionally maintained – All logs. Great performer for \$89,000 (no taxes). Contact todd.dowser@gmail.com (3638.19221)



2012 CHALLENGER II XL65 Located in Alberta. 65 HP Rotax 582. Gross Weight 1060 Lbs. 3-bladed prop. Deluxe instrument panel. MGL V6 VHF aviation radio transceiver. AVMAP EngiBOX. Engine Monitor. GPS navigation system. Intercom. Strobe and wing tip lights. Heater. Snow skis w/wheels. Puddle Jumper amphibious floats. Ballistic parachute. 20 US Gal Wing Fuel Tanks. TTE/TTA 56.0 Hrs. \$49,500. Email: edward.chyuchul@gmail.com or Ph: 780-524-2203 (3672.19214)



1982 PIPER PA 38-112 OMA HAWK 2 Restored in 2011 w/engine overhaul, 30 SMOH. All new interior panels, upholstery and paint. Spars have been replaced, AFTT 14083.5. New cockpit cover, battery, beacon light. ELT 406 serviced in June 2019. All major cables replaced 2014. Avionics in great condition w/xpdr mode C. Normal 6 pack. 75% power 5.8 GPH. A great aircraft for building time or enjoyment of flying. Location Lindsay airport. \$31,500CDN. (3653.19131)



2000 CESSNA TURBO T206H TTSN 1930 hrs, co-pilot door, Flint tip tanks, Wipline 3450 Amphib Floats, KMA 20 Audio Panel, Garmin MX 20 MFD Terrain/WX 500 Stormscope, Dual KX 165 NAV/COM, KLN 94 GPS, KAP 140 Autopilot, GTX 330 XPDR/S, Uniden depth gauge, CGR-30P Eng Monitor. US\$395,000. Contact shooka@live.ca. (3660.19289)



1946 CESSNA 140 2872 TT 619 SMOH, Bendix/King KY97A COMM & KT76A xpdr, SkyTech starter, ABI Scott 3200 tailwheel, hangared CYXU. Beautiful classic aircraft! Federal 1500 Skis & delivery available. \$33,000 CDN. Marc 519-200-0715 (3458.19216)



1965 CESSNA 172 F 6 hrs on engine inspection rebuild. 144 hrs STOH. 1389 TTSO Engine. Recent annual. new tires/tubes. Basic instrument panel. Fair condition paint and interior. \$39,900. benchaven@hotmail.com or 905-246-8304 (3674.19223)



ESTATE SALE: BUSHCADDY R80 22hrs on airframe. 105HP Lycoming O-235 65hrs SMO, 4900hrs TT. Warp Drive 72" 3-blade. Full Lotus 1450 floats. Basic analog VFR and engine gauges. Asking \$20,000 OBO. Contact Alex 204-807-9947. (3679.19234)



2008 VANS RV-7A 385hr TTSN. Lycoming O-360-A1A, Sensenich FP cruise prop, Dynon D180+D100, Garmin GTR200. Many upgrades and accessories, always hangared, prof maintained, located Vancouver BC. \$109,000CDN (3661.19173)



1948 CESSNA 140 (115 HP) TTAf: 12705 SMOH: 516. Lycoming O-235 115 HP, full electric, last annual: June 28/19. Comes with skis, has float rigging installed, night rated, stc for car gas. \$34,000 OBO call/text 204-302-0322 (3697.19319)

For a list of common abbreviations used in Classified advertising please see page 47

AUTHORISED DISTRIBUTOR
ROTEX
AIRCRAFT ENGINES

ROTECH MOTOR LTD.

Authorized Canadian Distributor for Rotax® Aircraft Engines

2625 Okanagan Landing Rd. Vernon, BC V1H 1M5 Telephone 236-600-0137 ~ Fax 236-600-0138

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

ROTAX iRMT TRAINING: 2019 CLASS DATES Nov 1st-10th
 Space is limited - Book your seats soon!
 visit <https://Train.Rotech.ca> for details

915 iS

(NOW AVAILABLE!)

65HP Rotax®
582 Model 99

912iS Sport
912 & 914
Series Engines

See ROTECHMOTOR.CA for ENGINE SPECIALS

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

FEATURED LISTINGS FOR OCTOBER 2019



1967 C55 BEECH BARON 5230 TTSN. Engines RH 100 STOH, LH 2100 TSO. Props 583 TSO. Cruises 200 knots true. Always hangared, fresh annual. \$65,000. Contact: Richard 519-982-9071 or 519-973-5464 Email: inertial2@jet2.net (3687.19253)



2017 ANDERSON KINGFISHER 2-seat amphibian, proven design. 160HP Lyc by Aerotech 2016. All new instruments, metal prop. TT 6 hrs. Experimental category. \$35,000. Guy 902-541-4437, 902-547-2884 or gmlefebvre@outlook.com (3190.19256)



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 (3211.19209)



1991 MERLIN SPORT 65 Basic Ultralight. Very well built. Engine O-200 100hp 402hrs, Sensenich prop, Baker radio, xpdr, dual sticks, nav lights and strobes. Calgary, AB. \$28,000Cdn + 5%GST. Contacts: 403-612-4255 lightsportaviation@shaw.ca (3690.19267)



MOTOR GLIDER New Miller Sport motor glider, new Franklin 60 hp, electric start, 1 hr on air frame+engine, Cruises 130mph on 2 gph, full retract. Trailer included. \$38,500. activaeroservice@gmail.com or 705-306-9416 (2639.19295)



PIPER PA-11. TTAF 345 hrs. Lycoming O-320-160 and Sensenich prop (71 hrs) 36-gal fuel, PA-18 tail, double wrap trim. Total restoration. Everything you see or can't see is new \$90,000 519-852-3835 (3369.19195)



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 (3576.19051)



1976 PIPER ARCHER II Always hangared; TTSN 1938; SMOH 1938; Navcom Garmin GNC300XL, Narco MK12D VOR/GS, Garmin MX20 MFD, Transponder Garmin GTX327, Kannad 406MHz ELT; \$70,000. Ph 778-887-4376 (msg4me@telus.net) (3677.19232)



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 or Ted 705-220-5854 (3615.19247)



1958 PIPER COMANCHEE 180 TT 3745, SMOH 1933, POH 2014, Engine STOH 468. Radios: 2 KX155, 1 KN62, 1 KLN94, VFR, xpdr KT76A. Piper auto wing leveller. IFR certified. \$43,500. 289-686-5263 (3681.19236)



1990 MOONEY M20K/252 718.1 TAF&E time, Prop 1.2 TSMO. Engine in need of crankcase repair, previous damage history. This aircraft was purchased as a project, but no time. \$75KUSD AS IS! Contact: bert@thomasaviation.com or 780-446-7822 (2681.19225)

AVIATION ABBREVIATIONS

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



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

Buyers are encouraged to check with original manufacturers to ensure structural and airworthiness requirements are met.

Canadian Plane Trade
 Classified Ad Deadline for Nov is Oct 4th
 Post online anytime at canadianplanetradec.ca

DIAMOND DOORS

40'x12'
 STARTING AT
\$6,500.00 + TAX

Other sizes available

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

Delivery to any site
 in North America

Request a FREE Quote
 (855) 725.7600
www.DiamondDoors.com

FEATURED LISTINGS FOR OCTOBER 2019



1967 C55 BEECH BARON 5230 TTSN. Engines RH 100 STOH, LH 2100 TSO. Props 583 TSO. Cruises 200 knots true. Always hangared, fresh annual. \$65,000. Contact: Richard 519-982-9071 or 519-973-5464 Email: inertial2@jet2.net (3687.19253)



2017 ANDERSON KINGFISHER 2-seat amphibian, proven design. 160HP Lyc by Aerotech 2016. All new instruments, metal prop. TT 6 hrs. Experimental category. \$35,000. Guy 902-541-4437, 902-547-2884 or gmlefebvre@outlook.com (3190.19256)



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 (3211.19209)



1991 MERLIN SPORT 65 Basic Ultralight. Very well built. Engine O-200 100hp 402hrs, Sensenich prop, Baker radio, xpdr, dual sticks, nav lights and strobes. Calgary, AB. \$28,000Cdn + 5%GST. Contacts: 403-612-4255 lightsportaviation@shaw.ca (3690.19267)



MOTOR GLIDER New Miller Sport motor glider, new Franklin 60 hp, electric start, 1 hr on air frame+engine, Cruises 130mph on 2 gph, full retract. Trailer included. \$38,500. activaeroservice@gmail.com or 705-306-9416 (2639.19295)



PIPER PA-11. TTAF 345 hrs. Lycoming 0-320-160 and Sensenich prop (71 hrs) 36-gal fuel, PA-18 tail, double wrap trim. Total restoration. Everything you see or can't see is new \$90,000 519-852-3835 (3369.19195)



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 (3576.19051)



1976 PIPER ARCHER II Always hangared; TTSN 1938; SMOH 1938; Navcom Garmin GNC300XL, Narco MK12D VOR/GS, Garmin MX20 MFD, Transponder Garmin GTX327, Kannad 406MHz ELT; \$70,000. Ph 778-887-4376 (msg4me@telus.net) (3677.19232)



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 or Ted 705-220-5854 (3615.19247)



1958 PIPER COMANCHEE 180 TT 3745, SMOH 1933, POH 2014, Engine STOH 468. Radios: 2 KX155, 1 KN62, 1 KLN94, VFR, xpdr KT76A. Piper auto wing leveller. IFR certified. \$43,500. 289-686-5263 (3681.19236)



1990 MOONEY M20K/252 718.1 TAF&E time, Prop 1.2 TSMO. Engine in need of crankcase repair, previous damage history. This aircraft was purchased as a project, but no time. \$75KUSD AS IS! Contact: bert@thomasaviation.com or 780-446-7822 (2681.19225)

AVIATION ABBREVIATIONS

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



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



40'x12'
STARTING AT
\$6,500.00 + TAX

Other sizes available

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

Delivery to any site
in North America

Request a FREE Quote

(855) 725.7600

www.DiamondDoors.com

Buyers are encouraged to check with original manufacturers to ensure structural and airworthiness requirements are met.

Canadian Plane Trade
Classified Ad Deadline for Nov is Oct 4th
Post online anytime at canadianplanetrade.ca

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

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

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



1981 180HP CESSNA 172 1850TT.
850SNEW Air Plains 180HP conversion and Prop. Hangared NDH. Flint Tip tanks. Factory autopilot. Electric aileron trim. New loom Garmin 510. Xpdr. Strobes Night Light package. All logs. \$80,000 cropdusterdan@hotmail.com or 306-280-3231 (3680.19235)



2004 CHALLENGER II Advanced Ultralight. Rotax 503, 447 TT, Puddle Jumper retractable wheels. Turbulence Aviation retractable wheel skis, Lowrance GPS (AIRMAP 600C), 15-gal fuel tank, hydraulic brakes, wheel pants, winter hangared. \$22,500. André Héroux. 514-923-3512 (3695.19294)



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 (2610.19237)

AIR MUSKOKA

Home of the Aztec Nomad



CENTRAL ONTARIO LOCATION
MUSKOKA AIRPORT CYQA

Specializing in Amphibious Aircraft

- Piston Single & Twin Service
- Annual Inspections
- Modifications
- Hangar Storage (Heated or Cold)
- Aircraft Sales (Free Listing)
- Parts
- Propeller Balancing While You Wait

(705) 687-6696

airmusk@muskoka.com • www.aztecnomad.com

CANADIAN
Aviator

SUBSCRIBE AND SAVE!

ONE YEAR SUBSCRIPTION FOR COPA MEMBERS

ONLY \$12*

*Taxes may vary by province

SUBSCRIBE TODAY!

TO GET YOUR DISCOUNT CALL 1-800-656-7598

www.canadianaviator.com

Hybrid Satellite/Cellular GPS Tracking



REDUCE YOUR MONTHLY TRACKING COSTS!

- Cellular & Satellite Transmission
- Advanced 2-way messaging
- Electronic Checklists
- Transmit Flight Plans, Manifests & Custom Forms
- External Sensor Inputs

BOOK IN NOW FOR A FREE TRIAL



visit v2track.com or call us +1 647 560 1188

HYDRAULIC DOORS

By the oldest and most trusted name in the industry



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



ZERO HEADROOM LOSS · NO MAINTENANCE · LIFETIME WARRANTY

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

Toll Free

855.368.9595

POWERLIFTDOORS.com

Preferred Airparts

Chosen for value and service



35% to 85% off list price!

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

Check with us for Parts like

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

www.preferredairparts.com

Free Inventory Search!

We Buy Worldwide

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

We are Cash Buyers!

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

Preferred Airparts, LLC
Div. of JILCO Industries, Inc.

Contact us:

800-433-0814

Toll free, U.S. & Canada

Tel. 330-698-0280

Fax. 330-698-3164

sales2@preferredairparts.com

Sales Hours 8:15am to 5:30pm EST



Specializing In Fibreglass Aircraft Parts

For Most Cessna Single Engine Airplanes

selkirkav@selkirk-aviation.com

www.selkirk-aviation.com

(208) 664-9589

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



THE LEADER IN NATURALLY ALKALINE REMEDIES

HELPING YOUR BODY TO HEAL ITSELF!

- *Sickness & Disease can NOT live in an alkaline body
- * Your Energy will soar!
- * Aches & Pains vanish
- * More Clarity
- * Best Natural Hangover Remedy too

CALL TOLL FREE 1-877-682-1188

or

order online at www.suede hills.com

Use the code FLYBOY and receive a Free Gift



"You will be amazed at how good you can feel!"



MURRAYS AIRCRAFT REPAIR (1980) LTD.

High River Airport (CEN4)
High River, Alberta T1V 1L8
403-648-8910 info@murair.com

SOME OF THE SERVICES

WE OFFER

- AIRFRAME**
 - All Inspections
 - Repair & Overhaul
 - Structural & Modification
- ENGINE**
 - Removal & Installation
 - Repair & Overhaul
 - PT6A Hot Section Inspection
 - 500 hr Magneto Inspection & Repair
- AVIONICS**
 - 24 month Altimeter/Transponder and Encoder Recertification, ELT Recertification
 - Installation
 - Troubleshooting & Repair
- FUEL**
 - AvGas & JetA Cardlock



KOVACHIK AIRCRAFT SERVICES LTD.

Serving the aviation community for 55 years
Certified AMO 335-92

Specializing in fabric work, structural repairs and rebuilds

- Certified engine overhaul and repair
 - Parts and accessories
- American IA on staff for all American aircraft
- Certified or Homebuilt



905-335-6759

ckovachik@spectrumairways.com

Post online anytime at canadianplanetrade.ca

or e-mail

admin@copaflight.ca for assistance

INDEX

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

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 (2242.19298)

040 - CESSNA

CESSNA 172M Commercially registered and used for flight training in Ottawa. Very nice avionics package. Airframe 5095.9hrs and engine 2046.8hrs. The plane is hangared at YOW. Asking \$49,500CAD. Email avishelamay@me.com (3689.19266)

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 smporath@gmail.com (2570.19268)

040 - CESSNA

1976 CESSNA 150M 4245 TT, 213.5 SMOH, Seats reupholstered, Mode C, ADF, NavCom, P.R. Horton STOL, wheel pants, winter kit, \$29,900. Based CYGK (3670.19205)

1975 CESSNA 150M Good compressions, great time builder, high hours. 2450 SMOH. Continental O-200-A. Master contactor and Sky-Tech C12ST2 starter installed 70 hrs ago. Garmin GTX 327 Mode A/C. \$15,000. Contact: bergen_scott@hotmail.com or 204-510-8919 (3691.19291)

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 (3247.19211)

1973 CESSNA 172M Commercial registration for flight training. All service records available. Flies great. Airframe 7908HRS, Engine 2154hrs \$44,900. Email: avishelamay@me.com (3689.19265)

060 - ERCOUCPE

1947 ERCOUCPE 415CD 75hp Cont. TT1780. No rudder pedals, metal wings. 5 gal/hr. Qualifies as ultralight. In annual to Sept 2019. Radio & electrics. Asking \$25,000 CDN. 519-882-4149, petercore@sympatico.ca (3620.19180)

90 - HELICOPTER

R44 ASTRO 1995 3900hr TTSN Calendared out end of Aug 2019. Elec servos. No bladder fuel tanks. Well maintained. \$30,000US. 604-506-1601 or cmcl.alan@gmail.com (3665.19198)

100 - HOMEBUILT

VANS RV8 QUICK BUILD PROJECT All kits incl FWF. Wings 95%, fuselage mostly complete except canopy. MRDA pre-cover inspection complete. Kits plus extras retail \$51,000+ US. Selling entire package for \$28,500 US. For pictures/inventory. email: haddock5183@gmail.com (3683.19242)



VANS RV-4 KIT Partially built RV-4 kit (empennage, wing, and fuselage). Wings (minus flaps and ailerons) by Phlogiston. Work supervised by Structures AME. Does not include finishing kit. Photos available at 1drv.ms/u/s!A14OatJD6C7IlmV-LkNHhV-8zjA5?e=6NHQBk. \$12,000USD email: mgfiscok@hotmail.com (3692.19293)

GLASTAR Lost medical. Warp Drive propeller, 406 ELT, 2250 floats, built-in GPS, 160 HP Eggenfellner Subaru conversion, TTSN 28.5 hours, Grand Rapids Instrument. \$50,000 CDN. 807-488-5377. Ask for Lloyd. (3329.19274)

120 - MOONEY

MOONEY M20A TTSN 2589, SMOH 2, SPOH 988, Icom Com, King xpdr, FGP. One owner since 1975, always hangared. All logs since new. One electronic mag, many spares available. \$34,900. c2000@sasktel.net or ph: 306-421-1421. (3629.19201)

135 - PIPER

1974 PA-28-140 Always hangared. TTSN 3260, TTE 2138, MOGAS STC, VHF, VOR, ADF, xpdr MODE C. Compression 72,74,73,73. \$29,000. Call Len 204-773-6860 or email lenjudyclark@gmail.com. Located Shoal Lake, Manitoba. (3640.19270)

PA 18 REPLICA All major components near completion. Wide body heavy duty airframe w/float fittings. O-320 engine w/fresh bottom end. Most small parts and supplies to finish included. \$39,000 PH: 204-641-0902 (3688.19259)

1977 PIPER TURBO ARROW III (PA28R201T) TTSN 2696, fully equipped. Intercom, GPS, oxygen, long range fuel tanks. Very nice. Recent annual. \$85,000 Ph: 514-624-3301 (3685.19246)

2002 PIPER PA-12 ON FLOATS *Price Reduced* (wheels included) w/ only 212 hrs. Lycoming 160 HP rebuilt to new. New aircraft cover included. Very low hrs aircraft in excellent shape. Motor is like new. \$75,000CAD Contact: jacobsonscott69@gmail.com or 418-551-1974 (3547.19197)

1961 PIPER PA-22 COLT 2002 tailwheel conversion & rebuild, AirTech on polyfiber, Lyc.0320 A3A 160HP, 81 hr SMOH, \$28,500. Based at CNC4 Contact: kenjay_ca@yahoo.ca or 905-878-4017 (3333.19210)

PA-12 REPLICA EXPERIMENTAL TTSN 1800 hours on airframe. Factory new 0-360, 45 hrs on Hartzell HC-C2YK-18F, Empty weight 1315, Gross Weight 2200, 2139 Peck Floats, 3-inch extended gear, 3200 Scott. C\$100,000 gdixon7671@gmail.com or 902-648-7671 (3675.19226)

PA 24-180 COMANCHE TTSN 2135. Engine SMOH-628, corrosion inspection completed. Prop TTSN 628, inspection Aug 2018. Aussie horn installed. 406 ELT, 4-place intercom, KX170-B, KY-97A, Bendix-J12B ADF. VOR, EGT. Google cf-ndg for photos. Always hangared. \$69k-CDN drmac8807@gmail.com (3686.19249)

152 - SCOUT

2008 SCOUT 450 hrs. TT, 180hp Lycoming, MT prop. 31" tundra tires, Garmin 496 GPS, SL 40 radio, 327 GTX xpdr & encoder, VGs, 70gal tanks, metal belly, extended baggage. \$130,000 rhmachin@twincomm.ca or 604-41-49360 (3667.19200)

170 - STINSON

1948 STINSON 108-3 on 2425 floats. O-435 Lycoming engine 190HP. 5 SPOH. 1859 TT, 409 SMOH. Fresh annual. \$34,000 on wheels. \$47,000 on floats OBO. Debdon, SK. flyelk@hotmail.ca or 306-961-1150 (3270.19153)

185 - ULTRALIGHT

CHALLENGER II LW 2005 Advanced Ultralight, 582, 300 Hrs. Ripped for PJAmphibs, not included. Always hangared. Located on Shuswap Lake, BC, at Ross Creek Landing. CRC3. \$22,900obo Contact: Bill 250-679-2430 (3668.19202)

214 - AIRCRAFT FOR SALE

1980 PEZETEL M18 DROMADER TT 982, 1st run engine. Annual Nov 2018. Pezetel prop TTSO 0 April 2018. Based in St Thomas ON \$60,000 USD Ph: BC 250-738-0056 (2676.19213)

TWO AIRCRAFT Kitfox 4 with Rotax 912 80HP, in very good shape. Selling because my wife doesn't like it. \$35,000. Cessna 150 6800 airframe hr 711 SMOH \$22,000. Call/text Phil 289-407-2039 (3664.19196)

215 - AIRCRAFT WANTED

WANTED TO PURCHASE A runout Cessna 172 Skyhawk with Lyc engine and no corrosion. Must be flyable and suitable for rebuild. Call John @ Brewers Aviation. (902) 626-5262 (2564.19314)

226 - AVIATION SERVICES

OKANAGAN AERO SERVICES is now accepting customers in sunny Oliver BC. Specializing in certified and homebuilt aircraft completions, restoration and modification. Reasonable rates with quality workmanship supported by exceptional communication is our motto! Contact: smporath@gmail.com or 250-688-1760 (2570.19269)

230 - AVIONICS FOR SALE



HYBRID CELLULAR & SATELLITE AIRCRAFT TRACKING! Affordable high rate GPS tracking. Advanced 2-way messaging. Accurate flight time reports, EFB, manifest, & custom form. External sensor inputs. Book in for a free trial at www.v2track.com (2481.19252)

285 - FLOATS FOR SALE



EDO 3430 FLOATS FOR CESSNA 206 Very good condition, no dock rash or patches. Complete as removed from aircraft. Complete US\$14,000 Ken Wilson, 647-227-6996, kenwilsonac@gmail.com (586.19292)

NEW 2000 & 2250 FLOATS ANY RIGGING for homebuilt & O M aircraft. Also several sets of damaged Edo & PK floats for parts or rebuild. Ed Peck 902-467-3333. (2350.18430)

COPA *Flight* CORPORATE Members

10g AEROSPORTS/MKT AEROBATICS
519-873-0327
www.10gaerosports.com
Airshows featuring high performance aerobatics.

1053420 B.C. LTD - THE VANCOUVER FLYING CLUB
RICHMOND, BC V7E 0B2
https://www.yvrflyingclub.com

2049174 ALBERTA LTD
7505 40TH STREET SE
CALGARY AB T2C 2H5
jmorozov@geogrout.com

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

ABBOTSFORD AIRPORT
30440 LIBERATOR AVE
ABBOTSFORD, BC, V2T 6H5
(780)447-5955
https://www.abbotsfordairport.ca

ACORN WELDING / SEAPLANES WEST
10916 - 119 ST
EDMONTON, AB, T5H 3P4
(780)447-5955
https://www.acornwelding.com
One stop shop for aircraft exhaust & engine mounts.

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

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

AIR-DALE FISHING & HUNTING
(800) 263-2546
www.algomacountry.com/partners/airdale-fishing-hunting
Fishing and hunting drive-in lodge and fly-in outpost camps located in the Algoma region near Wawa, ON.

ALBERTA AERIAL APPLICATORS ASSOCIATION
P.O. BOX 21064
EDMONTON, AB, T6R 2V4
www.albertaerialapplicators.com
The Alberta Aerial Applicators Association (AAAA) is a non-profit society founded on November 8, 1971 by a group of dedicated aerial applicators. The initial goal of AAAA was to provide a unified voice for aerial application industry in Alberta and promote the advancement & improvement of the industry.

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

A.V. ROE CANADA AVIATION MUSEUM ASSOCIATION
Unit 20 - 229 AVRO LANE
SPRINGBANK AIR, CALGARY AB T3Z 3S5
403-279-7791
info@avromuseum.com
www.avromuseum.com
Public viewings on the second Sunday of each month: 12pm to 3pm

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

BEL-AIR LAURENTIEN AVIATION INC.
1341 CHEMIN DE LA VIGILANCE
C.P.2009 SHAWINIGAN QC G0X 1L0
819-538-8623
www.belairaviation.com
Maintenance aéronefs pistons, distributeur, pièces Cessna, réparations structurales, distributeur flotteurs aéroet, wing extensions distributeur, essence 100LL, restauration, aérodrome lac-à-la-tortue

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

BOISVERT & FILS AVIATION LTD
8295 GOUIN BLVD E
MONTREAL QC H1E 2P6
(514) 648-1856
The only seaplane base on Montreal Island, providing seaplane maintenance, aviation oil and avgas.

BRAMPTON FLYING CLUB
PO BOX 27 STN
CHELTENHAM ON L7C 3L7
(905)838-1400
www.flybrampton.com
Flight school, flight college, Cessna pilot centre, aircraft maintenance, Cessna aircraft and parts sales, Humphrey's pilot shop, fuel sales.

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

BC PROVINCIAL COMMITTEE: AIR CADET LEAGUE OF CANADA
3-7630 MONTREAL ST
DELTA BC V4K 0A7
604-732-9119
Providing leadership, discipline, citizenship and career choice for today's youth in Aviation & Aerospace. BCPC operates a fleet of 6 - C182 and 13 gliders.

BURLINGTON FLYING CLUB
2446 WOBURN CRES
OAKVILLE ON L6L 5E9

CANADIAN AIRWAYS LTD.
50 BUCCIARELLI DR
PO BOX 1150
CHAPLEAU, ON, P0M 1K0
(705)864-0442
www.canadian-airways.com
Aerial photography, sightseeing flights, day fishing & canoe trips, aerial survey, mining & forest exploration, search & rescue.

CANADIAN BUSHPLANE HERITAGE CENTRE
50 PIM STREET
SAULT STE MARIE ON P6A 3G4
705-945-6242
www.bushplane.com
The CBHC preserves and presents exhibits, artifacts and educational programs about Bush Planes, Bush Flying and Forest Protection.

CANADIAN HARVARD AIRCRAFT ASSOCIATION
TILLSONBURG, ON, N4G 4H5
(511)842-9922
www.harvards.com
Demonstration, restoration and maintenance of Harvard aircraft. Formation displays for air shows, memorial and special occasions.

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

CBR TECHNOLOGY INC.
92 LAKE CRIMSON CLOSE SE
CALGARY AB T2J 3K7
(403)285-6432
www.cbrtech.ca
Remote airfield services include - Runway firmness testing, Survey of threshold, runway profile, & obstacles, Full to partial AWOS installation & servicing, Dual Aircraft Altimeter & on-site personnel Certification, Industry Canada Licensing for personnel & base stations, Flight Check Instrument Procedures.

CDN AVIATION INC.
4631 RUE GARNIER
MONTREAL QC H2J 3SJ
1-800-980-9430
www.cdnavigation.com
Assist aircraft owners to ferry their aircraft from one place to another in North America.

CIVIL AIR SEARCH AND RESCUE ASSOCIATION (CASARA)
PO Box 183
Winnipeg STN. Westwin MPO
Winnipeg MB R3J 3Y5
204-953-2290
www.casara.ca
We are a Canada-wide volunteer non-profit aviation association dedicated to the promotion of Search and Rescue awareness and to the provision of trained and effective air search support services to supplement our National Search and Rescue program. CASARA operates in all 13 provinces and territories. Search and rescue responsibilities in each of these Member Organizations is broken down into Zones.

CNC4-GUELPH AIRPARK INC
50 SKYWAY DR
GUELPH ON N1H 6H8
519-716-0521
Fuel 100LL Cardlock System 24/7. Runway (14-32) 25 ft long with lights dusk to dawn. Runway (05-23) 2100ft.

COAST CAPITAL SAVINGS
800-9900 KING GEORGE BLVD
SURREY, BC V3T 0K7
1-844-945-1461
www.coastcapitalsavings.com
psamimi@travelersfinancial.com
We finance certified new or used aircraft, including single or multiple engine, turbine or piston, fixed or rotary winged aircraft

COMBINE WORLD INC.
PO BOX 357
ALLAN SK S0K 0C0
1-306-221-3800
combineworld.com
Combine World Is A Diverse Company, Specializing In The Sale Of Used Agriculture & Construction Equipment.

COMMERCIAL FUNDING GROUP INC.
16 - 120 WESTBEAVER CREEK RD
RICHMOND HILL, ON L4B 1L2
866 703-6707
Commercial Funding Group Inc. specializing in commercial and business use aircrafts/engines for Canadian based companies ranging from \$100,000 - \$2,000,000. Contact Michael Maurer.

DE LAGE LANDEN FINANCIAL SERVICES CANADA INC. (DLL)
3450 SUPERIOR COURT, UNIT 1
OAKVILLE, ON L6L 0C4
(905)399-7125
paul.green@dllgroup.com
Partnership to us means seeing what really counts. We see more than a customer, and work harder as a partner, to help get the right tools into the right hands.

DEMA LAND SERVICES INC
10-320 CIRCLE DR
ST. ALBERT, AB T8N 7L5
780-458-7123
www.demaland.ca
Everything is built on real estate. A reliable foundation comes from experience that matters.

DEVENIR PILOTS GBSN S.E.C.
182 TETREAULT
MONT-SAINT-GREGOIRE QC J0J 1K0
514-502-0499
www.devenirpilote.com
Airplane shares available at a fraction of the cost. Professional aviation administration of your asset.

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

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

FAIRMONT HOT SPRINGS AIRPORT
5225 FAIRMONT RESORT RD
FAIRMONT HOT SPRING BC V0B 1L1
250-345-2121
www.fairmounthotspingsairport.com
Full aviation and fueling services for aircraft up to and including 737's, 24/7. 6000x100 asphalt runway CYCZ

COPA *Flight* CORPORATE Members

FLIGHT FUELS INC

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

GLOBALSTAR CANADA

SATELLITE CO
115 MATHESON BLVD WEST,
SUITE 100
MISSISSAUGA, ON L5R 3L1
905-890-1377
Globalstar is a leading provider of mobile satellite voice and data services. Customers across Canada and the world rely on Globalstar and SPOT for emergency and redundancy communications, access to emergency personnel and to manage valued assets even when cellular services are unavailable.

HAMMOND AVIATION LIMITED

11-4881 FOUNTAIN STREET
N. WATERLOO INTERNATIONAL AIRPORT
BRESLAU ON N0B 1M0
1-888-256-1106
www.hammondaviation.com
Hammond Aviation Ltd. - Is an exclusive wholesale and retail distributor for a wide variety of quality aviation products servicing Flight Schools, Pilot Shops and pilots directly.

HIGHLANDS FLYING CLUB

68 CREIGNISH MOUNTAIN ROAD
CREIGNISH, NS B9A 1B5
(902) 625-0506
The Highlands Flying Club is a group of five pilot-owners. The club has been in existence with a number of different members and several airplanes for over 30 years.

IMPEL TRANSPORT LTD

PO BOX 895
WINKLER MB R6W 4A9
204-331-9313
www.impeltransport.com

INDIANA PAGING NETWORK, INC

6745 WEST JOHNSON ROAD
LAPORTE, IN, US 46350
219-608-1458
www.indianapaging.com
Provider of international border crossing software app called "Easy eAPIS" www.easyeapis.com

KELLY PANTELUK

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

KINDERSLEY PLANE OWNERS INC

PO BOX 1555
KINDERSLEY SK S0L 1S0

MAGNES GROUP INC

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

MAXCRAFT AVIONICS LTD

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

MCMILLAN LLP. LAWYERS/

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

MISSION AVIATION FELLOWSHIP OF CANADA

264 WOODLAWN RD. W
GUELPH ON N1H 1B6
877-351-9344
www.mafcanada.ca
MAF is an international. Christian, humanitarian organization working to meet the transportation and communications needs of those living and serving in the poorest and most remote parts of the world. Best known for aviation, Mission Aviation Fellowship (MAF) pilots and mechanics operate and maintain a fleet of over 145 aircraft - flying in and out of some 2500 airstrips in more than 30 countries around the world.

NEAR NORTH AVIATION

www.nearnorthaviation.com
info@nearnorthaviation.com
PARRY SOUND LOCATION
97 AIRPORT ROAD
SEGUIN, ON P2A2W8
(705)378-0981
HAMILTON LOCATION
520-9300 Airport Rd
MT. HOPE ON L0R1W0
(905)679-5577
We are a flight school located in Parry Sound and Hamilton international. We conduct training for PPL, Instrument, Multi, and night.

OCTANT AVIATION

4501 RUE BISHOP, BUREAU 202
LONGUEUIL QC J3Y 9E1
(450) 678-4884
www.octantaviation.ca
Experts en solutions pour l'aviation/ Experts in aviation solutions.

OUTAOUAIS FLYING CLUB

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

PARACHUTISME ATMOSPHAIR

438 CH VILLE MARIE
LEVIS QC G6C 1B5
www.atmosphair.com
Un saut en parachute represente pour la plupart d'entre nous le moment le plus fort de notre existence. Notre mission est de vous faire vivre cette experience incroyable en toute confiance.

PASSPORT HÉLICO

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

PRAIRIE AIRCRAFT SALES LTD.

408C OTTER BAY, SPRINGBANK AIRPORT
CALGARY, AB T3Z 3S6
403-286-4277
http://www.prairieaircraft.com/
kathy@prairieaircraft.com
Prairie Aircraft Sales Ltd., operated by Kathy Wrobel, has been in business for over 50 years. We were the Exclusive Cessna Dealer for both New Caravan and New Piston Aircraft for all of Western and Northern Canada. Prairie Aircraft specializes in aircraft ranging in all sizes for pre-owned aircraft for sale.

PROVINCIAL AIRWAYS

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

PURPLE HILL AIR

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

REPOLOGIX INC.

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

RICHARDSON BROS (OLDS) LTD

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

ROTECH MOTOR LTD

6235 OKANAGAN LANDING RD
VERNON BC V1H 1M5
Exclusive Canadian distributor for Rotax aircraft engines, parts, accessories.

ROYCO AIR SERVICE

RANGE RD 234
THREE HILLS AB TOM 2A0
www.roycoairservice.com
We are a family owned aerial application company based in Central Alberta. Established in 1976, Royco Air Service aims to provide reliable and responsible service to our clients in the agriculture industry. Find out more about how we can help you.

ST. ANDREWS AIRPORT INC

202 - 705 SOUTH GATE RD
ST. ANDREWS MB R1A 3P9
(204) 336-3250
www.standrewsairport.ca
General Aviation Airport. Flight training and aircraft maintenance.

STUDENT AVIATION FINANCIAL

ENTERPRISES CORP
80 BLAZER ESTATES RIDGE
CALGARY AB T3L 2N7
403-397-6107
studentaviationfinancial.ca
Providing financial assistants across Canada to all inspiring students wanting to obtain the PPL and CPL license, muti, IFR, float, instructor rating.

SUMMERSIDE AIRPORT - SLEMON

PARK CORP
PO BOX 90
SLEMON PARK PE C0B 2A0
(902)432-1760
www.slemonpark.com
Slemon Park is home to aerospace companies like Atlantic Turbines, Honeywell Aeroespatale and Testori Americas.

TANIS AIRCRAFT PRODUCTS

(952) 224-4425
www.tanisaircraft.com
Tanis Aircraft Products produces the most technologically advanced and only FAA, TCCA, & EASA certified preheat systems, products, and insulated engine covers for the aviation industry.

THE ABBOTSFORD FLYING CLUB

30540 APPROACH DR
ABBOTSFORD BC V2T 6H5
604-239-0199
www.abbotstfordflyingclub.ca
The Abbotsford Flying Club is a non-profit organization that rents out aircraft for pilots that enjoy leisure and personal flying.

THE NINETY-NINES INC.

(MANITOBA CHAPTER)
HANGAR 24A LYNECREST AVE
57119 MURDOCK RD
PO BOX 55, GROUP 612 SS6
WINNIPEG MB R2C 2Z3
204-261-1007
The Manitoba Chapter of the Ninety-Nine, Inc. is a non-profit organization with charitable CRA status. The Manitoba Chapter of the 99s is the first chapter world-wide to gain approval to own a club plane.

VICTORIA FLYING CLUB

101-1852 CANSO ROAD
SIDNEY BC V8L 5V5
(250) 656 2833
http://www.flyvfc.com
The Victoria Flying Club has been training pilots and meeting the needs of recreational and career flyers for more than 70 years.

WATERLOO WELLINGTON FLIGHT CENTRE

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

WILSON AIRCRAFT

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

YORKTON AIRCRAFT SERVICE LTD

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

Aircraft Hangar Specialists

www.spantech.ca



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



Industrial and Commercial Buildings also available
dmorris@spantech.ca 1-800-561-2200

Proudly Made in Canada Design Build and T-Hangars available

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



**QUALITY ENGINE OVERHAULS,
REPAIRS & ACCESSORIES**

- NDT • Propeller Balancing
- Engine Modifications

AMO #59-96



PHONE 705-325-5515 FAX 705-325-1365

6406 BLUEBIRD ST., RAMARA, ON, CANADA, L3V 0K6

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

Skywagon City Corp.

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

Your Premiere Source
for Pre-Owned Parts
for Cessna:
150/152/170/172/180/
182/185/206/210
and several Piper models

2851 Concession Rd. 7
Brechin, ON, L0K 1B0

parts@skywagoncity.com
705-484-5667 Fax 705-484-5606

FOR SALE OR TRADE

CESSNA SEAPLANES AND
CESSNA LANDPLANES

For listings, please visit
our web site

www.boisvertaviation.ca

SERVICING, BUYING, SELLING,
TRADING SEAPLANES SINCE 1979

MONTREAL'S ONLY SEAPLANE
BASE CSA4

**BOISVERT & FILS
AVIATION LTEE**

8295 BOUL. GOUIN EST
MONTREAL, PQ, H1E 2P6

Tel.: 514-648-1856

Fax: 514-648-9309

Need healthcare
but can't afford to
fly there?



Getting Canadians
to Getting Better

www.hopeair.org

SCHWEISS

THE DOOR LEADER

DOORS

HYDRAULIC
ONE-PIECE DOORS

— OR —

BIFOLD
STRAP LIFT DOORS

CANADIAN CONTACT:
519-366-9986



- AVIATION • SHOP DOORS
- AG DOORS • BARN DOORS

SCHWEISSDOORS.COM

507-426-8273

Canadian Plane Trade

NOVEMBER PRINT DEADLINE: OCTOBER 4, 2019

BUDGET WORD CLASSIFIED AD (includes a 30-day online ad)

Members: \$40.50 + applicable taxes (35-word maximum)

Non-members: \$45.00 + applicable taxes (35-word maximum)

STANDARD PHOTO CLASSIFIED AD (includes a 30-day online ad)

Members: \$72 + applicable taxes (35-word maximum)

Non-members: \$80 + applicable taxes (35-word maximum)

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

Additional words are permitted in the magazine at an additional cost.

COPA members - Add \$0.85 per additional word (over 35 words)

Non-members - Add \$1.00 per additional word (over 35 words)

FOR FULL ADVERTISING OPTIONS AND RATES PLEASE VISIT:

canadianplanetrade.ca

Classified advertising includes 30 days online and placement in the next issue
of COPA Flight magazine. COPA members receive a 10% discount.

Use the website to enter your ads online or
email admin@copaflight.ca for assistance

Payment is easily made online at canadianplanetrade.ca*

For enquiries, call: 604-999-2411 or 800-656-7598

*Charges will appear on your statement as Canadian Aviator Publishing

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

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



Preferred Rates. Comprehensive Coverage for COPA Members!

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

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

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

Accident Death and Dismemberment Insurance:

You can add to your aviation policy not just when you're flying but around the clock 24/7.

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

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

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

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

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

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

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

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



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





AIRCRAFT SPRUCE

Everything For Airplanes



AVIATION'S BEST WEBSITE • SAME DAY SHIPPING • 10,000,000+ PARTS IN STOCK



AVIONICS

Garmin • Artex • Dynon
Appareo • Icom • uAvionix



INSTRUMENTS

Mid-Continent • Sigma-Tek
JPI • RC Allen • EI



LIGHTING

Whelen • AeroLEDs
Aveo



BATTERIES

Concorde • Gill
Start Pac • True Blue



TIRES

Goodyear • Michelin
Specialty Tire



ENGINE ACCESSORIES

Champion • Tempest
Hartzell • Kelly



ENGINE PARTS

Lycoming • Continental
Superior



PILOT SUPPLIES

Jeppesen • ASA • Gleim • Rosen
Bose • Lightspeed



Aircraft Spruce is the leading worldwide distributor of general aviation parts and supplies. Our orders ship same day, at the lowest prices, and with the support of the most helpful staff in the industry. We look forward to our next opportunity to serve you!

www.aircraftspruce.com

Call Toll Free 1-877-4-SPRUCE



FAA AERONAV
CHARTS IN
STOCK AT
AIRCRAFT SPRUCE!

ORDER YOUR FREE
2019-2020 CATALOG!
1000 PAGES OF PRODUCTS!