

COPA Flight

The Journal of the
Canadian Owners and
Pilots Association

SEPTEMBER 2019

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OSHAWA'S MANNY ROSARIO TAKES ON
NEW CHALLENGE

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Many successful businessmen, after having built up one or more successful companies, look forward to retirement as a time to rest, perhaps do nothing more than visit their grandchildren. But not Manny Rosario. Having founded and built up both Enterprise Air and the Durham Flight Centre, Rosario takes on the new challenge of resurrecting an unused grass airfield near Lake Scugog, 15 nm north of Oshawa.

ON THE COVER: A beautifully maintained 1961 Champion 7EC graces Manny Rosario's airfield near Lake Scugog, Ont.

COPA Flight



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ADDRESSING SAFETY — AGAIN


RASH OF ACCIDENTS NEEDS OUR ATTENTION

At the time of writing this, we are in the middle of a very unfortunate summer for general aviation in Canada.

It seems that, day after day, we are confronted with the news of yet another crash, the loss of more friends and the resulting increased scrutiny from the regulator, the media and the court of public opinion. While the causes of each accident must be determined in isolation, collectively the staggering number of crashes raises questions about safety in our sector of the industry. In July, I wrote about the need for the community to take a hard look at our own safety culture (That safety culture needs to evolve and take root). Are we putting our best foot forward as pilots and as practitioners of a robust safety culture? Not only when we get into our own airplanes, but also when we see our friends getting in to theirs? Now is the time to double down on our own personal best practices. Consider revisiting the steps you take and the process you use to prepare for your flights. Our passengers have the right to expect that their general aviation experience will be the safest and most enjoyable possible — the two go hand in hand. As you prepare for your next flight, ask yourself these important questions: Have I considered and planned for all of the variables? Do I have an out?

ADS-B









From the many conversations COPA staff had with members and pilots at EAA AirVenture in Oshkosh, it is apparent that there is still much confusion about the future of ADS-B in Canada. We encourage those with any lingering questions to visit our website to read any of the articles COPA has published on this topic. Know that your organization continues to engage in regular discussions with both Nav Canada and Transport Canada on the implications of bringing this technology to Canada and mitigating its impact on owners. Canada's mandate for 1090ES (space-based) ADS-B will not be coming to the lower levels of Canadian airspace (Classes C, D and E) until at least 2023. This is not the same technology as the Americans' 978UAT (ground-based) ADS-B, which will not be compliant in Canada. Those not needing to fly in the United States before 2023 should hold off on spending any money. There are still numerous unanswered questions regarding equipment and other factors that could have serious cost implications for owners. Those who do wish to fly in the U.S. before then should equip as cheaply as possible to meet the American mandate, knowing there is a likelihood you will have to re-equip to meet the Canadian mandate down the road. 🇨🇦



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PARLONS ENCORE DE SÉCURITÉ

UN TAS D'ACCIDENTS A BESOIN DE NOTRE ATTENTION

Au moment d'écrire ces lignes, l'aviation générale canadienne paraît s'engager sur un parcours dangereux. Jour après jour, cet été, nous sommes confrontés, semble-t-il, à des bulletins d'actualités faisant à chaque fois état d'un autre écrasement, d'une autre disparition d'amis. Et nous subissons une fois encore le choc des médias, où nous assistons encore une fois à l'intervention des autorités, le tout sous la lumière crue des projecteurs de l'opinion publique. Bien que la cause de chaque accident doive être établie indépendamment, le nombre incroyablement élevé d'accidents soulève tout à coup plein de doutes sur la santé de notre industrie au chapitre de la sécurité.

En juillet, j'ai déjà évoqué la nécessité d'une très sérieuse introspection, d'un examen de conscience en profondeur, de notre culture collective de sécurité (Une culture de la sécurité doit s'installer pour de bon). Fournissons-nous tous vraiment notre meilleur effort, en tant que pilote et comme adeptes d'une solide culture sécuritaire ? Non seulement lorsque nous prenons place dans notre propre cockpit, mais aussi lorsque nous voyons nos amis d'installer aux commandes de leurs propres appareils, et qu'il faut alors absolument prêcher par l'exemple. Envisagez la possibilité de réévaluer certains aspects de vos procédures de préparation de vol. Nos passagers ont le droit de profiter le plus agréablement possible et en toute sécurité de leur promenade en avion, — les deux vont de pair, c'est inéluctable. Au moment de préparer votre prochain vol, posez-vous de nouveau ces questions de haute importance: avez-vous vraiment examiné toutes et chacune des possibilités sous tout leurs angles ? Avez-vous un plan de rechange ?

ADS-B

S'il faut en juger par les nombreuses conversations que les responsables de COPA ont pu tenir avec des membres ou des pilotes lors de l'AirVenture de l'EAA à Oshkosh, beaucoup de confusion existe encore sur l'avenir de l'ADS-B au Canada.

Nous invitons donc tous ceux qui ont des questions endémiques à ce sujet à visiter notre site web pour lire tout ce que COPA y a déjà publié. Nous vous rappelons ici également que votre association est constamment engagée dans des discussions avec Nav Canada et Transports Canada sur les conséquences de l'implantation de cette technologie au Canada et sur les façons d'en atténuer les effets. Le mandat canadien pour l'ADS-B 1090ES (version spatiale) ne s'appliquera pas aux altitudes les plus basses de l'espace aérien canadien avant 2023 au plus tôt. Et, faut-il le rappeler, il ne s'agit pas de la même technologie que le système américain 978UAT (basé au sol) et qui ne sera pas fonctionnel au Canada.

Ceux qui n'auront pas besoin de voler aux États-Unis avant 2023 pourront donc éviter toute dépense d'argent. Il subsiste en effet de maintes questions laissées sans réponse sur le matériel requis pour cette implantation de même que sur d'autres aspects de la mise en œuvre de la technologie pouvant nécessiter des déboursés additionnels considérables pour les propriétaires d'aéronefs. Ceux qui souhaitent voler aux États-Unis devront acquérir le matériel américain le moins coûteux, sachant qu'ils devront délier leur bourse une nouvelle fois pour rencontrer les exigences du mandat canadien. ✈️

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SEND US YOUR STORIES, LETTERS AND PHOTOS

COPA Flight is the outlet for COPA members to let others know what they're doing to advance, promote and preserve the Canadian freedom to fly, and we're here to share your stories.

Our Regions section publishes news about the myriad activities undertaken by COPA Flights across the country, our News section is the forum for stories of national interest that may be happening in your backyard, so if you have something to get off your chest, write us a letter to the editor. We always appreciate nice, high-resolution photos, whether to accompany your submissions or as part of our photo contest.

To help us deliver your message effectively and efficiently, we ask that contributors follow a few guidelines.

The new format lends itself to concise, punchy stories that get the message across clearly and economically. Please keep event reports and local news stories from 300 to 400 words. Send them in an MS Word document without any formatting or inserted graphics. News stories should be from 500 to 1,000 words, and make sure facts are checked and the statements made in the article are factual. We will edit out any libellous or erroneous material.

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

✉ RE: COPA OBJECTS TO TCCA'S NEW ELT MANDATE PROPOSAL

In the July 4, 2019 issue of COPA eFlight, there is a short article and copy of the letter from COPA to Transport Canada regarding the proposed mandate of 406 MHz ELTs in all aircraft within five years.

Just like the initial requirement for 121.5 MHz ELTs decades ago, this appears to be a knee-jerk reaction to recent events without regard for the current state of technology. However, both Transport Canada and COPA are only presenting partial information to make their argument for or against the proposal.

While Bernard Gervais' statement about a double standard in allowing foreign-registered aircraft to conduct the same flights from the same airports with different, lesser equipment is valid, there are now several new ELTs on the market that do operate with extremely high reliability and accuracy due to internal back-up antennas and integral WAAS GPS. They still need to be securely mounted, of course.

The article states, "Gervais goes on to recommend satellite-based ADS-B as the better solution for search-and-rescue purposes," and "Technologies such as ADS-B offer infinitely more improved tracking capability than outdated and ineffective ELTs ever can." However, COPA just finished arguing with Nav Canada that GA aircraft owners cannot afford the diversity requirement of Aireon's space-based ADS-B.

COPA is walking a dangerous line here in proposing a solution that requires a very expensive and often complex 1090ES ADS-B installation in GA aircraft rather than a simple \$1500 ELT solution. What will COPA's response be in 2023 when Nav Canada decides that they want to have 1090ES ADS-B in all aircraft? Will President Gervais and COPA still be supporting Aireon for GA? Aireon cannot reliably receive bottom-mounted transponder antenna signals from most GA aircraft. Aireon is for airliners.

I agree that we need a performance-based solution for GA and COPA members. Since Aireon cannot provide any

downlink information to pilots, for-profit companies like Spot and Spidertracks are providing tracking and messaging, and Sirius Satellite Radio is providing some of the weather and data to Canadian pilots on a subscription basis similar to what our U.S. counterparts are receiving for free as part of their ground-based ADS-B system. I believe COPA should be pushing Nav Canada and Transport Canada for the same free FIS-B and TIS-B on ADS-B that U.S. pilots enjoy. Since Aireon is only 1090ES and has no capability to downlink any information directly to pilots, any performance-based solution would likely have to include less costly ground-based 978 MHz UAT ADS-B like the U.S. uses. Anyone with ADS-B who flies in, or near, the U.S. already knows the situational awareness advantages and enormous safety benefits of the UAT ADS-B IN signals provided by the FAA system. If COPA pushes and keeps pushing for UAT, Nav Canada will have to give in eventually ... after all, we are the customer and Nav Canada is the service provider.

A recent document on the AOPA website stated that there was a reduction of midair fatalities by almost 90 percent due to ADS-B IN. Having flown with a full 1090ES ADS-B solution for over three years now, I am an avid supporter of the technology, but believe that Aireon's space-based solution currently offers nothing of value for most of the GA fleet. As the builder and owner of an amateur-built aircraft I have moved the transponder antenna to the top of my aircraft to get better air-to-air TIS-B coverage, making location tracking by satellite a definite possibility, but the certified fleet may not be able to make this simple yet effective change. Regardless, without the ability to receive FIS-B data on ADS-B from the FAA's 978 MHz UAT system, I likely would not have invested in ADS-B. We need to collectively push for a similar system in Canada so all pilots can reap the benefits here while allowing us to use less costly equipment to achieve the 'performance-based' results Bernard Gervais speaks of, making flying much safer in the process.

Recently, COPA assisted Nav Canada and Transport Canada with their surveys and, while I certainly recognize the need for COPA to work cooperatively with Nav Canada and Transport Canada, maybe it is time for COPA management to ask its members what the members want and need. Where is that survey?

Dan Oldridge

✉ INCIDENTS AND ACCIDENTS

I noticed in the August issue under Incidents and Accidents three occurrences of Americans arriving in Canada without filing an active flight plan. My favourite is the pilot who landed in Bella Bella and was not aware they were in Canada. That's about 230 nautical miles. Imagine how a Canadian pilot would be received arriving in Pend-

leton, Oregon from Kelowna, B.C. (a similar distance) and announcing they were unaware they were in the U.S. — if they even got that far.

Ian Hutcheon

✉ NO PLACE FOR PRIDE?

Reading Ms. Teschow's article 'Aviation Pride' (June 2019 issue) left me wondering if I had accidentally become the recipient of a lifestyle magazine. I fail to see how being informed about member's individual lifestyles would advance, promote and preserve the Canadian freedom to fly or how this could be of any interest to COPA members.

What Canadian pilots are doing outside of aviation is completely irrelevant to the general membership and

has therefore no place in an aviation magazine.

Dieter Beisel

Bernard Gervais, COPA President and CEO, replies:

COPA has received several comments from some of its members following the Canadian Aviation Pride article that appeared in the June (diversity month) issue of COPA Flight. With the number of members we have, we represent a slice of just about anyone in our society and are inclusive of everyone who has a desire for flight or a passion for aviation, regardless of race, religious beliefs, gender or sexual orientation. Unfortunately not everyone sees it that way. Too bad for them, but it's time to move on; this ship has sailed.

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EXPLORING THE SAN JUAN ISLANDS

ARCHIPELAGO IS AT VANCOUVER'S DOORSTEP

STORY AND PHOTOS BY JANINE CROSS



Some two million years ago, massive glaciers formed in the peaks of British Columbia and advanced south. The swift-moving ice and roiling meltwaters gouged the deep channels of Haro and Rosario straits, in the process smoothing resistant bedrock into a spectacular archipelago known today as the San Juan Islands.

Flying over the San Juan Islands provides magnificent aerial views of glacier-sculpted coves, surf-eroded headlands and sheltered, pebbled beaches. One of the last remaining native prairies of the Puget Sound exists here, rippling in yellow waves from marine breezes. The emerald colour of the islands' forests is rivalled by the brilliant blues and

greens of the surrounding ocean, where it's not uncommon to overfly resident orca whales. On clear days, the whole panorama is crowned by the stunning peak of distant Mount Baker.

There are 172 named islands and reefs in San Juan County, many with private grass airstrips. The three most populous islands (Orcas, Lopez, and San Juan) each have a designated seaplane base in addition to a paved, public-use airport where fly-in camping is welcomed. Referred to as the 'Banana Belt' because the mountains on the Olympic Peninsula and Vancouver Island block the Pacific's moisture-laden air, the San Juans have an unusually dry climate; added appeal for under-the-wing camping.

▲ The islands' mild climate make for a year-round destination.

If arriving from Canada, you have to clear border formalities before exploring any of the San Juan Islands on foot or by car, for although the islands exist between southern Vancouver Island and the U.S. mainland, political boundaries place them in the U.S. state of Washington. Luckily, the second-largest island in the archipelago boasts a port-of-entry airport: Friday Harbor (KFHR).

On a recent flight from Pitt Meadows (CYPK), near Vancouver, to Bremerton airport in Washington (KPWT), hubby and I opted to clear customs at



THE PIG WAR KAISER WILHELM ADJUDICATES

San Juan Island is infamous for The Pig War. In the mid-1800's, both Britain and the U.S. claimed sovereignty of San Juan due to ambiguity over geographical boundaries. On June 15, 1859, matters escalated when an American farmer shot a trespassing pig owned by a British employee of the Hudson's Bay Company. The British authorities tried to arrest the American; he resisted and rallied his fellow settlers into demanding American military protection. After twelve years of military posturing during which each side attempted to incite the other into firing the first shot, the matter was submitted to the German Kaiser Wilhelm I for arbitration. The Kaiser awarded all the San Juan Islands to the United States in 1872 and the British withdrew their Marines, thus ending the longest-running war on American soil during which the only casualty was a pig.



PROPOSED BOUNDARIES:

- Through Haro Strait, favoured by the U.S.
- Through Rosario Strait, favoured by Britain
- Through San Juan Channel, a compromise proposal

The lines are as shown on maps of the time. The modern boundary follows straight line segments and roughly follows the blue line. The modern eastern boundary of San Juan County roughly follows the red line.

picturesque Friday Harbor. The night before our flight, we filed an online eAPIS arrival report and received our confirmation email minutes later from U.S. Customs and Border Protection. Sometimes it takes up to several hours to receive the confirmation, thus our night-before-filing to build in a time-cushion for a slow response.

The next morning, with a gorgeous CAVOK blue sky overhead, we called Kamloops FIC about 90 minutes before our departure to file our cross-border flight plan and receive our cross-border transponder code. About 75 minutes before departure, we called the Friday Harbor CBP office to ensure that a customs officer could meet us at KFHR, because the same officer monitors customs at the marina whenever a ferry from Vancouver Island sails in.

After flying across the gorgeous Strait of Georgia and over the distinctive horseshoe of Orcas Island, we landed at KFHR and taxied into the customs 'box', well within the allowed 15 minutes of our reported ETA at the port-of-entry. While waiting inside our plane for the CBP officer, we closed our flight plan with U.S. Flight Services by phone. The CBP officer appeared, cheerfully inspected our passports, and gave us the green light to explore.

▲ The operator of Eastsound airport (KORS) on Orcas Island allows camping on site.

Less than three square kilometres in size, the tourist-dense town is within easy walking distance from the airport and is home to boutiques, spas, seafood grills and pubs, chocolatiers, museums, art galleries and book shops. Kayak rentals and whale-watching tours can be booked here, and if you want to explore further afield, rental cars are available to visit the local winery, alpaca farm or lavender fields. For the more adventurous, you can take a zip-line tour over a pristine lake and through towering Douglas firs.

On our return flight back to CYPK four days later, we visited Orcas Island airport (KORS). Surrounded by the smell of sun-baked pine needles and clean sea air, we explored the driftwood-strewn beach at the threshold of runway 16. Boasting 61 kilometres of hiking trails and an unhurried atmosphere, Orcas is our favourite island in the archipelago. Kayaking, whale-watching, and horseback riding tours are available, and a rental car is handily stationed right at the airport. A wide belt of mown grass at the airport affords fly-in campers a stunning ocean view.

THE LONGEST CHECKOUT

GETTING THE KEYS FOR DAD'S PLANE NOT SO EASY

BY CLARK MORAWETZ



As pilots, we all have that one airplane that we would like to get checked out in. For some, it might be a Spitfire, a DC-3 or maybe an airliner. For me, it was a Cessna 206. Not just any 206, my family's 206.

The story begins in 1992. Our family was growing and we needed an airplane that could accommodate a family of five. After a few pictures sent by fax and a couple of phone calls, a ferry pilot brought GUEK into our lives. Ever since then, I flew with my father in UEK. First in the back and then eventually graduating to the right seat. Going for Sunday breakfasts at nearby airports, to Oshkosh and to the Bahamas. As I got older, I started flying myself. First in gliders, then powered aircraft and now as an airline captain on the de Havilland

Dash 8-400. However, after 16 years of flying and over 6,000 hours, one airplane continued to elude me.

You might ask, "What took you so long?" At first, it was a case of experience. A 206 is bigger, heavier and faster than a 172, and I wasn't ready. Then over the years, after I surpassed my father in flying hours and types of aircraft flown, it became a bit of an inside joke. Stealing a line from a political statement from a few years back, Dad would say, "He's just not ready yet...maybe someday." As a flight instructor I would fly with him in the right seat as he prepared for IFR proficiency flights, giving him pointers on how to fly a hold or set up for an RNAV approach, despite having never been given a chance to fly UEK as pilot-in-command.

So, what turned the tide? A couple of factors recently made now the right time. Dad, a long-time COPA member, was looking for better insurance coverage on UEK and approached Magnes about the COPA VIP Gold Package. He was surprised to learn that, not only was he going to save money by switching, he could also get me listed on the insurance for no additional charge. The catch? I would need an hour with a flight instructor before solo. Dad replied that I am flight instructor, so Magnes decided that Dad could give me the checkout.

As we prepared for my checkout, I said to Dad, "If I screw something up and you need to take over, which seat would you prefer to be in for that?" He replied, "The left." No problem for me,



the right seat has been my seat for 27 years. I've learned a lot over the years from that right seat. Why not one more lesson? The flight was a success and I was given his blessing to take it solo.

The other factor was that our own Cessna 172 experienced a magneto issue and was grounded on a weekend when the weather was going to be perfect for flying. So it was meant to be. Our plane was grounded and UEK was in the hangar, full of fuel and ready for its next adventure.

My fiancé and I did the pre-flight, climbed in and started it up. Dad, watching from the hangar as we taxied out at the farm, gave me a thumbs up. Then he watched, like a parent who had just taken the training wheels off of their child's bicycle for the first time,

▲ Clark Morawetz finally makes it to the left seat of his dad's plane.

as we flew off in UEK without him. For the first time in 27 years, there is a new name in the journey logbook — mine.

I'm happy to report that we made it to Bancroft and back without a hitch. For me, putting UEK in my personal logbook was a bucket-list item. How much does it mean? The last four digits of my phone number are 4835 (GUEK); I think that tells you.

So thanks, Dad, for allowing me to prove I was ready for UEK. And I promise to bring it back with full tanks. 🙌

Clark Morawetz serves on COPA's Board of Directors, representing Southern Ontario



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2019 COPA NJA SCHOLARSHIP WINNERS ANNOUNCED

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Created to honour one of Canada's foremost aviators, the COPA Neil J. Armstrong scholarship has helped many Canadian pilots get their start. The main award is the *ab initio* award which provides up to \$10,000 to defray eligible training costs associated with the Private Pilot Licence (PPL).

The second award, the Advanced Training Award, is intended for applicants who already hold a PPL and are seeking higher licences or ratings. Since the Scholarship started in 1996, 57 students have received over \$196,000 in scholarship funding.

Winner of the *ab initio* award for 2019 is David Wentland, of Bowmanville, Ontario. The winner of the second award is Larissa Chiu of Vancouver, British Columbia.

DAVID WENTLAND

As a child, David Wentland always aspired to fly. It was through the COPA for Kids program where he first discovered the wonders of flying. Getting into aviation "was a bit of a struggle" for Wentland, as his parents or family didn't enjoy flying.

During Wentland's high school summers, he sought out a job at the Oshtawa Municipal Airport (CYOO). There, he progressed from cutting grass to washing airplanes. In his Grade 12 year, he was able to enroll in a co-op course offered at the maintenance facility at his home airport.

Wentland's early experiences working around the airport influenced his decision to become an Aircraft Maintenance Engineer first, before becoming a pilot. He is in his first year of AME training at Southport, Manitoba (CYPG), 2,000 kilometres away from his home airport just east of Toronto. Wentland explains that it is the only apprenticeship program in all of Canada, and only 12 students get accepted per year. This program is "a more intense and accelerated type of training with the same amount of in-class learning, but more hands-on".

Outside of Aviation, Wentland is a good academic student, while also participating in extracurricular sports. He acquired a black belt in Taekwondo at the age of 17 and taught martial arts from the age of 14.

Wentland just completed his first year as an Aircraft Maintenance Engineer, and plans on also getting his private and commercial licence. With an interest in helicopters, he anticipates obtaining a rotary licence in addition

to maintaining them. Wentland is also considering getting his EASA, a European equivalent to a Canadian AME licence, further on in his career.

"I have an immense passion and drive for aviation, but at my age and experience the burden of starting the training for a pilot's licence seems so daunting. I currently have a foot in the door with my ever-growing knowledge of aviation, and believe someone like me with the knowledge and experience on how to fix and maintain aircraft, and hopefully soon also how to fly an aircraft, would be an indispensable asset to the aviation community."

LARISSA CHIU

Larissa Chiu currently holds a private pilot's licence with over 100 pilot-in-command hours. Chiu plans to further her skills as a pilot through advance training by obtaining a night and multi-IFR rating, while working towards a commercial pilot's licence.

Chiu has been heavily involved in her community to promote interest in aviation among both youths and adults. She has been involved in the Royal Canadian Air Cadet (RCAC program), starting off as a cadet and now as a Cadet Instructor Cadre. For eight years she was an instructor for ground school and familiarization pilot on both gliders and single-engine aircraft.

To keep current, Chiu serves as a familiarization pilot for the RCAC program. Currently, she is the only female power familiarization pilot in the Lower Mainland-Fraser Valley District. She has been an active member of the Air Cadet Gliding program, and has represented this program at vari-



ous volunteering events, such as the annual Girls Fly Too! event at Abbotsford airport.

Additionally, Chiu is the current President of the Aviation Club of the University of British Columbia. This year she served as the Chair of the Waypoint Aviation Connections Conference, which is the largest of its kind in Vancouver, a student-lead networking event aimed to help fellow students network with others by sharing ideas and knowledge in the aviation industry.

Chiu has been recognized as an inspiration to other young women who look to pursue their dreams in aviation. As such, in 2018 she was awarded the Rising Star by the Northern Lights Aero Foundation, the youngest to receive an award from them to date.

Chiu's involvement in the aviation community supersedes the cadet and university placements. She has been an active member of the Ninety-Nines British Columbia Chapter, Flying Musicians Association, British Columbia General Aviation Association, British Columbia Aviation Council and the Canadian Owners and Pilots Association.

As a student studying at the University of British Columbia, much of Chiu's savings and current earnings from part-time employment have been put towards her tuition and paying off student loans. "Since I am solely funding my post-secondary education, my financial plan to meet my goals in aviation rests heavily on my ability to qualify for scholarships."

"This award is more than just a financial capability to help aspiring women in aviation to advance their pursuits, but it also carries the honour in it to continuously inspire and encourage other women to fly and challenge themselves. Receiving this award would not only help me financially reach my goals, specifically aid my Commercial Pilot Licence training, but also help me advance my skill set so that I can give back to the community and inspire others as I have been."

Chiu's short-term career plan is to contribute her experience and skills as a medevac pilot, while continually advance her education in pursuit of a medical degree as a flight surgeon in the Canadian Armed Forces. ✈️

WHO WAS NEIL J. ARMSTRONG?

Neil J. Armstrong was born in Alvinston, Ontario, on April 15, 1920. He received his education there and at Petrolia, Ont. where he joined the RCMP. He served in Ontario, Saskatchewan and Manitoba before transferring to the RCAF in 1943.

Armstrong graduated from pilot training as a commissioned officer and was assigned to serve as a flying instructor until he was honourably discharged in 1945. In 1946, he studied at the University of Toronto and graduated in 1949 as an Engineer with a major in Geology and Geophysics.

From 1953 to 1969, Armstrong was associated with Spartan Air Services in Ottawa and became the first known helicopter pilot/geologist. He worked with the Geological Survey of Canada on Operations Baker and Thelon in the Barren Lands to help map a 100,000-square-mile area.

In 1961, together with his friend Max Conrad, Armstrong flew across Atlantic Ocean in a Piper Twin Comanche from Newfoundland to Ireland non-stop in 13 hours. Two years later he shared pilot/navigator duties with Roy Moore, flying a Piper Aztec non-stop across the Pacific Ocean from California to Hawaii in 18 hours total.

In 1964, Armstrong was elected president of the Canadian Owners and Pilots Association, a position he held for three years. His continued interest in COPA was a stabilizing factor in the continued success of the organization. Armstrong wrote a regular column about his travels in COPA's Canadian Flight magazine from 1972 to 1994.

In 1973, Armstrong was named to Canada's Aviation Hall of Fame with the following citation: "His combination of piloting ability, technical knowledge, navigational skills and dedication to purpose, despite adversity, have resulted in outstanding benefit to Canadian aviation."

Neil J. Armstrong was killed November 23, 1994, when the Twin Otter in which he was a passenger crashed into an Antarctic iceberg. His son, Corcoran, also died in the crash.

INCIDENTS + ACCIDENTS

ATLANTIC REGION

Tower controller had cleared a Moncton Flight College Diamond DA 20-C1 (C-FJZC) from Fredericton, NB (CYFC) to Fredericton, NB (CYFC) to land on Runway 27 as they turned base. An RCMP Air Services Branch Pilatus PC-12 (SST197) from Fredericton, NB (CYFC) to Ottawa/Macdonald-Cartier, ON (CYOW) taxied off the main apron that was available for an intersection departure. The departing SST197 was given line-up instructions and take-off clearance without the arriving C-FJZC's landing clearance being cancelled.

QUEBEC REGION

The community aerodrome radio stations (CARS) of CYLC, CYKO, CYIK, CYZG, CYHA, CYAS, CYLA, CYTQ and CYLU did not provide services as published. Unknown operational impact.

An Orizon Aviation Québec Cessna 172P (C-FCCC) from Quebec/Jean Lesage, QC (CYQB) to Quebec/Jean Lesage, QC (CYQB) indicated that it had been targeted by a green laser while it was on short final for Runway 06 during a touch-and-go. No impact; the aircraft landed on Runway 29 at 0350Z. Airport security was informed immediately and then contacted police and sent a patrol.

An Orizon Aviation Québec Inc Cessna 172P (C-FUCO), on a local flight Quebec/Jean Lesage, QC (CYQB) to Quebec/Jean Lesage, QC (CYQB), performed a runway excursion during takeoff due to strong crosswinds. 4 souls on board, 2 suffered minor injuries. Extent of damage to the aircraft is unknown. The TSB is aware.

ONTARIO REGION

A privately registered, amateur-built Jacques Larouche Wheeler Express CT from Green Bay, WI (KGRB) to Sault Ste. Marie, ON (CYAM) called the London

flight information centre (FIC) to close its VFR transborder flight plan. There was no active flight plan on file. Leidos (United States) was called. They had a proposed flight plan which was never activated.

A privately registered Aero Commander 112 from Burlington, ON (CZBA) to Burlington, ON (CZBA) apparently landed in CZBA with the wheels up, becoming disabled on Runway 14/32. Runway 14/32 was closed. The Transportation Safety Board of Canada (TSB), the National Operations Centre (NOC), and Transport Canada Aviation Operations (TCAVOPS) were notified. 2 occupants, no known injuries.

PRAIRIE AND NORTHERN REGION

Controller was asked by the pilot of a Westcorp Inc. Cessna 525B (C-GPMW) from Kelowna, BC (CYLW) to Edmonton, AB (CYEG) to confirm that they were cleared to FL260. When checking, the controller noticed that C-GPMW was already in descent but did not have any clearance for lower. The controller then issued a clearance that was safe for their initial descent. No other issues were caused.

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

PACIFIC REGION

A privately registered Cessna 337B from Abbotsford, BC (CYXX) to Nanaimo, BC (CYCD) flew through the Victoria, BC



(CYYJ) Class C airspace, from Active Pass to Wallace Island, at 2500' with no contact. No impact on traffic.

A 2056548 Alberta Corporation Piper PA-34-220T (C-FXOY) from Penticton, BC (CYYF) to Penticton, BC (CYYF), upon landing, left the runway on the east side into the grass, then powered back out onto the runway.

RÉGION DE L'ATLANTIQUE

Le contrôleur de la tour avait autorisé un Diamond DA 20-C1 (C-FJZC) exploité par Moncton Flight College en provenance et à destination de Fredericton, NB (CYFC) à atterrir sur la piste 27 alors qu'il s'engageait sur le parcours de base. Un Pilatus PC-12 (SST197) exploité par la Sous-direction du service de l'air de la GRC en provenance de Fredericton, NB et à destination d'Ottawa/Macdonald-Cartier, ON (CYOW) a circulé au sol pour quitter l'aire de trafic principale qui était disponible en vue de décollage à partir de intersection. L'aéronef au départ (SST197) a reçu pour instruction de s'aligner et l'autorisation de décoller, alors que l'autorisation d'atterrissage de l'aéronef à l'arrivée immatriculé C-FJZC n'avait pas été annulée.

RÉGION DU QUÉBEC

Les stations radio d'aérodrome communautaire (CARS) de CYLC, CYKO, CYIK, CYZG, CYHA, CYAS, CYLA, CYTQ et CYLU n'ont pas offert les services tels qu'ils sont publiés. Impact sur l'exploitation inconnu.

Un Cessna 172P (C-FCCC), exploité par Orizon Aviation Québec, de Québec/Jean-Lesage (CYQB), QC, à Québec/Jean-Lesage (CYQB), QC, a indiqué avoir été visé par un laser vert en courte finale piste 06 lors d'un posé-décollé. Aucun impact; atterrissage piste 29 à 0350Z. Informée immédiatement, la sûreté aéroportuaire a contacté la police et envoyé une patrouille.

Un Cessna 172P (C-FUCO), exploité par Orizon Aviation Québec, effectuant un vol local de Québec/Jean-Lesage (CYQB) QC, à Québec/Jean-Lesage (CYQB) QC, a fait une sortie de piste pendant le décollage en raison de forts vents de travers. Parmi les 4 personnes à bord, 2 légèrement blessées. Étendue des dommages à l'aéronef inconnue. BST avisé.

RÉGION DE L'ONTARIO

Un Jacques Larouche Wheeler Express CT, d'immatriculation privée et de construction amateur, de Green Bay (KGRB), WI, à Sault Ste. Marie (CYAM), ON, a appelé le centre d'information

de vol (FIC) de London pour fermer son plan de vol transfrontalier. Aucun plan de vol actif déposé. Leidos (États-Unis) contacté. Ils avaient une proposition de plan de vol qui n'avait jamais été activée.

Un Aero Commander 112 sous immatriculation privée, volant de Burlington, ON (CZBA) à Burlington, ON (CZBA) a apparemment atterri à CZBA avec le train non sorti et s'est immobilisé sur la piste 14/32. La piste 14/32 a dû être fermée. Le Bureau de la sécurité des transports (BST), le Centre national des opérations (CNO) et Transports Canada Aviation - Operations (TCA-VOPS) ont été avisés. 2 occupants, apparemment indemnes.

RÉGION DES PRAIRIES ET DU NORD

Le pilote d'un Cessna 525B (C-GPMW) exploité par Westcorp Inc., en provenance de Kelowna, BC (CYLW) et à destination d'Edmonton, AB (CYEG), a demandé au contrôleur de confirmer son autorisation de descendre au FL260. Alors qu'il procédait à la vérification, le contrôleur a remarqué que l'aéronef immatriculé C-GPMW avait déjà amorcé sa descente, mais qu'il n'avait pas reçu l'autorisation de descendre plus bas. Le contrôleur a alors émis une autorisation indiquant que la descente initiale pouvait être exécutée

en toute sécurité. Aucun autre incident n'a eu lieu.

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

RÉGION DE PACIFIQUE

Un Cessna 337B, d'immatriculation privée, d'Abbotsford (CYXX), BC, à Nanaimo (CYCD), BC, a traversé l'espace aérien de classe C de Victoria (CYYJ), BC, depuis la passe Active jusqu'à Wallace Island, à 2 500 pi sans établir de contact. Aucun impact sur le trafic.

À l'atterrissage, l'équipage d'un Piper PA-34-220T exploité par 2056548 Alberta Corporation (C-FXOY) en provenance et à destination de Penticton, BC (CYYF) est quitté la piste sur le côté est et a abouti dans l'herbe. Il est ensuite parvenu à remonter sur la piste. ✈️

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ENFORCEMENTS

ATLANTIC REGION

The pilot-in-command of an aircraft commenced a flight when the aircraft did not carry sufficient fuel to ensure compliance with requirements of the Canadian Aviation Regulations. (CAR 602.88(2), \$1,000)

A person operated a training aircraft when it did not meet the personnel licensing standards. (CAR 405.23, \$750)

QUEBEC REGION

A person operated an aircraft over a built-up area at an altitude lower than 1000 feet above the highest obstacle within a horizontal distance of 2000 feet from the aeroplane. (CAR 602.14(2), \$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 operated a VFR aircraft in Class C airspace when the person had not received a clearance from the appropriate air traffic control unit before entering the airspace. The person also operated the aircraft over a built-up area at an altitude lower than 1000 feet above the highest obstacle within a horizontal distance of 2000 feet from the aeroplane. (CAR 601.08(1), \$750; CAR 6025.14(2), \$750)

ONTARIO REGION

A person operated an aircraft in Canada that was neither registered in Canada, in a contracting state or in a foreign state that had an agreement in force with Canada. The same person acted as a flight crew member or exercised the privileges of a flight crew permit, licence or rating when the permit, licence or rating was not valid.

The owner of the aircraft also failed to submit the Annual Airworthiness Information Report to the Minister in respect of the aircraft by no later than the date agreed on, beforehand, by the owner and the Minister. (CAR 202.13(2), \$1,000; CAR 401.03(1), \$1,000; CAR 501.03, \$2500)

PACIFIC REGION

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

RÉGION DE L'ATLANTIQUE

Le commandant de bord d'un aéronef a commencé un vol alors que l'aéronef ne transportait pas une quantité de carburant suffisante pour assurer la conformité avec les normes du Règlement de l'aviation canadien. (RAC 602.88(2), 1 000 \$)

Une personne a utilisé un aéronef d'entraînement alors que celui-ci n'était pas conforme aux normes de délivrance des licences du personnel. (RAC 405.23, 750 \$)

RÉGION DE QUÉBEC

Une personne a utilisé un aéronef au-dessus d'une zone bâtie à une altitude inférieure à 1000 pieds au-dessus de l'obstacle le plus élevé situé à une distance horizontale de 2000 pieds ou moins de l'avion. (RAC 602.14(2), 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 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. La personne a aussi utilisé l'aéronef au-dessus d'une zone bâtie à une altitude inférieure à 1000 pieds au-dessus de l'obstacle le plus élevé situé à une distance horizontale de 2000 pieds ou moins de l'avion. (RAC 601.08(1), 750 \$; RAC 602.14(2), 750 \$)

RÉGION D'ONTARIO

Une personne a utilisé un aéronef au Canada alors qu'il n'était pas immatriculé au Canada, dans un État contractant ou dans un État étranger ayant conclu un accord avec le Canada. La personne a agi en qualité de membre d'équipage de conduite ou a exercé les avantages d'un permis, d'une licence ou d'une qualification de membre d'équipage de conduite alors que le permis, la licence ou la qualification n'était pas valide. Le propriétaire de l'aéronef a omis de présenter le rapport annuel d'information sur la navigabilité de l'aéronef au ministre au plus tard à la date sur laquelle le propriétaire et le ministre se sont entendus au préalable. (RAC 202.13(2), 1 000 \$); RAC 401.03(1), 1 000 \$; RAC 501.03, 250 \$)

RÉGION DU PACIFIQUE

Une personne a utilisé un aéronef alors que celui-ci n'était pas utilisé conformément aux limites d'utilisation qui étaient précisées dans le manuel de vol de l'aéronef. (RAC 602.07, 750 \$)



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REPORT FROM OSHKOSH

SOCIAL MEDIA PLAYS A GROWING ROLE

This issue marks the debut of a new feature in COPA Flight. Anna Rusinowski, a young pilot currently working on her commercial licence, will contribute a monthly column on aviation issues of interest to everyone, but especially the younger generation. Anne serves on the board of directors of the Northern Lights Aero Foundation and member of the First Canadian Chapter of the Ninety-Nines. — Editor



You could feel the excitement in the air, hear the roar of engines circling above and see airplanes as far as your eyes could focus. To put it plainly, the EAA's AirVenture at Oshkosh, Wis. is sensory overload. This year's event was the fiftieth consecutive fly-in at Wittman Regional Airport and it did not disappoint. The lineup of aerobatic performers included the Aeroshell Aerobatic Team, Kirby Chambliss, Julie Clark, Team Oracle, the A-10 demo team and many more. Over half a million spectators visited the event throughout the week and with over 10,000 aircraft movements, KOSH boasted again of being 'the busiest

control tower in the world'. The crowd sat on edge, anticipating every turn with suspense as the aviation community braced for what everyone hoped would be another successful year.

Incoming pilots had their fair share of weather delays to contend with as thunderstorms rolled across the mid-western state of Wisconsin just days before AirVenture was due to kick off. This year's event earned its famed title 'Sloshkosh' with esteem, after tornado warnings made headlines and record high rainfall saturated the airfield. Dozens of aircraft were damaged due to high winds that hit the state on Friday, July 19, and campers were offered shelter in the EAA Aviation Museum.

On Saturday, restrictions for arriving traffic lasted 24 hours, allowing entry to aircraft with prearranged parking on asphalt or equipped with tundra tires only. On Sunday, camper trailers lined Poberezny Road, trying to get access to the bogged down camping area, while some were left to stay where they were parked on the road.

It was eerie walking the grounds on Monday morning. Where normally hundreds of planes lined the grass adjacent to the runway, there were just a few lonely airplanes sunk in the mud. Luckily, several days of hot weather helped dry the ground and by Monday evening the event was in full swing.

I had attended AirVenture for the first time three years ago, but the atmosphere at this year's event was different. There was a lot of buzz among aviators young and old about the next generation of pilots who were sharing their aviation journeys online and creating a lot of excitement in the community. With the pilot shortage being the main topic of conversation over the last year, it was refreshing to meet passionate people sharing their stories through social media and inspiring others in the process. Familiar faces you had seen on Instagram and YouTube were walking around all week, chatting with the public, and I would often walk by and hear the conversation start with, "Hey, it's so good to meet you, I loved your video about...", or "You inspired me to get working on my Kitfox again", or "that looked like a really tough situation you were in". These videos are starting a lot of really great dialogue among aviators.

YouTube channel creators like Trent Palmer, Steve Thorne (@flightchops), Chris Palmer (@angleofattack) and Jon Kotwicki (@fly8ma), just to name a few, are inspiring people young and old to challenge themselves and continue learning. They show viewers that extraordinary things are possible and showcase aviation in a way that everyone can get involved. These young people are sharing their aviation journey online and are generating a lot of excitement in the industry. Cici Pocock, a South African STOL pilot, shared his excitement for the change in atmosphere. "I've never seen anything like it in my years of flying. The excitement that the flying cowboys have created around STOL is exhilarating." These individuals are not re-inventing the wheel but rather showing millions of viewers how to assemble one. From the comfort of your

home you can now access countless flight lessons and learn from the experiences of others. By sharing these resources, it is creating a stronger community of pilots.

Social media has not been portrayed in the greatest light in recent years, especially with regards to the younger generation. But while talking to Kevin Cortes, Social Media Marketer with AOPA, I couldn't help but feel inspired by something he had said. He explained that although young pilots make up a smaller percentage of the aviation community, our connection to each other through various social media networks has made us stronger. Young pilots are actively reaching out to others in their age demographic and creating relationships that foster encouragement and comradery. The aviation industry is not easy to navigate and this supportive network

of young aviators is figuring things out together.

COPA is actively working on strengthening its social media presence as a gateway to get youth interested in aviation. By leveraging other organizations in the aviation community like AOPA, The Alaskan Airmen and others, I hope that we can reach even more people. The age of social media has changed the way we communicate and connect with one another and is creating opportunities for everyone to get involved. I encourage you to take some time, jump on your computer and seek out some of the channels I mentioned above. Feel free to write me and let me know what you thought, which videos you found particularly interesting or any thought that come to mind on the topic. 🙌

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FOLLOWING THE LEADER

ALL THE WAY TO THE GROUND?



It was a pleasant Friday in southern Saskatchewan and we were at a Canadian Forces Flying Training School (2 CFFTS), where we met our weekly quota of student pilot training missions. We had a policy that if the flight found itself ahead of its quota by Friday noon, we would cancel our afternoon training flights and devote our time to staff mutual flying.

We were training European NATO as well as Canadian students at Moose Jaw and had a number of young military flight instructors from the same countries as the foreign students. These instructors, many of whom had been

trained in Canada and then returned home to Europe to fly jet fighter aircraft, were excellent pilots and a very positive addition to the school.

One of the favourite pastimes on a Friday afternoon was to practice either two- or four-plane formation flying. We decided that with me in one aircraft and one of our NATO allies in the second aircraft, we would do about a one-and-a-half-hour formation training flight.

I attended the noon weather briefing and I recall that the briefer mentioned that the weather in the practice area was generally VFR but that in the

southern portion of the area, close to the border with the U.S., there was a layer of cloud that was ground-based.

As the initial formation lead, I conducted our standard pre-flight briefing, reviewing such things as manoeuvres to be practiced, call signs, radio frequencies, lost communications procedures and what to do if number two lost sight of the lead and vice versa. We preflighted our aircraft and launched with my wingman off my right wing. We were flying the Canadair CT-114 Tutor, a single-engine jet trainer. On our way to the flying area, things went smoothly as I led the formation through some

fairly challenging formation changes.

About halfway into the flight I handed off the lead to my number two and moved into the wingman position. Now things began to get a little bit more aggressive. Station changes with 60° of pitch and 80° of bank, airspeeds around 100 knots and rapid speed-brake selections, resulting in rapid pitch and air-speed changes.

It became evident to me that the lead was determined to force me off his wing and thus earn the bragging rights that the 'old man' had been incapable of hanging in there. As an ex-transport pilot, I was equally determined to stay the course no matter what. Throughout our flight we had slowly been moving southward, closer to the U.S. border, and lower in altitude.

When called by the lead pilot, who was in a 60°-banked left turn at 300-plus knots, to move from his right wing

to his left wing, I caught a glimpse of ground-level cloud. Had I completed the manoeuvre, I might have entered

"...THE LEAD WAS DETERMINED TO FORCE ME OFF HIS WING AND THUS EARN THE BRAGGING RIGHTS THAT THE 'OLD MAN' HAD BEEN INCAPABLE OF HANGING IN THERE."

cloud without any outside references and could have been very close to the ground. I realized at that point that things had gone far enough, so I dis-

continued the manoeuvre, resumed the lead and we returned back to base in straight-and-level flight.

Immediately after landing we had a one-on-one session in my office where I did most of the talking. The discussion centred on the responsibility that the formation lead has for situational awareness and the safety of not only himself but also that of his wing mates.

What did I learn from this event? Never let your ego get in the way of exercising common sense and good judgment. Pay close attention to the weather and remember any potential conditions that might prove hazardous. If you think a situation is getting away from you, call a halt and revert back to the known: that which you have a degree of comfort with and is within your skill range.

After all, in the jet world, bad things can happen in seconds. 🛩️



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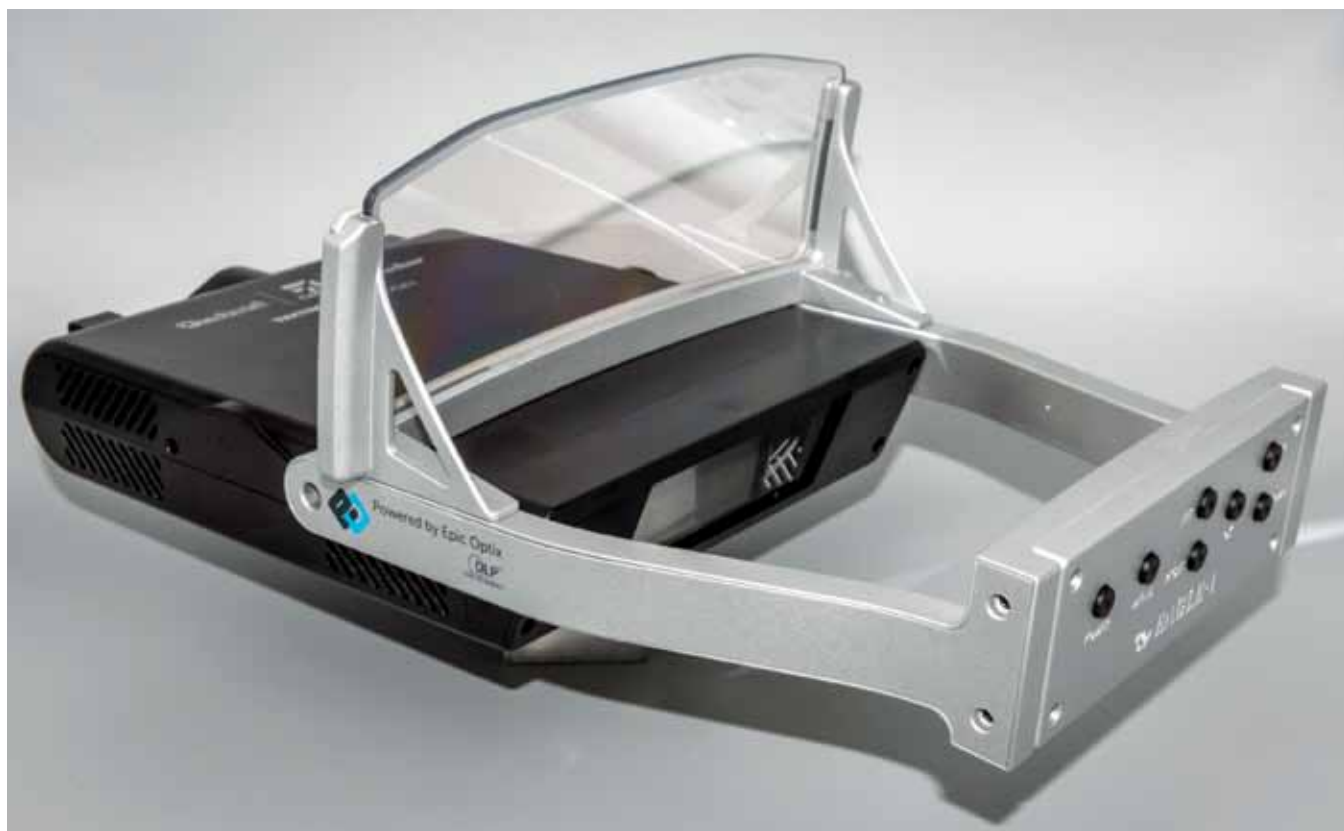
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Pour plus de renseignements: www.copanational.org/lift-gala ou Kirsten à: kmann@copanational.org

HEAD-UP DISPLAYS

MILITARY TECHNOLOGY REACHES GA COCKPITS



Avionics have come a long way since the age of the Wright brothers. In new aircraft, analog gauges have been replaced with glass panels, transitioning aircraft and pilots into the digital age. Glass panels have changed pilots' scans in terms of how information is read and processed, all happening in milliseconds.

In their simplest form, head-up displays (HUDs) are electronic projectors that display digital information on a transparent screen. HUDs allow pilots to continuously monitor key flight data while keeping their head up and eyes forward. During critical flight periods such as takeoff and landings, or shooting an instrument approach (looking for the airport environment and runway), situational awareness is improved.

From a general aviation (GA) perspective, HUDs were cost-prohibitive,

being technology relegated to the military and the airlines. Recently, MyGo-Fight, Dual Electronics and Epic Optix have developed HUDs for GA.

Dual's XHUD1000 is a portable HUD designed for use in any aircraft. The XHUD1000 requires their XGPS190 portable GPS with ADS-B to provide AHRS, speed, altitude and traffic information. However Dual's other GPSes (as well as those from Garmin and Stratus) may be used, but the HUD will not display attitude or traffic information. It ships with a rubber mat, allowing the HUD to sit on the glare shield, and can also be mounted inverted from the ceiling of the cabin (using adhesive pads).

The heart of the HUD is Dual's Status Tool app (available in both iOS and Android versions). Installation is simple, but before attempting to fly with the HUD, set up your iPhone or iPad, the HUD and the XGPS190 at

▲ Epic Eagle, by Epic Optix, is designed to sit atop an airplane's glare shield.

home. The HUD may be operated in one of two ways: displaying data from the XGPS190 GPS or mirroring applications such as an EFB (like ForeFlight or WingX) from an iPad or iPhone. I found the resolution of the HUD to be insufficient to display the complexity of an EFB's screen. However, displaying attitude and heading reference (ADAHRS) data from the XGPS190 in a non-graphical format was no less than awesome. Setup in the aircraft is pretty simple and only adds a few minutes to your pre-flight activities. Priced at \$499 USD, it's an entry-level HUD allowing GA pilots to dip their toes into the world of HUDs.

Epic Optix has been manufacturing their Epic Eagle HUD since 2017, delivering a high-resolution, full-colour device built from optical components. Epic

Eagle 2 displays in WXGA resolution at 1280 x 480 pixels with a contrast ratio of 1000:1, and is extremely bright (20,000 nits). Their HUD delivers focus to infinity, which is the same visual experience delivered to military fighter pilots. Eagle 2 can be connected to a tablet or smart phone using Wi-Fi or HDMI. An optional graphics processing unit (GPU) provides the ability to display and convert panel-mounted avionics data to a typical HUD display format. Eagle 2 starts at \$1,999 USD, has a variety of options, a one-year warranty and is working on an FAA STC roadmap. Combined with WingBug's ADAHRS portable data pod, legacy aircraft can be provided with a glass panel experience.

MyGoFlight began development of an FAA-certified HUD in 2014. The HUD currently supports 13 aircraft, inclusive of piston, turboprop and jet aircraft. MyGoFlight's SkyDisplay HUD requires access to digital data delivered through pre-existing primary flight displays (PFDs) such as Garmin's G1000 or G3000. The HUD has been installed into 24 early adopters, including a Cirrus SR-22. The technology has two main components: the HUD display processor and the HUD display unit. The HUD display has a resolution of 480 x 240 and luminance 15,000/7,500 nits. There are a variety of custom mounts, with installation typically taking two to three days. The HUD has four buttons: two for brightness and one for sus-

pend. One button is unused. With two colours, the SkyDisplay displays flightpath markers and queues in magenta and air data in green.

MyGoFlight has a limited promotional offer with an attractive introductory price, free installation and one year of free software updates. As of July 27, 2019, there are two promo spots left for aircraft equipped with Garmin, Avidyne, Honeywell or Rockwell and they are priced at \$25,000 USD. The minimum requirement for the HUD is a PFD supporting digital ADAHRS. SkyDisplay pricing has yet to be set.

Software updates and upgrade costs are expected to have an annual subscription fee of around 10 percent of the HUD's MSRP. FAA certification is expected in the early fall of 2019.

After a small amount of training, flying with a HUD becomes quite natural. It's important to use the HUD on every flight as it changes the way you fly. HUDs display the same flight information, just in a different place. If you find that the HUD is too bright during takeoff or landing, don't turn it off, just dim the brightness down.



During flight school we were taught to scan in a clockwise manner around our six-pack and engine instruments. Pilot scans were then altered with the addition of multi-function displays, large screen GPSes, graphic engine monitors and iPads. The HUD allows the pilot's scan to be condensed, while keeping his or her eyes looking out of the cockpit. In congested airspace, or while flying an instrument approach to minimums, the technology enhances safety and reduces fatigue through concentrating the pilot's situational awareness. ✈️

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OSHAWA ENTREPRENEUR MANNY ROSARIO RETIRES

THEN HE BUYS AN UNUSED AIRFIELD
JUST TO THE NORTH

By Gord Mahaffy

Many pilots were a little surprised, and worried, when they heard the words 'retirement' and the name 'Manny Rosario' used in the same sentence. Rosario has been in the aviation business at the Oshawa airport since the early 1960s. One of the first companies he helped develop was Skycraft Air Transport. As well as operating the business as a flying school using Piper Tri-Pacers and Piper Colts, he also employed Beach 18s and DC-3s for hauling cargo. The business morphed and grew and, when all aviation activities moved from the south side of the Oshawa airport to the north side in 1994, Rosario followed and opened Durham Flight Centre and the FBO known as Enterprise Air. Enterprise Air supports corporate flying, which also includes medivac flights, the Durham police helicopter and the Basler DC-3 turbo-prop (also known as the Basler BT-67); Durham Flight Centre is the pilot training operation and shares the hangar with Enterprise Air.



To the relief of many, when Rosario announced that he was retiring from his businesses in Oshawa, he also announced that he had purchased an unused airfield on the west shore of Lake Scugog, just north of the town of Port Perry. And to prove he was not kidding, he held an open house on Saturday, June 1 to show off his new undertaking.

This airfield is not exactly new. In the late 1950s and '60s, it was run by a fellow named Frank, an AME who worked out of the Oshawa airport and the Lake Scugog airfield, which was his home. When Frank finally retired, the airfield changed hands several times, then it sat in limbo for many years until Rosario quietly bought it.

This airfield has several unique features that make it highly desirable. It has a 2000-foot grass runway that is soon to be 2400 feet long. It is long enough and smooth enough to accommodate all light aircraft in the summer and ski-equipped aircraft in the winter.

There is extensive lakefront shoreline which, with a little work, will make it suitable for float flying operations. It is located 15 minutes by car north of Port Perry on a modern highway. Port Perry itself is a delightful small town with big-city facilities, such as big box stores and many restaurants and coffee shops. After another 30-minute drive, you can enjoy all the amenities of the Great Blue Heron Casino.

There are already two hangars in place. One is Quonset-style and the other is a fully enclosed large hangar capable of holding four or five aircraft. It already has many woodworking and metalworking power tools, and a partially completed AMF-S14 Maranda all-wood aircraft from Falconer Aviation.

The people who attended this open house came from all walks of life, but the real attention-getters were the children. It was fun watching them teaching themselves how to drive the battery-powered minicars that are every kid's dream. When it comes to pets,

▲ The large hangar already has a full collection of tools and an all-wood AMF-S14 Maranda under construction; A well-maintained Champ; Manny Rosario (r) discusses his airfield plans with a Durham Regional Police helicopter pilot.

most kids are lucky to have a dog or a cat. Up there, baby goats seemed to be the norm. Throughout the day people enjoyed a rib dinner in a large dining tent, complete with music.

Planes often took to the air with spectators lining the runway. Both the Aeronca Champ and the Cessna 170 added to the classic feel as they lifted off from the grass runway.

It is not clear when the airfield will be in full operation or how Rosario intends to operate it; as a private by-invitation-only airfield, or as an open operation for classic and modern light aircraft. No matter how it is operated, it will remain an airfield that transports us back to a more romantic time in aviation. 🐾

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MUSEUM CELEBRATES WINGS AND WHEELS

ANNUAL EVENT CONTINUES TO GROW IN POPULARITY

PHOTOS BY GUSTAVO AND CLARA CORUJO

The Canadian Warplane Heritage Museum (CWHM), known for its preservation of historical warbirds flown by Canadians during and since the Second World War, and for offering flights in some of its aircraft to the public, hosted its annual Vintage Wings & Wheels celebration at Ontario's Hamilton airport (CYHM) on July 29.

COPA Flight's contributing photographers Gustavo and Clara Corujo were there and shot some amazing photographs of some equally amazing aircraft (and cars and motorcycles).

This event has become so popular, particularly with those wanting to display their vintage motor vehicles (i.e. greater than 20 years old), that this year pre-registration was required. If a motor vehicle owner wanted a photograph of his or her vehicle in front of a vintage aircraft, a five-dollar fee was charged with proceeds going to the museum, a registered not-for-profit organization founded in 1972.

For those who missed this event and have a desire to view both vintage cars and planes, CWHM is holding another event on September 28 and 29, 2019. Known as Classics of a Golden Age, participating motor vehicles are specifically invited, unlike the Vintage Wings & Wheels event, where anyone with an eligible vehicle can attend.

At the fall event, visitors will see cars from extinct brands such as Studebaker, Hudson and Packard, as well as classics manufactured by Chrysler, Ford and others. All these cars will be staged alongside vintage aircraft of the same era.

The CWHM's mandate is to: acquire...a complete collection of air-



craft that were flown by Canadians and the Canadian military services from the beginning of World War II to the present; to instruct, educate and entertain the general public through the maintenance and rotation of displays, flight demonstration, special events and activities; to provide facilities for the restoration and protection, interpretation and exhibits

▲ The CWHM's annual event showcases an eclectic collection of airplanes and automobiles.

of the collection; and to maintain supportive exhibits in tribute to the thousands of men and women who built, serviced and flew these aircraft and in memory of those who did not return. 🇨🇦



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C4K IS ABOUT 'FLIPPING SWITCHES'

BOTH YOUNG AND OLD EXPOSED TO GENERAL AVIATION

BY ROB MCDICKEN



The morning of July 13 was a wonderful day for 118 kids aged from eight to 17 years old to take to the air in a small plane at the Vernon airport (CYVK) in the Okanagan region of B.C. Members of the COPA Flight 65 – Vernon Flying Club volunteered not only their time but also their aircraft to provide the Junior Aviators with an experience they wouldn't soon forget: an opportunity to come to the airport and get up close to some small planes, learn a little about how they work and finally go flying in one. For some it was their very first time.

Kids that were too young to fly were not left out. They got to pilot their very own 'barrel plane' as they were pulled around the airport for a short flight of the imagination by a team of volunteers dedicated to the task.

Parents got to see what goes on at the airport and many who had previously thought of it as just a place

where 'rich folk' fly their 'toys' had these negative impressions changed forever. Instead, they saw a bunch of people who were more or less just like them and just really like airplanes. They saw that these 'rich folks' weren't really that at all, but rather a group of individuals who, instead of owning a boat or new pickup, chose instead to own an airplane, and that the cost was somewhat comparable. They learned of the many benefits an airport brings to the community and heard about the many jobs it provides — more than 90 at the Vernon airport alone. They learned, and some even witnessed, the vital transportation link that an airport provides when two medivac flights occurred during the event. Due to this and the positive interaction they experienced with the flying club members, it is safe to say that the Vernon airport and COPA Flight 65 gained many new supporters that day.

Also in attendance were local CASARA members and Air Cadets from 223 Squadron Royal Canadian, who spoke with attendees about the many programs, benefits and services their organizations provide.

It is common knowledge among COPA members that the intent of the COPA For Kids program is to inspire Canadian youth with an exciting experience and introduce them to the world of general aviation. For some of these kids, it will just be a fun hour or so at the airport. For others it will ignite a passion for aviation and perhaps inspire them to pursue one of the many career paths the industry has to offer.

However, while that is the intent of COPA, for the many volunteers who gave their time, and the pilots who also gave the use of their airplanes, it is much more than that. And I'm sure I speak for all COPA Flights across the country; for the volunteers, flying and aviation are



a passion and are every bit as much a part of their lives as eating and sleeping. There is a saying that if you ask any pilot (or insert any aviation career) how they got started in aviation, you will hear them tell a love story. It is safe to say that there were a few 'romances' that were cultivated on July 13.

Most of those who are involved with aircraft in some way had in their past a point of first contact with aviation. For many, it was their first ride in an airplane that forever changed them. At that instant, a 'switch' was flipped and from then on they spent a great deal of time looking up at anything that flew overhead and yearned to be there among the clouds. For the volunteers of COPA for Kids, it's about paying it forward and giving kids the opportunity to have that moment of 'first contact'. It is the thrill of watching a huge cross-section of kids, different in so many ways, somehow now

▲ There was no shortage of volunteer pilots with planes at Flight 65's C4K event in Vernon.

all the same once they returned to the ground; thrilled and forever changed by their experience. It is the excitement of watching apprehension, wonder and maybe just a little fear, turn to focus and understanding of something that, perhaps only an hour earlier, was a complete mystery; the point that everything finally makes sense and the magic that is flight has given way to real world things that can be gauged, envisioned and understood.

It is this, and a lot more, that keep the volunteers of C4K coming back year after year. It's about sharing that passion for flight we all feel. It's about witnessing that moment when a young mind has had a 'switch flipped' and is changed forever. That's when a young aviator is born. ✈️

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BC & YUKON DIRECTOR ELECTION

TWO HIGHLY QUALIFIED CANDIDATES STEP FORWARD

Nominations closed on July 19 for candidates to fill the vacancy created on COPA's Board of Directors when previous director Dave McElroy resigned from the COPA Board earlier this year. Two candidates have put their names forward.

All members in British Columbia and the Yukon will soon receive voting instructions via an email blast from COPA's national office. The voting process will begin on August 19 and end on September 13, with the newly-elected director taking her or his place at the board meeting that will be held in Calgary after the COPA Lift gala on October 3, 2019.

Following are profiles of each of the two candidates.

KATE KLASSEN

Born and raised on the east coast of Canada, I got my start in the aviation industry in 2007, when I began flight training as part of a program at the University of New Brunswick. There, I achieved my CPL with night, multi and IFR ratings and a bachelor's degree in business administration. Upon graduating, I moved to B.C. "for 6 months" to become a flight instructor. Nine years later, I'm still living in the Lower Mainland, teaching people to fly both manned and unmanned aircraft. I've maintained my Class 2 flight instructor rating and enjoy flying a friend's Cessna 172 whenever I can, though the dream is to own a 140 with piano key switches!

In the fall of 2014 I began working in the unmanned side of the aviation industry. I have since become the director of operations at Coastal Drone, which focuses on education and consulting in the Remotely Piloted Aircraft System (RPAS) industry. In the fall of 2018, I completed a Management of Technology MBA from the Beedie School of Business at Simon Fraser University in Vancouver and was also elected to the



board of Unmanned Systems Canada, where I chair the training committee. In this role I had the opportunity to work closely with Transport Canada on several initiatives, including the creation of technical publications for knowledge requirements for RPAS pilots, exam questions and the revision of the AIM.

RPASes present a unique challenge in Canadian aviation, but also an immense opportunity. With the implementation of RPAS-specific regulations this year, Transport Canada has formalized the operators as pilots and the technology as aircraft. My goal, if elected, will be to round out the board with RPAS representation, providing a 'drone perspective' as valid use cases and public acceptance grow. My experience and understanding of the role of both directly and remotely piloted aircraft in Canadian aviation will help maintain COPA's progressive mission of advancing, promoting and preserving the freedom to fly for all versions of Canadian aircraft owners and pilots.

PETER LYTHALL

I have been active in aviation for most of my adult life. As a youngster I was introduced to GA flying with the grandfather of one of my childhood friends. Grandpa was a backcountry outfitter and my first experience flying with him was memorable, sitting on freshly oiled yet well-worn saddles and salt blocks in



the rear of a rough Cessna 172 without any seatbelt, and when the baggage door opened in flight, he shouted at me to not fall out. And so it began, I started flying lessons when I was able to drive myself to the local airport.

I have been involved in both the homebuilt and certified areas of aviation, having built a Vans RV-7 kit plane several years ago. I have had the opportunity to own several certified aircraft and to use these aircraft as tools for business as well as recreation. Whether it was used to attend to client meetings in remote areas or to enjoy the Canadian backcountry on a weekend camping trip, I have embraced aviation as part of a successful business and rewarding personal lifestyle. I have logged over 2,500 hours of flight time in a variety of different aircraft as I pursued and completed my various ratings, which have culminated in a Single/Multi Engine Land and Sea with a Group 1 IFR rating.

As a member of COPA Flight 180, I assisted with bringing a successful COPA for Kids event to Fort St. John in 2017, and I previously volunteered as a pilot with COPA for Kids in Alberta. I believe I can bring a fresh voice and a well-rounded GA perspective to issues facing the membership in western Canada, and I am committed to ensuring that our rights and freedoms as a community are maintained for the current and future generations of aviators 🛩️.

DAISY REAPERS FLY-IN MARKS SILVER ANNIVERSARY

POOR WEATHER KEEPS MANY AWAY

TEXT AND PHOTOS BY JEAN-PIERRE BONIN



As one of the biggest fly-ins in Quebec, and one of the longest running, Les Faucheurs de Marguerites (or Daisy Reapers) fly-in, hosted by COPA Flight 37, had everything set up to celebrate this special year, weather permitting, of course.

Just as Maurice Prud'homme's 30th Winter Fly-In was plagued with bad surface ice conditions last winter, the 25th annual fly-in at Sherbrooke airport (CYSC) was held under a low ceiling and otherwise locally grey skies on the last weekend of June.

When we took-off in the morning from Lachute (CSE4) in Olivier Lacombe's green Harvard, the sky was clear and sunny. En route, as we approached Saint-François-Xavier-de-Brompton, we flew over the remnants of

▲ The remains of Elementary Flying Training School No. 4 (No. 4 EFTS) at Windsor Mills, Que. can be seen below the wing of a Harvard.

Elementary Flying Training School No. 4 (No. 4 EFTS) at Windsor Mills, Quebec. The school formed part of the British Commonwealth Air Training Plan during the Second World War. It was especially poignant seeing it from a warbird.

Unfortunately, the sun never showed up in the Sherbrooke area, ruining weeks of planning and efforts. It has happened in the past, but it was unfortunate to have such weather on this silver anniversary year. Only a handful of planes were on site; over 100 were expected.

Let's make up for it next year. 🙏

25^e ANNIVERSAIRE DES FAUCHEURS DE MARGUERITES, CLUB COPA N° 37

Les organisateurs d'un des plus grands RVA au Québec et l'un des plus anciens, les Faucheurs de marguerites, avaient tout prévu pour célébrer cette année... la météo le permettant.

Alors que le 30e RVA d'hiver de Maurice Prud'homme était confronté à mauvaises conditions de surface de glace cet hiver, le 25e RVA à l'aéroport de Sherbrooke (CYSC) s'est tenu sous un plafond bas et un ciel gris en cette dernière fin de semaine de juin.

Lorsque nous avons décollé le matin de Lachute (CSE4) avec le Harvard vert d'Olivier Lacombe, le ciel était clair et ensoleillé. En vol, alors que nous approchions de Saint-François-Xavier-de-Brompton, Olivier m'a montré les vestiges de l'école de pilotage élémentaire n° 4 de Windsor Mills qui faisait partie du Plan d'entraînement aérien du Commonwealth britannique. Un survol particulièrement émouvant à bord d'un warbird.

Malheureusement, le soleil ne s'est jamais présenté dans la région de Sherbrooke, ruinant des semaines de planification et d'efforts. C'est arrivé au fil des ans, mais c'était malheureux d'avoir un tel temps en cette année de fête. À peine quelques avions étaient sur le site alors que normalement plus de 100 aéronaves y auraient été stationnés.

Nous nous reprendrons l'année prochaine ! 🙏

REGIONS ATLANTIC + MARITIMES

NEW GERMANY FLOAT FEST

ONE FAMILY'S HOSPITALITY ATTRACTS PLENTY

BY JEREMY DANN, PRESIDENT, BLUENOSE FLYING CLUB



Waterloo Wellington Flight Centre

The Skills You Need — The School You Want

Over the past eleven years, on each third Saturday in July, the New Germany Lake in Nova Scotia becomes the home of the largest float plane fly-in in the Maritime provinces. Hosted by Mervin and Eva Zinck and their friends, with the support of COPA Flight 196 — Bluenose Flying Club and local business BMI Ltd., the lake on the LaHave River becomes a very active base for approximately 25 planes. This year saw 22 along the shore and in the air.

The Zinck property is an excellent site for the event. There is plenty of gentle sloping land to beach and tie off an aircraft. If it is hot, there is a great beach where you can go swimming and cool off. The Northfield District Fire Department has easy access and had their rescue boat on the water again this year. This serves as a great safety measure and also an excellent camera platform to take a few shots of the planes parked along the shore.

The Zinck's annual gathering may be best known for feeding all who attend at no charge. Large volumes of burgers and hotdogs, cases of refreshments and enormous quantities of delicious ribbon fries are consumed. The Zinck hangar is transformed into a huge kitchen with a band playing centre stage (on his Rans S7 turntable) providing some excellent music for the aviators in attendance.

The resources and effort that go into this event are significant and you would think more than enough for one family. It does not end there. Every Tuesday night all summer long, the Zincks host a bring-your-own-grub barbecue on the lakeshore. The weekly barbecue is popular with float pilots from far and wide, including quite a few German flyers and families who spend their summers in Nova Scotia.

If you are in the area, or looking for a place to fly, I know from personal experience that the Zincks will be pleased to enjoy your company on any Tuesday night during the summer between 17:00 and 20:00 for a barbecue at their hangar.

Next year's New Germany Float Fly-In is scheduled for July 18, 2020. 🛩️



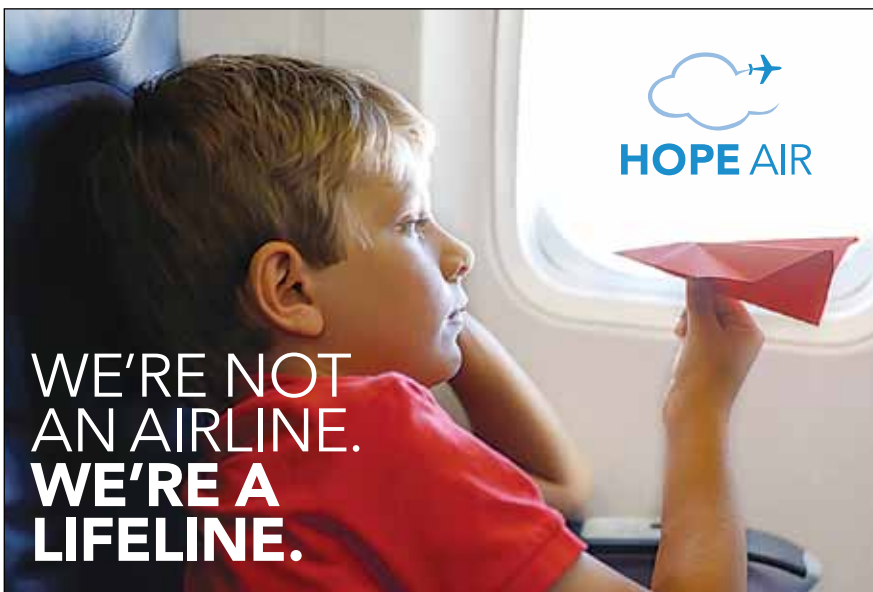
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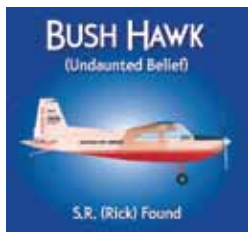
Waterloo Wellington Flight Centre professional programs are approved as vocational programs under the Private Career Colleges Act, 2005 (PC# 105919).



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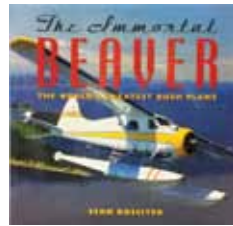
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By Sean Rossiter
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SWISSAIR DOWN

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
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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)



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

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

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

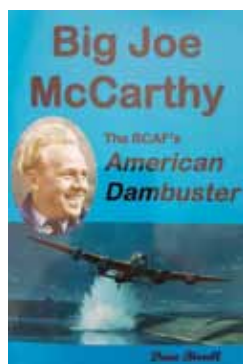


THE CANADIAN AIR FORCE AT HIGH RIVER

When the Canadian Air Force was formed in 1923, the

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

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

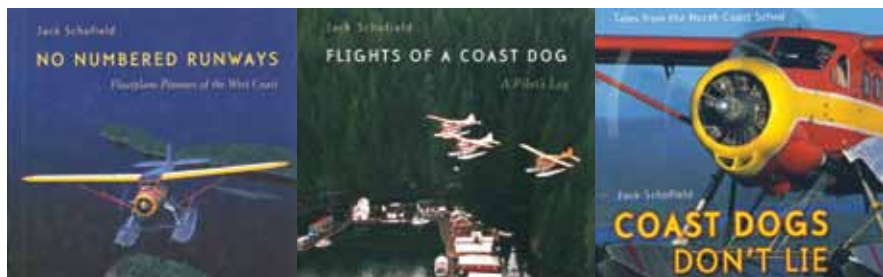
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Flights of a Coast Dog—a BC Book Award and West Coast bestseller along with its sequel, Coast Dogs Don't Lie, and some significant B.C. aviation histories in a revised edition of No Numbered Runways, make up the trio of great flying yarns with a BC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

Author: Jack Schofield | Publisher: Coast Dog Press
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RIDING THE FIRE

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

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

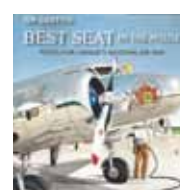
By Don Ledger
Price \$28.95 (includes shipping)



LOST: UNSOLVED MYSTERIES

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

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



BEST SEAT IN THE HOUSE

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

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



MILES TO MILLIONS

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

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



FARM BOY TO FLY BOY

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

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



AMAZING FLIGHTS AND FLYERS

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

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

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

ON THE HORIZON

EVENTS ON THE HORIZON

SEPTEMBER 2

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

SEPTEMBER 7 (RAIN DATE 8TH)

Merlin, ON - Flight 203 COPA for kids
09:00 - 16:00 more info:
dave@erieaumarina.com

SEPTEMBER 7

Stanstead, QC — Weller Farm Fly-In
Annual fly-in (9th), famous for Beefalo
burgers and u-pick organic farm produce.
CTQ2 has a 2,600-ft grass strip. More info:
gweller@ctq2.org or www.ctq2.org
RVA annuel (9e), célèbre pour ses ham-
burgers « Beefalo » et ses produits de
la ferme bio. CTQ2 possède une piste
d'atterrissage en herbe de 2 600 pieds.
Plus d'infos: gweller@ctq2.org ou
www.ctq2.org

SEPTEMBER 8

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

SEPTEMBER 8

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

SEPTEMBER 8

St. Thomas ON (CYQS) Flight 75 Fly-in/
Drive-in Breakfast 08:30 - 11:00. Full plate
breakfast and British sports cars. More
info : 519 476 8324

September 14

High River, AB (CEN4) Flight 81 Fly-in
Breakfast. Fly, drive or ride. Door prizes



and trade show. Support air cadets' 50/50
raffle. Adults 10\$, Kids 5\$, Family 20\$.
More info: foothillsflyingclub@icloud.com

SEPTEMBER 14

Legal, AB (CES4) Flight 139 COPA for
kids 10:00 -16:00. Do you know of a child
between 8 and 17 years old who might like
to experience a free flight?
More info: dan@syz.com.

SEPTEMBER 14 (RAIN DATE 15TH)

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

SEPTEMBER 15

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

SEPTEMBER 17 - 21

North Bay ON (CYYB) Flight 132 Fly-in
Calling all Pilots. This isn't your typical Fly-
in Destination. Fly into North Bay, then,
it's a hop, skip and jump to Verner for the

IPM (International Plowing Match 2019)
plowingmatch.org/IPM2019
To pre-arrange shuttle service contact
705-662-8242, f.olivier.11@gmail.com

SEPTEMBER 21

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

SEPTEMBER 21

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

SEPTEMBER 29

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

SEPTEMBER 29

Kindersley, SK (CYKY) Annual Goose
Festival Fly-in Breakfast 09:00-11:30
Pancake and sausage's available.
Sponsored by the Kindersley Flying Club
and Kindersley Air Cadets.
More info: 306 463 4647

ON THE HORIZON

REGULARLY HELD EVENTS

AIRDRIE, AB (CEF4)

Flight 134 - Monthly meeting
First Thursday 19:30, airdrieflyingclub.ca

ARNPRIOR, ON

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

BANCROFT, ON (CNW3)

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

BEAVERLODGE, AB (CYQU)

Flight 184 - Monthly meeting 3rd Tuesday
September to April 19:30, Terminal Building
second floor boardroom. wpaa@telus.net

BONNYVILLE, AB (CYBF)

Flight 90 - Monthly meeting last Monday
19:00 Terminal building, [facebook.com/
bonnyvilleflyingclub](https://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
members' breakfast. Every Saturday
Smitty's, ON University Ave 08:00
902-626-6963 or brian@brianpound.ca

CHATHAM-KENT, ON (CYCK)

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

CLARENCE-ROCKLAND, ON

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

COLD LAKE, AB (CEN5)

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

CORNWALL, ON (CYCC)

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

DAWSON CREEK, BC (CYDQ)

Flight 183 - Mile Zero Flying Club monthly
meeting last Thursday. 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 Tues-
day, Bloor St. Church. rayst@nbnet.nb.ca

GODERICH, ON (CYGD)

Flight 45 - Monthly meeting 19:30



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ON THE HORIZON

Clubhouse or terminal check copa45.com for updates

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@weightman.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.copanatona.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. lacialbicheflyingclub.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@nbn.net.nb.ca or 506-625-5788

NANAIMO, BC (CYCD)

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

NELSON, BC (CZNL)

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

NORTH BAY, ON (CYYB)

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

OLDS DIDSBURY (CEA3)

Flight 142 - Monthly meeting 2nd Saturday. Coffee and donuts and discounted fuel
Okotoks, AB (CFX2)

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

OLDS-DIDSBURY, AB (CEA3)

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

OSHAWA, ON (CYYO)

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



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MADE IN CANADA

ON THE HORIZON

PONOKA, AB (CEH3)

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

PENTICTON, BC (CYFF)

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

PETERBOROUGH, ON (CYPQ)

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

PICTON, ON (CNT7)

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

PITT MEADOWS, BC (CYPK)

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

PONTIAC, QC

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

PRINCE GEORGE, BC (CYXS)

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

QUALICUM BEACH, BC (CAT4)

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

QUEBEC, QC

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

RED DEER, AB (CYQF)

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

RUSSELL, MB (CJW5)

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

SASKATOON, SK (CYXE)

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

SARNIA, ON

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

SEDGEWICK, AB (CEK6)

Flight 157-Iron Creek Flying Club monthly meeting, 2nd Thursday 19:30.
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.
sflyingclub.com

SUNDRE, AB (CFN7)

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

TISDALE, SK (CJY3)

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

VAL D'OR, QC (CYVO)

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

VERNON, BC (CYVK)

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

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

VERMILLION, AB (CYVG)

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

VICTORIA, BC (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

WETASKIWIN, AB (CEX3)

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

WETASKIWIN, AB

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

WIARTON-GEORGIAN BLUFFS, ON

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

WHITECOURT, AB (CYZU)

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

WOODSTOCK, NB (CCD3)

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

LIST YOUR EVENT IN COPA FLIGHT

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

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2005 FACTORY BUILT ALLEGRO 2000 Advanced Ultralight. Composite fuselage, aluminum wings and tail. Rotax 912UL engine. 465 hrs. mode C transponder, 406 mghz. ELT. Always hangared. Very good condition. Asking \$49,500. jadifam@gmail.com (3611.19083)



2007 CIRRUS SR22-G2 TURBO 705 hrs TT; 43.5 Hrs SPOH; one owner, Service Center maintained, CAPS done in 2016, WAAS upgrade, GTS fully loaded with XM, CMAX, EMAX, TKS, complete logs, always hangared! \$299,500USD Aviation Unlimited 905-477-0107 (2247.18138)



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1268TT, 696SMOH, 150SPOH, immaculate interior, always hangared, reassembled painted 2014, Collins Micro-Line, COM251/NAV351, ADF 650A, DME 451, TDR 950, Autocontrol IIIB, Storm Scope. Useful 1178 lbs. Located CYFD. \$149,900. alan@bell.net or 289-440-4568 (3456.19154)



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 (2245.18166)



1964 CESSNA 150D 5321TT, Engine log Continental O200A, 1080 SMOH, Radio ICA 210, Transponder/Encoder, manual flaps, Paint 2004 Annual Nov. 2018. Excellent condition \$22,000 (3353.18764)



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2012 1206H Amphib w/WheelGear! 600TT, G1000/GFC700,Loaded!\$	\$625,000USD	1978 Turbo C210M, 4413TT, 758SM, G430VW, STEC50 AP, FullDelce! 3BlProp(2017)!	\$135,000 USD
2012 Turbo Skylane 182T, G1000/GFC700 AP, Active Traffic c/SVT!	\$262K/Half Share CYKZ!	1977 C172N Floatplane,9417TT,834SM,GNC250XL,CAP2000, Commercial	\$75,800 USD
2010 Baron G58, 1100 TTA, G1000 Avionics!	\$760,000 USD	1976 Grumman Tiger, Only 1471 TAE, King/Narco, All Logs!	\$52,000 USD
2005 SR22 GTS, 1120 TT, 53 SMOH, Dual 430W w/DFC90 AP, TKS!	\$284,900 USD	1974 414 6905TT, 1185M, Full De-Ice	\$125,000 USD
2004 Turbo 182T, 740 TTA, G1000 Avionics	\$259,900 USD	1974 Chieftan, 12749TT/1956/8262SM, Commercial Aircraft!	\$98,000 USD
2004 Cessna 182T, 1790TTAE, ManyAvionicsUpgradesIncADS-Bin/out, TCAS!	CALL!	1973 C172M, 14575TT,1585M,KingAvionics,G2EngMonitor!	\$68,000 CAD
2002 Piper Super Cub Replica, 187 TTA, Amphibs/Wh Gear!	Reduced to \$74,900 USD	1969 Cherokee 235, 5124TT, 680 SMOH, ApolloGX55GPs, MIX20 MFD	\$55,000 USD
1992 Bonanza F35A, 12977 TT 603 SM, King SC, Seneca College Trainer! Exc Cond!	\$106,500 USD	1968 C185 Amphib,1696TT,637SM,G500/GTN750,GT1800Traffic,Whip3730's!	CALL!
1989 Grumman Clipper,2689TT,500STOHw/NewCylinders,W/shield/Canopy/2015	\$19,000 CAD	1968 C177 Cardinal, 2918TT, 515SMOH(2016), New Prop (2016), Price Reduced to	\$42,500 USD
1983 Mooney 231,3136TT,390SMOH,Thunderbird Conv w/ MB Engine!	\$129,900 USD	1966 C337A Skymaster, 3184TT,628/148SM, CurrentCoFA,PropsDuel!	\$100,000 CAD
1982 Mooney Rocket 305, 3170TTSN, CONT TS10520	\$150,000 USD	1965 Twin Comanche, 5582 TT, 527/665 SM, Garmin 430WAAAS.	\$99,000 CAD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin530/430!	\$399,900 USD	1965 Cherokee180,5508TT,792SM	\$40,000 USD
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate!	\$245,000 USD	1946 JS CLUB,w/PAII STC's, 5450TT, 550SMOH,	\$53,000 CAD
1981 Duke B60, 4507TT, 1092 L&R, G530W, KFC-250 IFCs, Winglets!	\$218,000 USD	1943 Grumman G44 "Widgeon"8929TT,418SM,GTN750, Summer Ready!	\$275,000 USD
1980 A185F Amphib, 3645/5455NEW/10550/Aerocet3400, GIN750!	\$329,000 USD	Decathlon8KCB, CallForPictures/Details!	\$50,000 USD
1979 1210N, 2190 TT, 603 SM, Flint Tips! Loaded!	\$249,900 USD		

FEATURED LISTINGS FOR SEPTEMBER 2019



1948 ERCOUCPE C90 Rudders. 2518TT 1404 TSOH. Metal prop and fuselage, cloth wings. Hangared. \$18,000CDN. Ruben 204-768-2012 (3582.19066)



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



PIPER J3 CUB REPLICA TTAFF 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. (2564.19169)



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 (3211.19065)



1978 PIPER PA-28-161 TT 2536. Original King Bendix Avionics. Annual June/2019. \$35,000 "AS-IS" Email: tinamou5473@gmail.com (3663.19178)



CESSNA 172M TURBO DIESEL 135 HP, fuel burn 5 GPH, cruising 115 kts, Cessna 172M 1974, Very low airframe time - 2695.0, Engine - TAE 125-02-99 Diesel aircraft engine, FADEC controlled engine. MT propeller MTV-6-A, Engine time SMOH 651.9 hrs on a TBO 2400.0 hours, Propeller time - 251.6 hours TTSO. Equipment: KX 155 NAV-COM, Garmin 250XL GPS-COM, Garmin GTX 327 transponder mode C, Audio Panel KING KA 134 TSO, 4-place intercom system. All ADs complied with. All maintenance up to date, Canadian AMO. Maintained in CZBB \$85,000 Contact: Ken Smith (604) 991-4300 (3463.18911)



NORSEMAN MK VI TTSN: 4065 hrs. Engine 4 hrs, prop 10 hrs. Recent overhaul. 7170 Edo floats. Very good wood structure. Recent annual. Hangared winter months. Asking \$260,000Cdn. ramldt@mymts.net or Gary @ 204-482-3270. (3501.19076)



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 (3529.19172)



PIPER 1964 PA28-235 3953 TTAFF; Engine O-540D2B 330 SMOH; Hartzell HC-C2YK-1BF 7hrs SMOH (2018); Nice paint, clean interior, very light hail, KX155(KT-208 VOR), King KY92, Apollo GX55, Narco AT50A, King KR86. Seats redone, fresh annual. \$67,500. 204-324-6088 (2576.19155)



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 (3144.19126)



2005 FLIGHT DESIGN CTSW Well equipped and maintained, low time Flight Design CTSW AULA hangared at Carp, Ontario. TTSN 250 hrs on 100 hp Rotax 912ULS. Includes Dynon EFIS D10A, Avmap GPS, Garmin radio/intercom/transponder, ballistic chute, Neuforn adjustable prop, all leather interior and composite construction. Recent annual, 10/10. High performance and outstanding for cross country. Cruise 113 kts, 1,000 nm range on 5 gph mogas. \$66,000. taduxbury@gmail.com or 613-832-4696 (2473.19073)



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 (3636.19077)



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 (3591.19147)

www.csplane.com



1962 DHC-2. ONLY 3700 TTAFF. AIRFRAME O/H'S BY KENMORE 400 HOURS AGO. GMA-340, EDO 4930'S UP GROSS 5370 CALL FOR PRICING



1975 C-172M TT 6900 SMOH 1150 LR FUEL 48 GAL ALWAYS HANGARED, EASY LIFE SERVED AS FIRE PATROL 68K CAD



1979 C-P210N CENTURION II TT 2715 SMOH 762 SPOH 84.6. G500, GTN 750, ST-55X, GDL 69A, EDM-930 AUX FUEL TANKS. FULL DE-ICE. PLEASE CALL.

50 Canadian Singles, Twins and Floatplanes



1975 PA-18 1790 TT. SMOH 1200 160 HP, 3RD SEAT MOD. WHEEL SKI'S, EDO 2000, 2000 LBS GROSS. FABRIC 2015 MINT 99K CAD



1981 PA-32R-301T TURBO SARATOGA 10 SMOH 120 SPOH, JPI 9000, S-TEC A/P, GDU 620, GTN 750, GNS 430 W. DE-ICE, OXYGEN. PLEASE CALL



1981 C 340A. BOTH 222 SMOH. SPOH 222 (2016) G600 PRIMARY. G750. COLOR RADAR. S-TEC 55X JPI 950 TWIN. FULL DE-ICE. 449K USD



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FEATURED LISTINGS FOR SEPTEMBER 2019



HELIO COURIER H391B TTAF 3357.7 TTE 1265.4 TTP 00.0 Lycoming GO 435 C2 B2 6. Floats 2870s, wheels. Max gross 3000, empty 2160. 48.5 imp gals. Call/bxt for details 250-567-0061 (2817.19110)



NEW LARGER HIGHLANDER Buy now and be the first to own the Extended Highlander. 160HP Lycoming w/electronic ignition. The photo shows the paint scheme on our demo plane. \$135,000Cdn + labour. Contact John jbrewer@eastlink.ca or 902-626-5262 (2564.19170)



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 (3369.19058)



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 (2610.19070)



1947 CESSNA 120 Engine 500hr SMOH. Airframe 4060hrs. Great condition, cheap on gas. Fresh annual. \$28,000 obo. Located in Whitehorse, YT. Free pizza with purchase! Can deliver. shawnkitchen@yahoo.ca or 867-335-8081. (3621.19142)



1976 CITABRIA GCBC 2525.7 TTSN 1128.5 SMOH. Cylinders overhauled, new camshaft, lifters, bearings. @ 1015.9. Propeller 389.2. New glass and factory new wings/struts @ 2508 TT. Skis, Cap 2000 floats. Ted 705-220-5854 or Joe 705-734-6149 (3615.19091)



SA100 STARDUSTER TT250 0290-D2 all chrome, refurbished 2007, tube/wood/fabric, Grove gear, Cleveland wheels/brakes. \$10,000. Len Kennedy 506-622-0105 or lennypk2@gmail.com (3423.19164)



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 (3469.19095)



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 lindenhb22@gmail.com (3535.19092)



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. \$54,900 705-789-9095 (3581.19067)



1973 CHIEFTAIN 5,693 TTSN Engines Left: 289/Right:289 SFOH, Prop-317-317 SPOH. New Garmin 796 XM Weather. Altimatec V Autopilot/FD Garmin GNS 430 Low Time Corporate Chieftain Part 135 Standard. Contact Ted 705-220-5854, Joe 705-734-6149 www.aircraftsales.ca (3615.19089)



1995 VANS RV6 Engine 2439TTSN Airframe 850TTSN 300hrs on new titan cylinders. Oil analysis good. Not making metal. Dynon EFIS D100 EMS D120. Avmap EKPIV GPS. C\$58,000obo. Call/Text Rob 306-341-0906 (3627.19189)



2010 SUPER DECATHLON 8KCB 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 (3610.19017)



2013 LANCAIR SUPER ES 375 TTSN, Engine 375 TTSN. New factory IO-550-N198-310HP 375 SNEW. Factory Hartzell 3-blade Dynon. Engine EFIS Garmin, Apollo Avionics, 190KT cruise, full build detailed. Always hangared. (3615.18981)



1980 CESSNA 185F AMPHIB 3945 TT 1129 SMOH 50 STO, Continental IO-550 300HP, Prop 110 SPOH, King KMA-24, King KX-155 NAV/COM, KING KR87 ADF, RNAV STAR 5000 Wipline 3730 Robertson STOL Contacts: Ted 705-220-5854 or Joe 705-734-6149 (3615.19090)



1946 7AC BCM CONVERSION CHAMP 2800 TTSN, 50 Hrs TTS Rebuild, Metal spars by Millman Eng. New prop, New 0 time engine. NO Electrics, HH Icom, New ELT. Always hangared \$35,000CAD Tom: larrabeemt@gmail.com or 250-342-0740 (3577.19125)



1976 PIPER ARCHER II NDH; Always hangared; Log books since new. TTSN 5680, SMOH 1590, IFR, Garmin avionics; GNS430W w/WAAS; Annual due May 2020; Stripped/painted 2007; Leather interior 2007. Shows 9.5/10 in & out. \$59,500US. rob_parry@shaw.ca 403-909-8026. (3576.19051)



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 (2260.19061)



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 (3612.19111)

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

FEATURED LISTINGS FOR SEPTEMBER 2019



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 (2461.18943)



TWO ADVANCED ULTRALIGHTS Two-place *Lil Buzzard* 582 130 hrs, excellent condition. \$20,000 OBO. Single-place *Texas Parasol* 582 blue head 20 hrs, excellent condition \$20,000 OBO. Both always hangared and are ready to fly. 905-252-2018 purvesconst@aol.com (3613.19070)



1960 M MODEL BEECHCRAFT BONANZA 4850 hrs TT, Engine 688 SMOH, Prop 288 SN, dual controls, Mod C xprdr, Garmin 300XL, King and Garmin 195 backups, STEC-50 w/hold, ELT-121.5. Fresh annual, very well maintained. \$55,000 604-302-6192 or klode54@live.ca (3355.19052)



MOONEY 1968 M20G TTA# 2363, Lyc 0-360-AID TSO 832. Prop 0. 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. 780-352-9978 (3345.19084)



1977 CHIEFTAIN 12090.1 TTSN (Tail Mods Completed) Engines Left:1696 Right:519 SOH, Props L2276.5/R1732.1 SOH. Garmin GNS430 NAV/COM/GPS, WAAS King Equip, crew & cargo door, commercial standards, club arrangement. Contact ted@aircraftsales.ca, 705-220-5854 or joe@aircraftsales.ca 705-734-6149 (3615.19088)



1946 ERCOUCPE 415-C TTSN 1860, TSO 938.9. Last annual: May 15, 2017. Metal wings, recent prop o/h, new fuel pump, recent engine mount. Oshawa CYOO. \$21,000OBO. Email: john_alford@hotmail.com. More details: cfunmercoupe.blogspot.com (3388.19097)



CALLING ALL PIETENPOL ENTHUSIASTS! FOR SALE single seat Pietenpol C-65 w/radio & xprdr. Excellent condition. Very low hours. Located in High River, AB. \$10,000 OBO. Contact Malcolm at malteford@shaw.ca. (3594.19060)



2012 MANUFACTURED AEROTREK A220 475 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. 613-332-3580 or karensmith@bell.net (3652.19129)



1978 PIPER ARROW III Original factory paint 9/10, original interior 8/10 Always hangared NDH. Lyc IO360 200 HP TTAE 541 Hrs. SFOH 118 Hrs. TTA# 2400. Long range fuel tanks. Speed mods. Flap/fuselage seals & hinge covers. Garmin GNC 420, Bendix/King KX-155, KR84 DME, KX78A Mode C xprdr. KR86 ADF, Apollo GPS, EGT, AutoControl Iii coupled. VOR & Glideslope. 4-place intercom & avionics master. Vertical card compass. \$84,500 Cdn. Offers accepted. (3632.19063)



1967 PIPER ARROW 4500 TTSN 1100 SMOH, 132 KT cruise @ 8.5 GPH. Garmin-335-ADSB Out/GA35 WAAS/GPS, GMA340, KX-155 Nav/Com, GTR225, G5 HSI, Century II Autopilot. Hangared at CYOS. \$69,500CDN Brad Fletcher brad.fletcher@bifletcher.com or 519-270-8769 (3642.19094)



CESSNA 177 FG modified and completely restored in 2006 (registered as 2006 amateur/homebuilt). TT since registration in 2006: 650 hrs. IO-360-A 200HP angle valve: SMOH: 650. Whirlwind Aviation CS composite prop 200G-CS: 270 hrs. \$56,000. Email for details: kwhein123@gmail.com (3658.19146)



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@airprogryo.com 418-580-8912. (3569.19187)

Canadian Plane Trade
Classified Ad Deadline for October is September 3rd
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1962 BEECH BARON 55
Great weekend getaway airplane. Lots of range at great speed. Low time engines and props. Too many options to list.



IMMACULATE ENSTROM 280 FX SHARK
Complete frame up restoration completed in the spring of 2019. Too many Zero time items to list. Buy new for second-hand price.



1959 RARE FWP149D GERMAN MILITARY TRAINER
Only two in Canada. Easy to fly and maintained. Low time engine and prop. A true sport Four seater. Good range and speed.



1959 PILATUS P3 SWISS MILITARY TRAINER
Only example in Canada. Awesome to fly. Low maintenance, works like a Swiss watch. New engine and Mt prop.



GORGEOUS 1973 CESSNA 421B
Low time engines and prop. Avidyne IFD540 WAAS Garmin 430 ADS-B compliant. WX Radar Full De-Ice and much more.

FOR MORE DETAILS PLEASE VISIT: AIRPLANESALE.CA



1946 PA 12 150 HP, 2000 floats, flaps, TTSN 4336.88, 406 ELT, Icom radio, Borer prop, xpr. Seaplane doors both sides. Light weight starter and cooler. \$65,000. 807-577-4540 opmarykon@tbaytel.net (3630.19056)



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 (3637.19081)



VANS RV4 - 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. Geoff Bowering 604-505-3047 (3631.19057)



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 (3540.19098)



1977 CESSNA 172K XP2 TTSN 2600 SMOH 470 SPOH 53. 10yr prop due 2025. 210HP STC. Smart engine analyzer. Digital tach, Appollo GPS Garmin 796 GPS, Rosen visors, strobes \$95,000 (3643.19096)



1977 CITABRIA 7GCBC 3590TT, 175 SMOH (2017), Floats EDO 2000, AeroSki 2000s w/heavy bottom, wheel gear, Airtex 406 ELT, intercom, Skytec starter, plane power, adjustable front seat, folding F R seat, VFR instruments, 2 props. email: fre2romagn@yahoo.ca (3649.19118)



CESSNA 172G TTAF 3902.5, TTE 1964.4. Propeller - 373.3Hrs. Aircraft S/N 17253659. Appareo ESGi Transponder. Wing, cowl, & window covers. Larger piper nose wheel. \$40,000. Contact: scaleindustries@wightman.ca or 519-393-6875 (3580.19071)



2017 PA-12 AMPHIB Wipline 2500 amphib with O-375 195hp engine. TT 170. All the bush mods, 1000 lbs useful. Garmin glass panel and autopilot \$248,000 Call/text Andrew 647-455-5217 (3108.19117)



ZENAIR 750 STOL 100hp ROTAX. TT 75hrs long range tanks. dual control. ADVANCED ULTRALIGHT. Showpiece condition. \$89,500 OBO. Contact: Mac 519-831-0967 or macpat@live.ca (3180.19119)



1970 CARDINAL 177B ~3300 TTSN Recent engine/prop overhaul. Excellent paint, interior shoulder belts. Good avionics incl panel King GPS, 2 radios, wing leveler. Will consider trade for float plane. \$65,000. 705-879-0465 or bluzak@xplornet.com (3392.19175)



1980 BONANZA A36TC 4224 TT, 357 SMOH, Gami's, 220 NEW Prop, GNS430, KX155, Garmin 696, KING HSI, 650a ADF, Collins DME, KFC200, Built in 02 and Intercom, Osborne Tips, Rosin Visors, always hangared. \$186,500US. Ph: 306-921-7721 or keith752@sasktel.net (3564.19150)



1950 DHC-2 \$187,000 USD. EDO 4580s, TTSN 25185, R985AN 14B 1421 SMOH, 2D30-425 w/AG100-2 blade prop. TSOH 290. Currently out of annual. Shop available to get current. Dale Floyd 604-465-7255 Broker (3641.19093)



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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 Contact: 604-808-1264 or ramasurinen@gmail.com (3661.19173)

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

FEATURED LISTINGS FOR SEPTEMBER 2019



1941 PIPER J-5C 2880TT, 1140 SMOH, 100HP Lycoming O-235-C, electrics, loom 200, ME406 ELT, VG's, 3-pnt harness, new windshield and seat upholstery. Sold with fresh annual, hangared @ CEH6. C\$20K (2729.19013)



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 (3646.19109)



AERO COMP 6 TTAF 155 TTE 11. V8 conversion w/Camdrive 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 (2333.19099)



1982 PIPER PA 38-112 TOMAHAWK 2 Restored in 2014 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. George 705-878-9410 or georgehache@bell.net (3653.19131)



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 (3638.19082)




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. (3660.19165)

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
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Approximately 16 hours will be needed to review the engine (go thru the different engine) manual, basic knowledge of aircraft maintenance.

Each candidate will :

- Adjust a fix pitch propeller
- Physically purge the oil system
- Take static compression and differential
- Execute a prop strike inspection on an engine

There will be a non-obligatory exam

Maximum attendance of 12 people

Price is \$ 550.00 us or \$ 700.00 can



MAINTENANCE FORMATION :

This formation is to provide knowledge needed to carry out 100 hrs or annual inspection

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- Remove the complete electrical system / SMO / leads / coils
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- Remove a cylinder head / cylinder / and piston
- Remove the gear box
- Remove the carburetor
- Remove the starter
- Perform a mechanical adjustment of the carburetors
- Install the carburetor on a running engine
- Synchronize the carburetor
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Explanation of the 914 turbo system / how to retrieve and read the TCU data information,

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COURS DE MAINTENANCE SUR ROTAX 912/914

SERVICE :

cette formation est offerte aux techniciens et propriétaires de moteurs ROTAX 912, 914, leur permettant d'obtenir les connaissances nécessaires afin d'exécuter des travaux de service sur les moteurs 912 et 914.

Le cours d'une durée approximative de 16 heures permettra aux candidats de comprendre les bases du ROTAX 912, les manuels, les systèmes du moteur et son opération.

Cette formation est théorique et pratique. Les candidats seront appelés à exécuter certains travaux directement sur des moteurs.

- Un portable est requis.
- Certains livres en français seront aussi disponibles (une compréhension de l'anglais est un avantage).
- Un examen (non obligatoire) à la fin du cours.

Maximum de 12 personnes

Price : 700 \$

Un certificat de réussite ou de présence vous sera émis



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MAINTENANCE - CE COURS EST DESTINÉ AUX TECHNICIENS ET PROPRIÉTAIRES DE MOTEURS ROTAX 912 ET 914, en complément au cours de SERVICE. Ce cours va beaucoup plus en profondeur sur les systèmes du moteur et demande une participation manuelle beaucoup plus complète.

Les candidats devraient être capables de trouver dans les différents manuels toute l'information nécessaire à l'exécution d'une inspection de 100 heures ou annuelle.

Pratique : les candidats devront retirer et installer des pièces de cylindres

- Des cylindres et des pistons
- Système d'entrée d'air
- Système de carburateur
- Système de refroidissement
- Système électrique incluant SMO/filage
- Retirer et installer un «gear box» (boîte de réduction)
- Retirer et installer un démarreur
- Effectuer la purge du système d'huile
- Exécuter sur un moteur en marche la calibration des carburateurs
- La calibration du pas de l'hélice (si le temps le permet)
- Opération et lecture du TCU (Turbo Control Unit)

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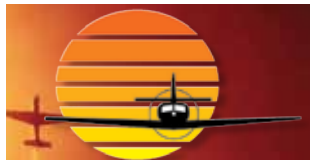
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010 -- AERONCA

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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 (2242.19190)

040 -- CESSNA

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 (2570.19143)

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

1967 CESSNA 150G TAILWHEEL 6888.4 TT, Lycoming 160HP Engine 1076 SMOH. Long range tanks 38US Gal. Federal skis 2000 w/teflon bottom. Edo 1450 floats. Price on request. Roger @ 819-336-4181 after 6PM. (3144.19127)

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 (3247.19072)

CESSNA 150 C Very Clean, TT 5397 hrs, extensive engine work 5265 hrs. New prop 5280 hrs, Garmin G5 EFIS, Led lights, 4-pt seat belts, Rosen sun visors, 1 Com w/PTT. Annual July 2019 Hangared. \$28,500obo 902-694-0332 or ogdenrob@hotmail.com (3651.19128)

045 -- CITABRIA

1974 CITABRIA 7GCAA O-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. \$45Kobo. stnitsa@gmail.com or 905-429-1029 (2877.19062)

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 (3620.19179)

100 -- HOMEBUILT

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120 -- MOONEY

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170 -- STINSON

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185 -- ULTRALIGHT

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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 (2676.19064)

270 -- ENGINES FOR SALE

MGK AERO 204-324-6088 Lyc O-320E2A Zero SMOH; Lyc IO-360A1A Zero SMOH; Lyc O-360A2G 1064 SMOH (in shop for TOH); Lyc O-540A1D5 127 SMOH; Lyc O-320E2A 825 SMOH; Cont O-200 1076 SMOH; **Experimental:** Lyc O-320B1B no logs-no strike, fresh chrome, 220 HP Ranger engines. More available for either certified, experimental or airboat. Also many overhauled certified and experimental engine parts like cylinders, crankshafts, crankcases, camshafts, accessories and all the rest (2576.19156)

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