

# Flight



The Journal of the Canadian Owners and Pilots Association

DECEMBER 2019

## The CAB Boys

*FORMATION FLYING — HOW IT'S DONE*

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*COPA FLIGHT INTERVIEWS*  
**MIKEY MCBRYAN**

**WEATHER BRIEFINGS**  
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## FEATURE

### THE CAB BOYS

Former military and retired corporate pilot Michel Pomerleau is an experienced formation pilot and the leader of the CAB Boys formation team, all members of the Club COPA 46 — Club Aéronautique de Beauce (from which the acronym CAB is derived). The COPA Flight and the CAB Boys are based at the St. Georges airport (CYSG) in southeastern Quebec. In this issue, Pomerleau takes us step-by-step through the complex manoeuvres that formation flying entails.

**ON THE COVER:** There is a strong attraction among many pilots to fly in formation with others. On the cover this month, Kirsten Mann captures a great shot of a Cessna 182 flying alongside husband Carter and their Nanchang CJ-6.

### COPA Flight



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## COPA AT WORK

THE ADVOCACY YOU DON'T HEAR ABOUT

Recently I have had a few exchanges with some members about not sharing enough of what we do, or what we have done, for you the member. So, let me explain what we do and, more importantly, how we do it. (You can also read my October 2017 column, available on our website. It talks about advocacy.)

Not everything we do is public or made public, as you would expect. A lot is done one-on-one with the appropriate individuals, sometimes formally, sometimes not. Pushing the right buttons, talking with the right person at the right time, making sure we have a friendly ear that can listen to us and vice-versa, are all part of our methodology. So is working with other associations that are close to us, and speaking up together. It's what lobbying is all about. It is the end result that counts and it is not always in our collective best interest to share at large the tactics during the process.

A prime example being cited is the Buttonville airport (CYKZ) tower closure. In the CYKZ case, I agree that we may not have talked enough about the efforts COPA put in, so I invite you to turn to the Letters to the Editor section in this issue where you can find more details. We always look for the best outcome for the association and the collectivity; in other words, we need to pick our battles.

COPA is regularly consulted by the regulator (Transport Canada) and Nav

Canada on just about every issue that concerns GA in the country before anything moves. Rarely does anything go out that we don't know of or have not been consulted about. Our goal is to take a national stance on issues and for our Flights and local members to be able to apply it locally.

Other examples we have been working on for a long time on are the ADS-B mandate, maintenance issues, owner maintenance questions, recreational pilot and reciprocity with the U.S. and their special BasicMed medicals that are not allowed here in Canada. Harmonizing seminars and rust removers across the country is another example. In other words, there is lots and lots of work going on. If you have any questions, please give me a call or write me at [bgervais@copanational.org](mailto:bgervais@copanational.org).

### ALL FOR FLIGHT STORIES

We have received a few stories that convey the joy, that feeling of being up there, that drives us: All For Flight. Please keep them coming; send them to [steve@copaflight.ca](mailto:steve@copaflight.ca).

### SEASON'S GREETINGS

Why not enjoy the winter flying season at its best by giving yourself the gift of 'safety' for under \$100? Go for a flight with an instructor; it'll be money well spent.

Wishing everyone the best during this holiday period, I encourage you to take the time for you and yours, to rest and enjoy the season. See you in 2020! 🎁

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## COPA AU TRAVAIL

### LE TRAVAIL EN COULISSE

J'ai récemment eu quelques échanges avec certains membres nous reprochant de ne pas assez partager de ce que nous faisons, ou ce que nous avons fait pour vous. Alors, permettez-moi d'expliquer ce que nous faisons et surtout, comment nous le faisons (vous pouvez également lire mon mot d'octobre 2017, disponible sur notre site. Il parle de défense d'intérêts).

Tout ce que nous faisons n'est pas public ou publié, comme on peut s'y attendre. On fait beaucoup de choses en tête-à-tête avec les personnes appropriées, parfois formellement, parfois non. On arrive à nos fins en poussant sur les bons boutons, en parlant avec la bonne personne au bon moment, on s'assure ainsi d'avoir une oreille amicale qui peut nous écouter et vice et versa. Il en va de même lorsque nous travaillons avec d'autres associations qui sont proches de nous et avec qui nous nous exprimons, ensemble. C'est ça, le lobbying. C'est le résultat final qui compte et il n'est pas toujours dans notre intérêt collectif de partager à tous vents nos tactiques pendant le processus.

Un excellent exemple cité est la fermeture de la tour de l'aéroport de But-tonville (CYKZ). Dans le cas de CYKZ, je suis d'accord que nous n'avons peut-être pas assez parlé des efforts de la COPA, alors je vous invite à lire la section des Lettres à l'éditeur dans ce numéro où je donne plus de détails sur nos démarches. On cherche toujours le meilleur résultat pour l'association et pour la collectivité; en d'autres termes, nous devons choisir nos batailles.

La COPA est régulièrement consultée par le régulateur (Transports Canada) et Nav Canada sur à peu près

toutes les questions qui concernent l'aviation générale au pays, avant que cela ne devienne public. Il est rare que quelque chose se manifeste sans que nous le sachions ou n'ayons été consultés. Notre objectif est de prendre une position nationale sur les enjeux afin que nos Clubs et membres soient en mesure de l'appliquer localement.

D'autres exemples sur lesquels nous travaillons depuis longtemps sont : le mandat ADS-B, les questions de maintenance, l'entretien par le propriétaire, le pilotage récréatif et la réciprocité avec les É-U et leur médical BasicMed qui n'est pas autorisé ici au Canada. L'harmonisation des mises à jour des connaissances à travers le pays en est un autre exemple. En d'autres termes, il y a beaucoup, beaucoup de travail en cours. Si vous avez des questions, s'il vous plaît me donner un coup de fil ou écrivez-moi à [bgervais@copanational.org](mailto:bgervais@copanational.org).

### À PLEIN CIEL

Nous avons reçu quelques histoires qui transmettent la joie, ce sentiment d'être là-haut et qui nous anime À PLEIN CIEL. S'il vous plaît continuer à nous les envoyer à [steve@copaflight.ca](mailto:steve@copaflight.ca).

### SOUHAITS DE LA SAISON

Pourquoi ne pas profiter de la belle saison d'hiver pour vous offrir un cadeau de « sécurité » pour moins de 100 \$ ? Allez faire un vol avec un instructeur ; c'est de l'argent bien dépensé.

En terminant, nous vous souhaitons de très joyeuses fêtes, entourés des personnes qui vous sont chères. Prenez du temps pour vous et les vôtres, reposez-vous et profitez de la saison. On se voit en 2020 ! 🍷

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## SEND US YOUR STORIES, LETTERS AND PHOTOS

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

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

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

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

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

### ✉ IS COPA NATIONAL SUPPORTING US?

This month, my COPA membership comes due. I was happy to support COPA for many reasons, but the one main reason is that COPA is our national voice since they represent Canadian GA pilots and stress safe flying.

I was very disappointed when COPA went radio silent on the control tower issues at Buttonville airport (CYKZ). There was no discussion on safe flying into that airport.

Movement into CYKZ today is complicated at best for most GA pilots who are not familiar with the very compressed airspace, low ceiling and more. Nav Canada terminated operations at CYKZ when there was a plan that CYKZ would close. However, it will be open for at least five more years. There are lots of politics going on with little regard for pilot safety.

Where is COPA on all of this?

Buttonville Flying Club is one of COPA's largest Flights, yet we seem to get zero support from COPA. I need a reason why I should renew my COPA membership. At the moment, I do not have one to renew.

*Michael Walker  
Thornhill, Ont.*

*J. Ranscombe  
Gore Bay, Ont.*

### ✉ COPA CEO BERNARD GERVAIS RESPONDS:

*Michael, I would invite you to read this month's President's Corner. Furthermore, COPA has lobbied Nav Canada, both publicly and not, to do the following:*

- *hold-off on closing the tower in 2018 (they did);*
- *look at the number of movements, in comparison to other airports around the country (they did);*
- *redo their homework on the assumption that the numbers would be stable and maybe grow if the airport were to stay open (they did).*

*We worked with Nav Canada to come up with safe VFR routes which they drew up after close consultation with*

*us and local BFC folks. In fact, we drew some versions sitting with them around our board table in our office.*

*Your membership and that of all the BFC members is important, not only locally, but for all that is done nationally. I take good note of making sure we publicly let our members know of the work we do.*

### ✉ CANNABIS AND PILOTING

Can anyone explain to me how it's legal for a 'sober' pilot to fly as little as 12 hours after gulping booze, yet a pilot who has had a puff of grass must wait 28 days?

For lots of capable COPA members who use cannabis medically or recreationally, this absurd situation shows a deep lack of understanding of the comparable effects of alcohol and cannabis.

It also means that these pilots are grounded, often permanently, a situation that hurts the entire struggling civil aviation community, from instructors to rental ops to fuel providers and more.

A little common sense and leadership from COPA might help to address this out-of-touch regulation.

### ✉ WINDSOR MILLS MEMORIES

I enjoyed the picture of the old airfield at Windsor Mills, Que., of the September COPA Flight. It is hardly recognizable except for the area on the upper left, which looks like it was once the tarmac. I think the runway was grass. My cousin took me there in the late 1940s. There was a hangar with a few civilian airplanes in it. I can still remember the beacon shining across the sky at night. I have been told that the mess hall was moved to Windsor Mills and became the curling club.

In the early 1950s the aircraft were sold off, some of which were Cornells. It was a 'buy and fly' arrangement at first, until someone went off the runway.

*James Knutson  
Waterville, Que.*

## ✉ LUXURIOUS AIRPLANE TAX

I have recently been made aware of the Liberal government's plan to put a 10 percent luxury tax on all private aircraft valued at or above \$100,000.

I trust COPA, as our national representatives, are fully aware of this and have addressed this short-sighted, ill-conceived idea with our federal government.

They should be advised of the crises in the making due to the increasing shortage of commercial pilots, which is a direct result of fewer young private pilots learning to fly and moving on into a commercial career, which in turn is a direct result of the ever increasing costs of learning to fly, which in turn means there are less flight instructors to teach people to fly. Less people learning to fly means fewer facilities to train people; it's simple supply and demand. Taxing the aircraft that people are learning to fly with is counter-productive to the whole situation.

If our government was thinking about the future of general and commercial aviation in Canada, which of course they are not, they would be implementing ideas that reduce the cost of learning to fly, not just looking at a tool to generate revenue with no thought at all to the consequences.

I trust you will make a very strong and forceful representation to Prime Minister Trudeau on our behalf, and make sure this tax never comes to fruition.

*Chris Elgar  
Burlington, Ont.*

## EFLIGHT

Members are reminded that they must sign up to receive our weekly eFlight newsletters — it is not sent to you automatically. eFlight contains many stories and breaking news of interest to our members, stories that are usually not repeated in the magazine.

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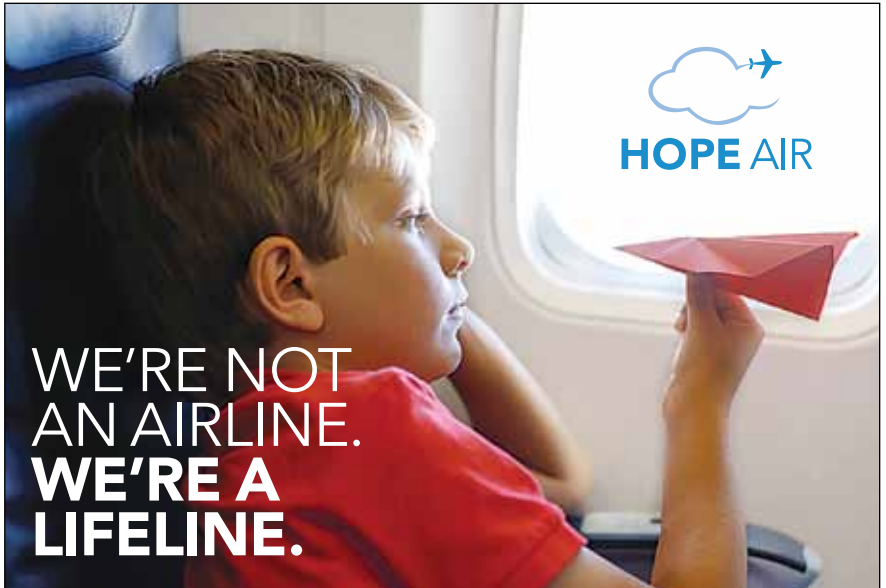
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# NEW OPERATIONS DIRECTOR

BY BERNARD GERVAIS



## NOUVEAU DIRECTEUR DES OPERATIONS

Je suis heureux d'annoncer qu'il y a quelques semaines, Neil Bennett s'est joint à nous à la COPA, travaillant au bureau avec Jean-Claude Audet. Neil va progressivement prendre de plus en plus de responsabilités, jusqu'à ce qu'il puisse assumer entièrement le rôle.

Fonctionnellement bilingue, Neil nous apporte une vaste expertise en aéronautique et en navigation aérienne, ainsi que des connaissances en gestion, service à la clientèle et toutes les compétences nécessaires pour maintenir les normes élevées auxquelles nos membres s'attendent.

Vous pouvez consulter ses antécédents sur LinkedIn. Il peut être joint au 613 236-4901 au poste 108. 📞

I am pleased to announce that a few weeks ago Neil Bennett joined us at COPA, working in the office with JC Audet. Neil will gradually be doing more and more until he can entirely assume the role.

Functionally bilingual, Neil brings to us extensive aerospace and air naviga-

tion expertise, as well as knowledge and experience in management, customer service and all the necessary skills to maintain the high standards that our members expect. You can check out Neil's background and experience on LinkedIn. He can be reached at 613 236-4901- ext. 108.

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# A CONVERSATION WITH **MIKEY MCBRYAN**

COPA FLIGHT INTERVIEWS BUFFALO AIRWAYS MANAGER

BY CLARK MORAWETZ, COPA DIRECTOR FOR SOUTHERN ONTARIO

**It's very likely that you have heard of Mikey McBryan, whose official job is running charter operations at Yellowknife, N.W.T.'s Buffalo Airways. You have likely heard of him from the reality TV show Ice Pilots: NWT or, more recently, his YouTube series Plane Savers.**

In season 1 of Plane Savers, McBryan, along with his team of professionals and aviation enthusiasts, took a derelict DC-3 from the uncut grass inside the fence at Montreal's St. Hubert airport (CYHU) and, in less than six months, restored it to flying condition. It was an incredible feat that was capped off by flying the DC-3 (registered as C-FDTD) to Oshkosh, Wisconsin for Airventure 2019.

In season 2 of Plane Savers, McBryan and his team are back, but this time they are rebuilding a replica of a Fokker Dr.1 at Buffalo Airways Yellowknife headquarters. COPA Flight had the opportunity to catch up with McBryan to talk about the effect of Plane Savers and what the future holds for the very popular web-based series.

**CF: What inspired you to start Plane Savers?**

**MM:** The inspiration to start Plane Savers came from the necessity to raise awareness about saving the forgotten D-Day DC-3 C-FDTD. From my experiences with previous TV shows, I knew the best way to get people involved is to entertain them. Little did I know what impact it ultimately had.

**CF: What was your biggest surprise after season 1 of Plane Savers?**

**MM:** After season 1, the biggest surprise was going to Airventure 2019 in Oshkosh and the number of people that I

ran into that loved Plane Savers. I made the pledge to fly the DC-3 to Oshkosh for Airventure 2019 if we got it done in time. Our co-pilot for the trip was COPA member Larry Buckmaster out of Kelowna, B.C. I was at Oshkosh last year and the difference was amazing.

**CF:** Is DTD the first aircraft that you have ever owned personally? If so, what have you learned about aircraft ownership since acquiring and operating DTD?

**MM:** DTD was the first aircraft that I owned personally. I have learned a lot about Transport Canada paperwork. But to tell you the truth, Transport Canada has been amazing to deal with and I am forever grateful. Think of this, we had no data tags, no paperwork, no logbooks, no Certificate of Airworthiness, no Certificate of Registration, no maintenance program and only 56 days to get it all done (let alone almost every part missing on the aircraft). The paperwork alone should have been almost impossible to do in a year. But a handful of Transport personnel really made the difference. They are the unsung heroes of the project. Oh, and when it's your own aircraft you really focus on fuel price.

**CF: How did you get to know Steve Thorne, better known as Flight Chops?**

**MM:** I met Flight Chops at the COPA Convention in Kelowna, BC, a few years back. He was the first person I have ever met that made a living from YouTube. Once I got back home to Yellowknife, I started watching his content and that helped inspire me to make my own YouTube Channel and intern Plane Savers. So, you can say it's COPA's fault there is a Plane Savers.



**CF: Have you placed any friendly bets with the Canadian Historical Aircraft Association (CH2A) and Flight Chops regarding their Tiger Moth project?**

**MM:** It was Flight Chop's idea to go head to head with our Season 2 Fokker Dr.1 and CH2A's Tiger Moth project. Deadlines and goals make projects run a lot smoother. The reason Canada is full of half-built airplanes is that there is no clear end goal. Making a friendly bet helps move things along. As for a wager, I think bragging rights is the best commodity.

**CF: Will we see the two projects together once they are both restored/rebuilt?**

**MM:** We are working towards getting our Fokker Dr.1 to Airventure 2020 next year so the CH2A crew better get the Tiger Moth done in time to come join us.

**CF: What is the best way for our members to follow your progress with the Fokker Dr.1?**

**MM:** As you can guess, the best way to follow along as we save the Fokker Dr.1 is to watch our YouTube Channel [www.youtube.com/mikeymcbryan](http://www.youtube.com/mikeymcbryan). I will see you over there. 🇨🇦

# INCIDENTS + ACCIDENTS

## ATLANTIC REGION

An uncorrelated radar target appeared indicating an altitude of FL243 with a VFR transponder code of 1200. The target was observed for approximately 30 minutes and after contacting Halifax Flight Information Centre (FIC), it was determined it was a Cessna 172 operating VFR in the Stephenville, NL (CYJT) area.

At approximately 1230Z a 9289-8998 Québec Inc. Aeronca 11ACX on floats (C-FNFC) experienced a mechanical issue and conducted a forced landing in a field approximately 12NM southeast of Edmunston, NB (CYES). The sole pilot exited the aircraft unharmed and shut off the emergency locator transmitter (ELT). The aircraft suffered minor damage to its floats and will be assessed for structural damage. The aircraft was secured at the property pending inspection by the owner's insurance. Emergency services did not attend.

## QUEBEC REGION

Information received from the Joint Rescue Coordination Centre (JRCC) Trenton. At takeoff from a river, a J'en perds le Nord S.E.C. Cessna R172K (C-GBDQ) on a flight to Alma, QC (CYTF) got stuck and could not take off. The extent of the damage is unknown. No injuries or fatalities. The Transportation Safety Board of Canada (TSB) and the Aviation Operations Centre (AOC) were notified.

After it had received and read back clearance for standard instrument departure (SID) CYHU6, a Government of Canada Department of National Defence Bell 412 (WCAT038) from Montréal/St-Hubert, QC (CYHU) to Ottawa/Gatineau, QC (CYND) was seen turning left on a heading of 220, even though the SID calls for a climb on the runway centreline. No impact on operations.

## ONTARIO REGION

A privately registered, amateur-built, Baldwin JAOA on a flight from Kitchener/Waterloo, ON (CYKF) was instructed to hold short of Runway 08. The aircraft read back that they would hold short, but crossed the hold-short line. An aircraft inbound with a landing clearance for Runway 08 had to pull up and go around.

AuroraAerial Inc, authorized to operate an RPAS demo flight in downtown Toronto reported a lost comm link during hover test and RPAS continued and landed as expected and subsequently recovered.

## PRAIRIE AND NORTHERN REGION

Received a call regarding an aircraft accident, a privately registered Piper PA-22-135 had flipper over just south of Innisfail, AB (CEM4). Caller advised there was one person on board, no injuries and no assistance needed.

A Montair Aviation Cessna 172S (C-GAGV) on a flight from Red Deer Regional, AB (CYQF) to Red Deer Regional, AB (CYQF) and a Montair Aviation Cessna 172R (C-GGPQ) on a flight from Red Deer Regional, AB (CYQF) to Red Deer Regional, AB (CYQF) both entered control zone at the same time. Neither aircraft complied with air traffic control (ATC) instructions for circuit entry pattern. Neither were able to locate any aircraft traffic. Communication with both aircraft was poor due to inability of pilots to understand basic ATC instructions. Operations on the airport were delayed.

## PACIFIC REGION

Accident report received from Kamloops, BC (CYKA) flight information centre (FIC) on a Black Sheep Aviation & Cattle Co. de Havilland DHC-2 MK. I (C-GNPO) on a flight from Watson Lake, YT (Water) (CEJ9) to Watson Lake, YT (Water) (CEJ9). Report of

controlled crash due to engine failure, no assistance required. Helicopter was on its way to retrieve persons on board (POB). No emergency locator transmitter (ELT) activation.

A Hart's Aviation BC Aeroprakt-22LS ultra-light (C-ILWA) on a flight from Langley Regional, BC (CYNJ) to Langley Regional, BC (CYNJ) departed for a first solo flight. The aircraft was observed flying erratically. After several unsuccessful approaches, the tower upgraded the situation to an emergency and called in emergency services on standby. The aircraft crashed on Runway 01 at 2030Z. Significant damage to the aircraft was observed, no injuries reported. Multiple aircraft were diverted or delayed, including a Langley Flying School Piper PA-34-200 (C-GURW) on a flight from Langley Regional, BC (CYNJ) to Langley Regional, BC (CYNJ) who had to go to Abbotsford, BC (CYXX).

## RÉGION DE L'ATLANTIQUE

Une cible radar sans corrélation est apparue au FL243 en affichant un code transpondeur VFR de 1200. La cible a été observée pendant une trentaine de minutes, et après avoir contacté le centre d'information de vol (FIC) d'Halifax, on a conclu qu'il s'agissait d'un Cessna 172 volant en VFR dans la région de Stephenville (CYJT), NL.

Vers 1230Z, un Aeronca 11ACX sur flotteurs (C-FNFC), exploité par 9289-8998 Québec inc., a eu des problèmes mécaniques et effectué un atterrissage forcé dans un champ à environ 12 NM au sud-est d'Edmunston (CYES), NB. Le pilote, seul à bord, s'est extirpé indemne de l'aéronef et a éteint la radiobalise de repérage d'urgence (ELT). Les flotteurs de l'aéronef ont été légèrement endommagés et seront inspectés pour voir s'il y a des dommages structuraux. L'aéronef a été amarré sur les lieux en attendant son



inspection par la compagnie d'assurance du propriétaire. Les services d'urgence ne sont pas intervenus.

## RÉGION DU QUÉBEC

**Information reçue du centre conjoint** de coordination de sauvetage (JRCC) de Trenton. Au décollage d'une rivière, un Cessna R172K (C-GBDQ) exploité par J'en perds le Nord S.E.C. effectuant un vol à destination d'Alma (CYTF), QC, s'est abimé et n'a pas pu décoller. L'étendue des dommages est inconnue. Aucun blessé ni décès. Bureau de la sécurité des transports du Canada (BST) et Centre des opérations aériennes (COA) avisés.

## RÉGION DE L'ONTARIO

**Un Baldwin JAOA, d'immatriculation** privée et de construction amateur, de Kitchener/Waterloo (CYKF), ON, a reçu l'instruction de se tenir à l'écart de la piste 08. L'aéronef a relu l'instruction de se tenir à l'écart, mais a traversé la ligne d'attente à l'écart. Un aéronef en rapprochement, qui avait reçu l'autorisation d'atterrir piste 08, a dû remettre les gaz.

**AuroraAerial Inc. qui avait été autorisé** à faire un vol de démonstration RPAS au centre-ville de Toronto, a signalé une perte de communications par liaison de données durant le vol d'essai stationnaire et indiqué que le RPAS avait continué de voler et atterri comme prévu avant d'être récupéré.

## RÉGION DES PRAIRIES ET DU NORD

**Appel reçu concernant un accident** d'aéronef, un Piper PA-22-135, d'immatriculation privée, qui s'est retourné juste au sud d'Innisfail (CEM4), AB. L'appelant a précisé qu'il y avait une personne à bord, aucun blessé, et qu'aucune assistance n'était demandée.

**Un Cessna 172S (C-GAGV), exploité** par Montair Aviation, de Red Deer Regional (CYQF), AB, à Red Deer Regional (CYQF), AB, et un Cessna 172R (C-GGPQ), exploité par Montair Aviation, de Red Deer Regional (CYQF),

AB, à Red Deer Regional (CYQF), AB, sont tous les deux entrés dans la zone de contrôle en même temps. Aucun des aéronefs n'a suivi les instructions du contrôle de la circulation aérienne (ATC) pour l'entrée dans le circuit. Aucun des deux n'a pu localiser d'aéronef. La communication avec les deux aéronefs était mauvaise à cause de l'incapacité des pilotes de comprendre les instructions de base de l'ATC. Opérations de l'aéroport retardées.

## RÉGION DE PACIFIQUE

**Rapport d'accident reçu du centre** d'information de vol (FIC) de Kamloops (CYKA), BC, concernant un de Havilland DHC-2 MK. I (C-GNPO), exploité par Black Sheep Aviation & Cattle Co., de Watson Lake (Water) (CEJ9), YT, à Watson Lake (Water) (CEJ9), YT. Rapport indiquant un écrasement contrôlé en raison d'une panne moteur. Aucune assistance demandée. L'hélicoptère était en route pour récupérer des personnes à bord (POB). La radiobalise de repérage d'urgence (ELT) ne s'est pas déclenchée.

**Un Aeroprakt-22LS ultra léger (C-ILWA)** exploité par Hart's Aviation BC en provenance et à destination de l'aéroport régional de Langley, BC (CYNJ) a décollé pour un premier vol en solo. L'aéronef a été observé en train de voler de façon erratique. Après quelques approches infructueuses, la tour a décrété que la situation était désormais urgente et a demandé que les services d'urgence soient mis en état d'alerte. L'aéronef s'est écrasé sur la piste 01 à 2030Z. L'aéronef a subi des dommages importants, mais aucun blessé n'a été signalé. De nombreux aéronefs ont été déroutés ou retardés, dont un Piper PA-34-200 (C GURW) exploité par la Langley Flying School en provenance et à destination de l'aéroport régional de Langley, BC (CYNJ) qui devait se rendre à l'aéroport d'Abbotsford, BC (CYXX). ✈️



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# ENFORCEMENTS

## QUEBEC REGION

**The pilot-in-command of an aircraft** operating at or in the vicinity of an airport failed to comply with the operating restrictions specified by the Minister in the Canada Flight Supplement. (CAR 602.96(3), \$750)

**The pilot-in-command of an aircraft** failed to comply with all of the air traffic control clearances received and accepted. (CAR 602.31(1), \$750)

**A person acted as a flight crew member** when that person was not the holder of a valid permit, licence or rating. (CAR 401.03(1), \$1,000)

## ONTARIO REGION

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

**A person operated a Remotely Piloted Aircraft System (RPAS)** contrary to many rules of Part IX of the Canadian Aviation Regulations. (Various RPAS Rules, \$2,750)

**The pilot-in-command of an aircraft** operating at or in the vicinity of an aero-

drome failed to conform or avoid the traffic pattern formed by other aircraft in operation. (CAR 602.96(3), \$750)

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

**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. (CAR 202.13(2), \$1000)

## RÉGION DE QUÉBEC

**Le commandant de bord qui utilise un aéronef à un aéroport a omis de se conformer aux restrictions d'exploitation** précisées par le ministre dans le Supplément de vol-Canada. (RAC 602.96(3), 750 \$)

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

**Une personne a agi en qualité de membre d'équipage de conduite** alors que la personne n'était pas titulaire du permis,

licence ou de la qualification pertinents et valide. (RAC 401.03(1), 1 000 \$)

## RÉGION D'ONTARIO

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

**Une personne a utilisé un système d'aéronef télépiloté (RPAS) contrairement à plusieurs règlements de la Partie IX.** (Règlements RPAS Variés, 2 750 \$)

**Le commandant de bord qui utilise un aéronef à un aéroport a omis d'adopter le circuit de circulation suivi par les autres aéronefs ou de s'en tenir à l'écart.** (RAC 602.01, Suspension 60 jours)

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

**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.** (RAC 202.13(2), 1 000 \$) ✈️

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# COPA FLIGHT 201-GORE BAY IS ALL FOR FLIGHT

NEW FLYING CLUB HAS FIRST SCHOLARSHIP STUDENT

BY MARK WILSON

**The Gore Bay Flying Club was formed in March 2017, two months after local corporate pilot and instructor Wade Cook started a free ground school for all comers. Cook's dream was to go from ground school to a flying club to buying a club plane and training club pilots. It all happened.**

When my girlfriend Pam saw Cook's ad in the local paper, she said, "You should try this. Your dad, mom and oldest brother were pilots, you have another brother and his son who are pilots. You can do it." So, I did, at 61 years old.

Gore Bay is a town of 900 on Manitoulin Island, Ontario ('largest freshwater island in the world' we say, at 160 by 64 km). The ground school attracted 50 people the first night, from all over the Island. Twenty students eventually made it to completion.

As ground school ground on, we formed the Gore Bay Flying Club, elected our club president (Tim St. Amand), started looking at planes to buy and, with the help of Lloyd Richardson from COPA, formed COPA Flight 201. Richardson also connected us with the perfect trainer plane — we bought a lovely 1968 Piper Cherokee 140.

Then another idea hatched; after a conversation with Cook, my other two brothers and I decided to donate a share in the club plane in memory of our family's departed pilots, to be used with a youth scholarship to train young people on Manitoulin to be pilots. The moral of this story is, never hatch an idea: they made me chair of a new scholarship committee.

I started flying lessons, pushing the old brain to learn how to fly our Cherokee 140, and worked with our scholar-

ship committee to put things in place and attract some local attention. Well, you'd think we weren't offering a gift worth well more than \$10,000. With generous donations from the Manitoulin community, we cover the full cost of one young person per year completing all their training for a PPL or RPP. Maybe people thought it was too good to be true — no applicants. Finally, in winter 2019, we got some uptake and a few youngsters came to an information meeting we held in the Island secondary school. One real go-getter was Avery Sheppard, a Grade 11 student from Mindemoya (population 800), another small town on Manitoulin. (There are no big towns on Manitoulin.) We selected Avery as our first scholarship recipient in June 2019.

After completing online ground school, Avery began flying lessons with Cook and became the club's youngest student pilot. Meanwhile, the club's oldest student pilot — me — finally got his RPP (just nicely before I get my OAS). What can I say — it was just really fun to hear Avery on my aircraft radio scanner when she started making her own calls. She has a charming version of the Manitoulin accent those of us born and raised here have in our bones. And just to hear a female voice in the pilots' calls is a refreshing change from the male majority.

Then came the big day. On August 27, 2019, the Gore Bay Flying Club's first scholarship student flew solo. I was there to record the event, along with Cook and a local reporter. Avery's mom, dad and cousins (club members who first brought her to our attention) were excited and, yes,



just a little nervous. We basically tried to hide behind trees and gas pumps so she wouldn't be distracted by seeing us in her four dual circuits and the solo. Okay, so she's 1,000 feet up in the circuit and totally focussed on the runway on takeoffs and landings; a 300-foot zeppelin wouldn't distract her. Her calls sounded cool as a cucumber on the speakers of the Gore Bay Unicom radio. Gore Bay — Manitoulin Airport (CYZE) is an amazing certified airport for a small community — two runways, with 11/29 being 5,500 feet long. We also have Manitoulin East aerodrome (CYEM), with one runway.

By the time Avery was in her solo circuit and coming around to land, we pretty well threw all that caution to the 'crosswind' that she was handling and just about swarmed the runway. But she brought it in beautifully, greasing it on.

We were all very proud, and the Gore Bay Flying Club's Youth Pilot Training Scholarship got off to a great start, thanks to Avery. As of October, Avery continues training and is well on her way to the flight test. We're definitely all for flight!



# WEATHER BRIEFINGS

## HEAR IT FROM THE SPECIALISTS



**H**aving just read the article in the COPA eFlight newsletter regarding remote weather station outages it brought to mind the many misconceptions that many pilots have about weather information and weather briefings. The most common error is to think that all one needs is the actual weather and terminal forecasts for point of departure and destination, even for a short or local flight. In some instances it might work, but that only serves to encourage faulty thinking and risk-taking. Another factor to keep in mind is that weather observing and forecasting is highly subjective and not an exact science. No two observers will report the same conditions in the same way, nor will two forecasters interpret and predict the weather in the same way. Flyer beware. So, the more information on hand the safer you are likely to be.

In this instance a go/no go decision seems to be heavily dependent upon an unmanned, remote weather station. The problem with this is that unob-

served weather conditions can result in the production of misleading weather information. For example, when Watson Lake had a newly installed automated weather station, I received a call from a Central Mountain Air pilot who was approaching CYQH and requested weather. The auto station was reporting IFR conditions. The pilot had the airport in sight and was reporting CAVU conditions. It turned out that a small fog patch had settled around the sensors and consequently we were receiving erroneous reports.

In another instance a pilot commenced a flight from Whitehorse to Dawson City. I gave him a thorough briefing and noted that there appeared to be a small low-pressure system in the vicinity of Dawson City. Experience told me that he might encounter icing and other adverse weather conditions which had not been included in the forecast products. I brought this to his attention and, with this knowledge in mind, he elected to go anyway. As he was nearing Dawson City he encountered icing and was forced to return to

Whitehorse. Fortunately, he was forewarned and forearmed and knew the correct decision to make.

In the space of a two-week period there were three fatal accidents where I was directly or indirectly involved:

1) A local pilot had received a briefing from my co-worker and departed Whitehorse under clear blue skies. Destination Dawson City. When he was en route over Lake Labarge he contacted me on 126.7 simply to check in and position report. Always a good practice. Although I had not been briefing that day it was still necessary to maintain the weather picture while working en route traffic, so I advised the pilot of snow squalls that I could see at the top of the lake. I strongly suggested that he reconsider his intended VFR flight but he opted to continue. His next broadcast was in the vicinity of Fox Lake where he simply reported "I am in the snow." Later that day his wrecked aircraft was discovered on the frozen surface of Fox Lake. Two fatalities.

2) A British Columbia pilot called to get the actual and terminal forecast weather for Snettisham, Alaska, a route which he flew almost daily. I asked if he would like a full weather briefing and he declined the offer. Knowing that there was a valid weather warning for severe low-level wind shear along his route of flight, I volunteered that information regardless and suggested that he consider postponing his flight. He made it to Snettisham but crashed on the return flight the same day. Two fatalities.

3) An American pilot returning to Alaska from the lower 48 was in the vicinity of Teslin. Again I received a request for the actual and terminal forecast for Whitehorse. I looked out

the window and saw clear blue skies and sunshine which is all that was being reported for the terminal area. However, just beyond the forecast area were snow squalls in all directions. Back in the day, and probably still today, the policy was to provide information to allow the pilot-in-command to make the go/no go decision, but having experienced some recent fatalities where my suggestions had apparently been ignored, I was feeling a tremendous amount of pressure to avoid a repeat scenario. I advised the VFR pilot that to continue might be dangerous and suggested that he return to Watson Lake and try again the next day. He opted to continue. Shortly after I received a phone call from the Teslin CARS (Community Aerodrome Radio Station) operator reporting that there was an aircraft flying at roof-top level over the community in white-out conditions. The next morning the aircraft was found

wrecked on the frozen surface of Teslin Lake. One fatality.

This experience, and others like it, are incredibly draining on a weather briefer/Flight Service Specialist when one feels that one's best advice is being ignored when the risk of danger is incredibly high. I am haunted by these incidents, even today in retirement. I still wonder, "what could I have done differently to have prevented the fatal results?" The answer really is nothing. I did my job to the best of my ability and the pilots made their decisions. In this instance, an inbound Transport Canada pilot had overheard the complete conversation and was kind enough to seek me out to tell me that I had done everything right. But it still bothers me, even in the retelling here.

So, to get back to the remote weather station. It is only one source of information in a basket of goodies. Your friendly Flight Information Centre has access to many tools from which to

create a complete weather picture. Upper Air Charts, forecast maps, satellite imagery etc. can be used to create the "big picture" and to give one a fairly good feel for how the weather might be in a general area, including wind and visibility. An educated decision can still be made based on the information but, having said that, and particularly in mountainous regions, local conditions can vary due to a variety of conditions, including terrain and proximity to water.

The bottom line is really this. "Are you willing to gamble foregoing a twenty minute (or less) complete and proper weather briefing against the rest of your life?" 🤔

*Ken Ettie is a pilot and retired Flight Service Specialist, having started his profession in Sault Ste. Marie, Ont. before spending the rest of his career in Inuvik, N.W.T, Whitehorse and Norman Wells, Yukon, and Castlegar and Cranbrook, B.C. — Ed.*

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# THE HIGH SIERRA FLY-IN

A CELEBRATION OF BACKCOUNTRY FLYING



**T**he sun was setting behind the High Sierra Mountains and the light grew dim as we turned off of Nevada's I-80 and began our journey down a narrow dirt road in a rented 34-foot Winnebago. We drove at only of twenty-five kilometres an hour through the pitch-black desert before we made the turnoff into the most challenging part of the drive. The road out to Dead Cow Lakebed is known to be tricky. The last five kilometres, before you make your way on to the playa, are ridden with potholes that could swallow a sedan. We were lucky it hadn't rained, so the conditions were dry, but that didn't help us when we got lost. Thankfully, we had one bar of cellphone reception and were able to call for help. A quad arrived and escorted us to the camping area where the next challenge awaited us - avoiding a collision with an airplane

in the dark. Since that moment, one of my greatest fears in life has become hitting an airplane with a Winnebago, second only to hitting an airplane with another airplane.

When we opened our curtains the next morning, we were all stunned at the sight of the white cracked lakebed floor, the dozens of Kitfoxes and other planes and the rolling hillsides of the High Sierras. Planes buzzed low along the row of camper trailers, waking everyone at 07:00 to the sound of Carbon Cubs. At that moment we knew that the High Sierra Fly-in would not disappoint. Dozens of aircraft had arrived before Thursday morning and began their run-ups early to venture off into the desert to explore. The greatest appeal of this particular fly-in is the idea that, with the right imagination and a capable aircraft, the possibilities are limitless. With so much room to

▲ Clockwise from above: The flat desert makes for a great landing surface; Jeremy Rahn arriving from Canada in his Kitfox; Josh and Natalie Esser taxiing in their Kitfox; Fabulous sunsets reward visitors.

play through the rolling landscape, the dried-out lake beds of the wild desert, it's no wonder why pilots travel from across North America to experience this slice of heaven. The landscape in Nevada is truly beautiful.

Another reason pilots travel to the High Sierra Fly-in is to watch, and take part in, the STOL drag races. STOL Drag requires that two aircraft fly a three-quarter mile straightway down and back in a drag racing format side by side. The first aircraft to come to a complete stop, on heading, moves on to the next round. Originally, the STOL Drag finals were planned for Saturday but with the winds forecasted to pick up, the qualifiers and





finals were both run on Friday. The number of Canadian aircraft on the field and pilots taking part in the races was impressive. Three female pilots took part in this year's High Sierra STOL drag races, including two Canadians: Katie Waito in her Pitts SIC and Natalie Esser in her Kitfox. The crowd roared as the Pitts screamed across the flight line far ahead of its competitors. The Pitts isn't an aircraft you would normally see in a STOL drag race, but Katie has a great sense of humour and likes to have more fun than the average human being.

Natalie Esser of Edmonton was the first woman ever to make it into the finals. Earlier in the day she ran into some mechanical problems with her aircraft but was able to have everything ready just in time for her qualifying run. In the finals she was matched up against Steve Henry in his Just SuperSTOL Highlander and unfortunately did not move on to

the next round. Since making it into the finals, Esser has been invited to the Reno Air races to compete in STOL Drag and will be the only female competitor on the 2020 roster. Another Canadian who performed incredibly well at the races was Jason Busat. The 2019 Oshkosh STOL Champ flew his Edge Performance 914STi-powered Rans against the likes of Trent Palmer and Steve Henry. Be sure to keep an eye out for these two Canadians at the Reno Air Races next year.

This year's event played host to five hundred aircraft and two thousand people, the largest turnout yet. Kevin Quinn, the event organizer, limited the amount of aircraft permitted to fly in, always keeping safety in mind. There was so much excitement on the flight line watching the arriving aircraft; a Pilatus PC24 business jet landing on a dried-out lakebed in the middle of

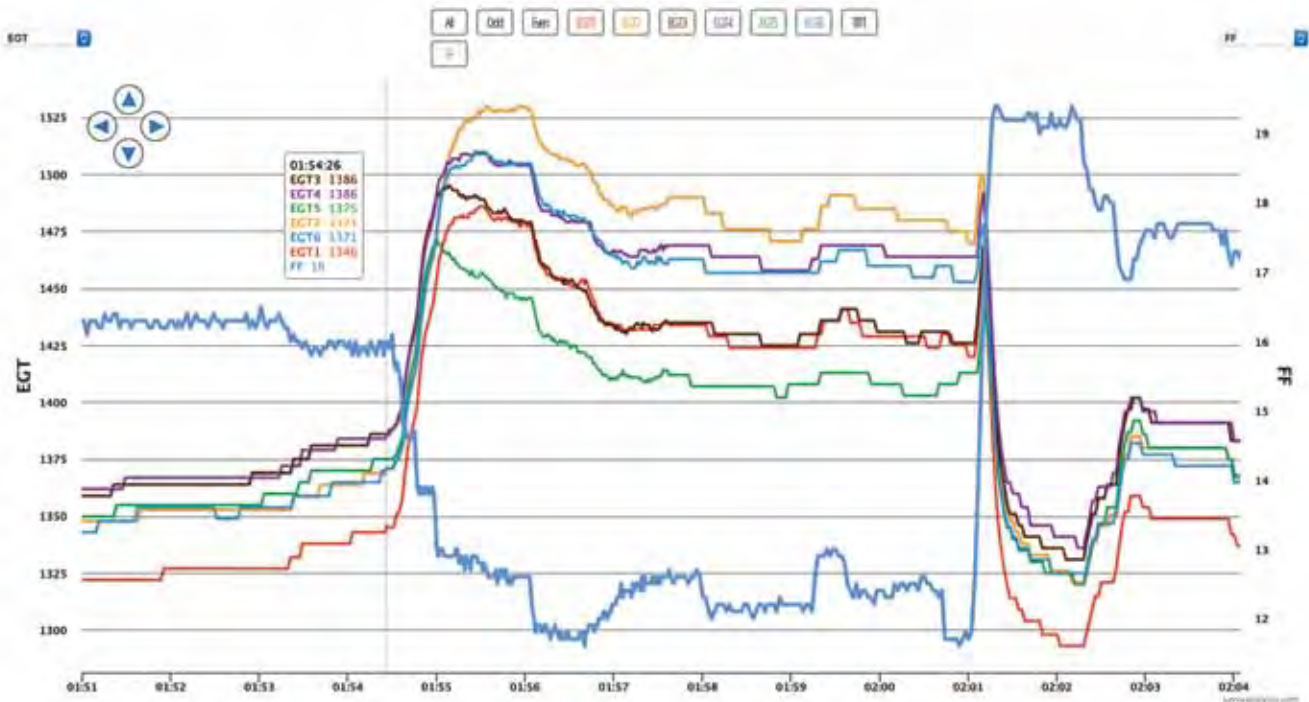
the desert was certainly a sight to see. Some of the other aircraft on the field included two Antonovs, a number of Stearmans and a Turbo Beaver. The 2019 High Sierra Fly-in brought Pilots from different walks of life and different parts of the continent to celebrate backcountry aviation.

At the end of each day everyone would gather around the bonfire and share stories under the starry night skies — that may have been my favourite part. The people of the High Sierra Fly-in made it the most memorable aviation event I have ever attended because, after all, without them their aircraft would just be empty shells. Looking forward to more adventures in the High Sierras in the coming years. 🌟

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# GLASS-BASED POWERPLANT MANAGEMENT

## DIGITALIZING YOUR ENGINE'S INSTRUMENTS



**G**raphic Engine Monitors (GEMs) have become the Swiss Army knife of aircraft flight instruments. Yesterday's cockpit panels used many instruments and gauges to show RPM, manifold pressure, fuel pressure, cylinder head temperature (CHT) and exhaust gas temperature (EGT) and more. The Commander that I fly has six analog engine gauges.

With analog gauges, it was incumbent upon the pilot to recognize what was 'normal'. Leaning was accomplished by watching for a rise in RPM followed by a decline. With the introduction of the GEM in 1981, pilots were able to change the way they leaned, allowing fuel consumption to drop. With today's fuel prices near \$2 per litre or more, proper leaning is even more important.

A GEM is a single instrument which monitors, records and displays many the operating parameters of an engine, uncluttering the panel of older analog

instruments. Add in flight information delivered by air data instruments and owners, pilots and mechanics have better insights into the daily health of the power plant and airframe.

Electronic Instruments (EI) have been manufacturing a variety of TSO'd and STC'd engine instruments and GEMs for the past 40 years. Their products are designed to match the pocketbook of the aircraft owner. EI's series of GEMs are in fact purpose-built computers. Complete with a processor, RAM, internal storage, USB port and an LED screen, the MVP-50 and CGR-30 GEMs have purpose-built software which records data from sensors such as EGT, CHT, OAT, oil pressure, oil temperature, fuel pressure, GPH, RPM, manifold pressure, just to name a few. In addition to engine parameters, the MVP-50 has a variety of other capabilities, including checklists and fuel management.

The contents of the GEM can be copied onto a computer for review and

▲ A typical image generated by Savvy Analysis after reception of customer's engine monitor data.

analysis. With one spreadsheet file (.csv) for each flight, the number of files and data can be excessive. EGTTrends has a software program called EZView which requires little or no IT experience. It allows you to analyze display stored engine data. Simply plug a USB memory stick into the GEM (the MVP50 has a USB port on the front while the CGR30 has a 'pigtail' on the back) and after a few simple button-pushes on the instrument, the data will be copied onto the USB stick. The data from the USB stick can then be copied onto your computer. The file size of an average flight is quite small, but there is lots of data to be reviewed. Most GEM manufacturers have focused on the instrument and probes, not the analysis of the data.

In comes the intersection of IT and general aviation. The data contained



in the GEM is exceptionally useful, but typically cannot be accessed by the average pilot or mechanics. From an aircraft perspective, adding analysis, trending and reporting is critical to long-term engine health.

Engine Big Data (EBD) analysis changes the way we operate our aircraft. Knowing the trends can help change the way we lean the engine and triage problems. In comes the 'Cloud'. Savvy Analysis, a subsidiary of Savvy Aviator, provides the tools to gather, analyze and provide recommendations on the operation and maintenance of an engine. For the past seven years, Savvy Analysis, led by Mike Busch, has been storing, analyzing and trending data from a variety of GEMs and aircraft. Savvy has been able to develop a cloud-based storage, presentation and analysis tool designed to allow aircraft owners and mechanics to quickly and easily understand the data from their aircraft.

Savvy's Failing Exhaust Valve Analysis tool (FEVA) can help predict a failing valve before it fails in flight. Many times, a sticky valve will be evident when the engine is started. With no EGT and CHT, the valve in question will return to normal operation after a few minutes of heating. Many mechanics refer to this as morning sickness and may be ignored by pilots new to aircraft ownership. The consequences of a sticky valve in flight at 75 percent power is not for the faint of heart. For example, with an exhaust valve stuck open, raw fuel will enter the exhaust,

power will be diminished and vibration from an unbalanced engine will resonate through the airframe. Dealing with a valve problem on the ground is less costly than in the air.

Offered as a free service, the aircraft owner is able to review the data themselves. Additionally, on a subscription basis, analysts at Savvy Analysis can review and report on the data from specific flights. Interpreting the flight and engine data provides recommendations both in terms of engine performance, leaning procedures and preventative maintenance. Savvy's PRO subscription provides detailed reporting including a summary and recommendations of the analyst's findings. Savvy's PRO annual subscription is U\$129 (single engine) and U\$199 (twins). Their PRO PACKs are designed for maintenance shops which are looking after many aircraft and running reports infrequently. The PRO PACKs are available in five, 10 and 20 analysis reports.

Analytics and data are able to help mechanics pinpoint problems which need adjustment or engine parts which need replacement, saving time and money during diagnosis. For example, fuel flows that need adjustment or fuel nozzles that need cleaning, problems with magneto timing, failing EGT/CHT probes or harnesses and electrical system problems. A lot of time and money can be saved through targeting the problem, rather than a trial and error approach, eliminating replacing hardware unnecessarily. 🛠️



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# THE CAB BOYS

## FORMATION FLYING DISSECTED

*Text by Michel Pomerleau, Photos by Hughes Drouin*

COPA Flight 46 — St. Georges/Club aéronautique de Beauce (CYSG) is not only renowned for its friendly and dynamic ambiance, but also for its unique group of pilots doing formation flying, the CAB Boys.

On Saturday, September 21, a video documentary about this unique flying activity was produced for Telus TV. On this occasion, twelve of the qualified pilots were present, but only 11 planes flew as one plane, an RV6, was down for maintenance. Its pilot acted as an aerial photographer aboard a Eurocopter EC120 Colibri.

This is how it went. After discussion with the video producer, the process began with a long briefing during which all the ground and air phases were covered in detail, including the positioning of the helicopter for the aerial takes. Beforehand, the aircraft had been placed on the ramp in their respective positions. With their run-ups completed, the eleven aircraft were ready to start simultaneously on cue, awaiting the radio call.

Radio check-in and engine started five seconds after reception of the classic command “Gentlemen, start your engines”. Start and pre-takeoff checks completed, a second radio check-in is done followed by taxiing into position onto the 5,100 by 75-foot Runway 24 in sections of two, every 200 feet. Once #11 has reported in position, takeoff



of the sections is in Echelon right and at seven-second intervals. Climb-out to 1,500 feet above ground level (AGL) and a right turn are done at 95 mph and 400 feet per minute to allow the teammates to close in to their respective positions. Once assembled in a 'B2 Bomber' figure, the formation accelerates to a cruising speed limited to 110 mph in order for the outer wingmen to have some power reserve for the upcoming gentle turns.

Approaching from the northwest, the formation flew over the runway in a southeasterly direction for the overhead videos, then it was turned northward along the Chaudière River before passing over the townships of St-Georges and Beauceville, a distance of approximately 15 miles. These flyovers were done for the enjoyment of

the local residents who appreciate the CAB Boys' contribution to local events such as Remembrance Day, the Walk for Life event and funerals for club members gone west (Missing Man) and opening ceremonies for local triathlons and car races.

In preparation for the return, the formation veered east and made a straight seven-minute run to perform the three-section separation procedure (4, 3 and 4) which results in a 30-second and half-mile spacing between each one. On the order "Three sections, three sections GO", the last section makes a 10-mph speed reduction which is held for six minutes and then resumes cruising speed. The second section performs an identical manoeuvre three minutes after the command but maintains the speed reduction for three minutes only. The

formation is then placed in Right Echelon and returns to the airfield. Spacing during the run-in to the break is maintained using GPS distances and ground speeds as reported by the leader.

For the circuit and landing, the procedure for the overhead break establishes a spacing of 10 seconds between all aircraft once the two turns to downwind are completed. Initial approach to the runway is at 1000 feet AGL and at a speed of 100 mph in close formation. The breaking turns to the crosswind leg are done at five-second intervals, banking sharply to 30°. The leader of the second section must begin his break 20 seconds after the last plane of the previous section and so on. This part of the landing procedure results in the first five seconds of spacing being gained during the first turn, and the

## THE CAB BOYS



▲ The CAB Boys are: #1, Michel Pomerleau (leader), original homebuilt Lesperance MP-Unik; #2, Bernard Poulin, Mooney; #3 Simon Drouin, Mooney; #4, Vincent Quirion, Piper PA-28; #5 Daniel Parent, Mooney; #6, Gilles Lessard, RV-9; #7, Raymond Rouillard, PA-28; #8, Tom Redmond, Mooney; #9, Tony Bolduc, Piper Arrow; #10, Pierre Vermette, CH 300; #11, Robert Bergeron, Cessna 170; #12 Hughes Drouin, RV6.

five additional ones during the turn to downwind. However, for the safety of the manoeuvres, it is imperative that the leaders of sections two and three place the last aircraft of the previous group at their one o'clock position upon completion of their 90° break turn and begin their turn to downwind five seconds after this plane has gone by their 12 o'clock.

Downwind, the 10-second spacing (which then equates to approximately 1,500 feet of distance between each aircraft) must be maintained until landing. Descent with a 3° slope begins upon starting the timed turns to base leg, simultaneously reducing to the final approach speed of 85 mph and configuring for landing by mid-base. Evidently, slowing down brings spacing to 1,250 feet. Again, the final turns with 30° of bank are timed spaced again by each aircraft and the speed rigorously maintained until round out.

Landings in calm winds can be challenging with this reduced spacing due to the risk of wake turbulence. It is therefore imperative that all aircraft follow a straight slope trajectory, with the option of deviating slightly to the left or right, and maintain a constant speed until the flare. After landing, the planes move to the side to provide lateral space for any aircraft that may experience braking or control difficulties. Naturally, after returning to their respective hangars, the merry pilots congratulate each other before proceeding to the debriefing room.

Formation flying is a demanding discipline. The CAB Boys formation started very humbly in 2006. Initially, all manoeuvres and standard operating procedures were developed to accommodate aircraft with various performances ranging from the Cessna 150 to the Mooneys. Eventually, the climb speed went to 95 mph, cruise to 110 – 120 mph and approach to 85 mph, resulting

in the small Cessnas no longer qualifying for this endeavor, but they had already been traded away.

Qualification training includes a theoretical lecture, one preliminary evaluation flight and five to eight documented training flights with, progressively, two, three and four planes. In order to gain acceptance in the team, everyone had to master the finesse of hands and feet inputs required to maintain their designated position within a few cubic feet of space, and control speed and altitude very precisely in the circuit and the final approach. Constant discipline and outmost concentration are primordial. However, each pilot is encouraged to stay within their comfort zone for separation in their station keeping while gaining experience.

CAB Boy #12, Hugues Drouin, has produced a nine-minute video documenting this 11-plane formation flight. Check it out at [vimeo.com/362373522](https://vimeo.com/362373522). The password is 'cab'. Enjoy! 🎉





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## LES CAB BOYS

### VOL DE FORMATION DISSÉQUÉ

PAR MICHEL POMERLEAU



**Le 46e Club de COPA / Club aéronautique de Beauce de St-Georges (CYSG) est non seulement renommé pour son dynamisme et sa bonne ambiance, mais aussi pour son groupe de vol en formation incorporant plusieurs types d'avions différents, les CAB Boys.**

Samedi le 21 septembre avait lieu un événement spécial, soit le tournage d'un documentaire vidéo pour Telus TV concernant cette activité particulière. A cette occasion, il fut possible de réunir douze pilotes dont un qui ne pu voler avec le groupe — son RV6 étant en maintenance — mais qui agit comme photographe aérien à bord d'un hélicoptère d'escorte Eurocopter EC120 Colibri.

En voici le déroulement. Après s'être entendu avec le producteur de la vidéo, le procédé débuta par un long briefing au cours duquel toutes les phases terrestres et aériennes furent détaillées, incluant le posi-

tionnement de l'hélicoptère pour les prises de vue. Au préalable, les avions avaient été placés sur le tablier dans leur position respective et avec les points fixes complétés, cela afin de démarrer simultanément les onze avions au signal radio et être prêts à circuler immédiatement.

À l'heure prévue, vérification radio et démarrages cinq secondes après réception de l'ordre traditionnel « Gentlemen, start your engines ». Vérifications pré-envol, et après une seconde vérification radio, circulation pour positionnement deux par deux aux 200 pieds sur la piste 24 (5 100 par 75 pieds). Une fois que le dernier avion (le #11) s'est rapporté en position, les décollages se font aux sept secondes en formation sur l'aile. La montée jusqu'à 1 500 pieds sol et le virage à droite subséquent se font à 95 mph et 400 ppm afin de permettre aux coéquipiers de prendre position dans l'ordre

▲ The CAB Boys in formation over the Quebec countryside.

établi. Une fois tous les avions regroupés, la formation prend une vitesse de croisière limitée à 110 mph afin de que les alliés éloignés puissent conserver une réserve de puissance pour maintenir leur position durant les virages à faible inclinaison prévus.

Il y eut passage à la verticale de la piste en direction sud-est pour la prise de vue à partir du sol, suivi du survol de St-Georges et Beauceville en direction nord pour le bénéfice des résidents locaux qui apprécient toujours la vue de nos vols en formation. Car, il convient de mentionner que les CAB Boys sont en demande dans la région pour le survol d'événements civiques locaux tels le Jour du Souvenir pour effectuer la formation du Coéquipier Manquant (Missing Man), le Relais pour la Vie ou les funérailles d'un défunt membre du club, ainsi que des cérémo-

nies de départ pour le triathlon local ou courses automobiles.

En préparation pour le retour, la formation vira à l'est et fit un tracé rectiligne de sept minutes afin de procéder à la séparation du groupe en trois sections (4, 3, 4) espacées de 30 secondes et d'un demi-mile entre chacune. Sur l'ordre « Trois sections, trois sections GO », la dernière section doit ralentir de 10 mph pendant six minutes puis reprendre la vitesse de croisière. Trois minutes après avoir entendu le commandement, la deuxième section doit effectuer une manœuvre identique mais ralentir pendant trois minutes seulement. La formation est ensuite placée en Échelon droit lors du segment de retour vers l'aérodrome. Pendant ce trajet, l'espacement entre les sections est vérifié et ajusté en fonction des vitesses sol et distances GPS transmises par le leader.

Pour le circuit et l'atterrissage, le bris de formation à la verticale de la piste vise à placer tous les avions en vent arrière à 10 secondes d'intervalle. La procédure consiste à approcher la piste à 1 000 pieds en formation serrée à une vitesse réduite à 100 mph. Lorsque le leader débute son virage à gauche, les avions de sa section suivent tour à tour aux 5 secondes en s'inclinant prestement de 30 degrés pour virer les 90 degrés de l'étape du vent traversier. Le leader de la section suivante doit débiter son bris 20 secondes après le dernier avion de celle précédente et ainsi de suite. Cette partie de la procédure donne les premières five secondes d'espacement et les cinq additionnelles s'ajoutent lors du virage en vent arrière alors que les avions effectuent le deuxième virage à cinq secondes d'intervalle. Toutefois, pour que les seconds virages soient sécuritaires, les leaders des sections #2 et 3 doivent s'assurer que le dernier avion de la section précédente se retrouve à la position d'une heure à la fin de leur virage initial et, après son passage à leur 12 o'clock, débiter leurs seconds virages

cinq secondes plus tard.

En vent arrière, l'espacement de 10 secondes donne approximativement de 1 500 pieds de distance entre les avions. Cet intervalle doit être maintenu jusqu'à l'atterrissage. La descente avec pente de trois degrés et le ralentissement à la vitesse finale de 85 mph débute avec le virage en base, point où tous les avions doivent se chronométrer aux 10 secondes. L'on vise à atteindre la vitesse d'approche et prendre la configuration finale pour atterrissage à mi-chemin de cette étape, la distance séparant les avions diminuant alors à 1 250 pieds. Une dernière vérification de l'espacement

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*« LES PILOTES ONT PERFORMÉ À LA HAUTEUR DE LEUR HABILITÉ ET SONT EXTRÊMEMENT FIERS DE LEUR ACCOMPLISSEMENT. »*

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par synchronisation a lieu au virage pour l'étape finale. Tous les virages doivent débiter prestement avec 30 degrés d'inclinaison et la vitesse maintenue rigoureusement jusqu'à l'arrondi.

Les atterrissages par vent calme peuvent représenter un certain défi en raison du risque de rencontrer de la turbulence de sillage. C'est pourquoi il est impératif que tous les avions suivent une pente et trajectoire rectilignes — avec l'option de se déporter légèrement à la gauche ou à la droite — et qu'une vitesse constante soit strictement maintenue jusqu'à l'arrondi. Après atterrissage, les avions se rangent sur le côté afin de permettre le passage à tout appareil pouvant éprouver des difficultés de freinage.

Comme il se doit après le retour aux garages, les joyeux coéquipiers se congratulent avant de se rendre à la salle de débriefing.

Le vol en formation est une discipline exigeante. Le groupe des CAB Boys a débuté très humblement en 2006. Initialement, toutes les manœuvres et consignes d'opération ont été développées de façon à accommoder les avions aux performances diverses allant du Cessna 150 aux Mooneys. Toutefois, les vitesses furent éventuellement augmentées à 95 mph pour la montée, entre 110 et 120 mph en croisière et de 80 à 85 mph en approche, ce qui a éliminé les C-150 mais a donné aux Mooneys une plus grande marge de manœuvre et sécurité dans le circuit.

Le processus de qualification consiste en une présentation théorique, une envolée préliminaire avec le leader et des entraînements documentés et progressifs à deux, trois et quatre avions. Pour se tailler une place dans l'équipe, les pilotes ont dû développer une fine maîtrise de leur appareil afin de pouvoir maintenir la position désignée dans un espace cubique de quelques pieds et contrôler très précisément vitesse et altitude dans le circuit et en approche. Une discipline et une concentration de tous les instants sont donc primordiales. Toutefois, chaque pilote conserve la latitude de se tenir à la limite de sa zone de confort et de confiance, la sécurité devant toujours prédominer.

Cette prestation des CAB Boys est une première de cette envergure car elle a regroupé onze avions alors que le nombre de huit n'a jamais été dépassé auparavant. Les pilotes ont performé à la hauteur de leur habileté et sont extrêmement fiers de leur accomplissement.

Pour immortaliser l'événement, une superbe vidéo de neuf minutes a été montée par Hugues, notre CAB Boy # 12. En voici le lien : [vimeo.com/362373522](https://vimeo.com/362373522). Mot de passe : cab. 🇨🇦



## DOWNSVIEW OPEN HOUSE

BOMBARDIER-DE HAVILLAND WELCOMES FAMILIES AND FRIENDS

TEXT AND PHOTOS BY GUSTAVO CORUJO

De Havilland Canada and Bombardier hosted their annual Family Day at their Downsview, Ontario plant on October 5. Employees, families and friends got a rare opportunity to tour the Bombardier-De Havilland facility at Downsview to learn how one of the leading aircraft manufacturers operates.

The behind the scenes tour included the assembling plants for the Turboprop DHC 8-400 and business jet like the Global 7500. The Family Day included live music, aircraft displays, kids' zones, military vehicles, food vendors and a flight demonstration by a DHC 8-400.



## A LIFETIME OF ACHIEVEMENTS

### COPA MEMBER GLENN OERZEN EARNS PRESTIGIOUS AWARD

BY STEVE DRINKWATER

When the British Columbia Aviation Council (BCAC) went looking for a worthy individual to honour with its annual Lifetime Achievement Award this year, there were a few nominations. After a review of the nominees, BCAC's award committee eventually focussed on one individual — Glenn Oerzen.

Oerzen has quite an impressive résumé. A private pilot licence holder since his 17th birthday, he followed it with a commercial licence on his 18th birthday (both licences self-financed from his earnings as a lifeguard). A military career saw him become a CT-114 Tutor flight instructor, followed by a full, two-year tour as a pilot in the Snowbirds demonstration squadron. Oerzen was then offered training on the CF-188 Hornet, which he turned down in favour of flying the CC-130 Hercules, as he was always attracted to big airplanes and long-distance flights, which operations involving the Hercules offered. Between Strategic Airlift operations, Oerzen was kept occupied flying Search and Rescue missions, especially in the Arctic. More long flights from the squadron's Winnipeg base.

It was 1996 and, at this point in time, Oerzen was Operations Officer for the Forces' 435 Squadron. A promotion to Major was pending and with it, a desk job. At this juncture, after serving as a military pilot for 12 years, Oerzen decided to retire from the Forces. He then hired on as a Dash-8 pilot with Air BC (which morphed into Air Canada Jazz). After nine months, Oerzen was moved to Air Canada's mainline operations.

Today, Captain Oerzen flies Air Canada's Boeing 777s, and there is no doubt that his résumé is indeed quite impressive. What was it, then, that clinched the award for Oerzen?



Could it be that Oerzen has spent, and continues to spend, much time as a volunteer, helping to teach and mentor students in BCIT's aviation program, including taking them to Air Canada's flight simulator to give them exposure to multi-crew and training environments? And, that as an active COPA member, he also volunteers at COPA for Kids events at Boundary Bay airport?

In the end, it was his volunteer work, on top of a stellar aviation career, that convinced the committee to give the award to Oerzen, which was presented to him at the BCAC's Silver Wings gala at the Vancouver Trade and Convention Centre on October 24.

"We were delighted to award this year's British Columbia Aviation Council Lifetime Achievement Award to Glenn Oerzen," said Michael Dery, chair of the BCAC's Scholarship and Awards Committee in a statement to COPA Flight. "Our committee was in awe of Glenn's invaluable contributions of time and effort toward the development of young aviation professionals

▲ (From left) BCAC Executive Director Dave Frank, Captain Glenn Oerzen, BCAC Chair Heather Bell.

over many years. For him to give so generously on top of his career commitments is most impressive!"

"Why me? There are so many amazing people in aviation in B.C., like people who run airports, large aviation companies and airlines," was Oerzen's first reaction when notified that he was selected for this year's Lifetime Achievement Award. He followed that with an admission that he was both humbled and honoured to have been selected.

Oerzen continues to fly recreationally and is especially proud of his recently acquired 1956 Cessna 172, serial number 71, a model that even precedes the introduction of the A model.

"I've been told, but I haven't verified, that it's the oldest 172 in Canada," Oerzen told COPA Flight.

COPA Flight congratulates Glenn Oerzen's for his lifetime of achievement, one that has clearly been All For Flight. 🇨🇦



## DÉCOUVRIR LA HAUTE-CÔTE-NORD

UNE DES RÉGIONS LES PLUS SPECTACULAIRES DU QUÉBEC

TEXTE ET PHOTOS DE JEAN-PIERRE BONIN

Située entre Tadoussac sur le Saint-Laurent et Colombier à l'est de Forstville et jusqu'à Sacré-Cœur dans le Saguenay, la Haute-Côte-Nord mérite que vous vous la survoliez.

Il y a une nouvelle piste privée aménagée aux Escoumins (PPR Totem Aviation, 581-235-5235) qui est en sable compact d'une largeur de 65 pieds dégagée sur 200 pieds et d'une longueur de 2 300 pieds additionnée de 100 pieds excédentaire à chaque extrémité pour un total de 2 500 pieds. Quand nous sommes de passage, nous logeons à Essipit mais il est possible de faire du camping sous l'aile à l'aéroport ou dans les lieux d'hébergement à proximité aux Escoumins.

Nous décollons en matinée car le soleil éclaire alors la côte qui s'offre ainsi dans toute sa splendeur. C'est un « saut de puce » vers l'aéroport des Grandes-Bergeronnes (CTH3) où nous effectuons un arrêt à la boulangerie artisanale La P'tite Cochonne située tout près du seuil de piste 10 aux Bergeronnes et attention, arrivez tôt car elle est « Ouverte quand c'est prêt et fermée quand il n'y en a plus ». À quelques minutes de marche de l'aire de stationnement, il y a des sentiers qui descendent vers la plage, un centre d'interprétation ainsi que le quai pour excursions aux baleines.

La piste des Bergeronnes fait 1 500 pieds par 50 pieds de large avec surface en asphalté. Elle est maintenant moins un « défi » depuis que la municipalité a dégagé le seuil de piste 28 de ses arbres, éliminant ainsi les obstacles à l'approche à partir du fleuve. Durant notre court transit entre les deux aéroports, un petit groupe de bélugas s'est trouvé près de la côte pour notre plus grand plaisir.



Nous reprenons notre vol vers Tadoussac et le Saguenay en prenant de l'altitude pour respecter les normes de survol du Parc marin du Saguenay-Saint-Laurent. La région habitée ne constitue qu'un mince fil le long de la route 138, le reste n'est que lacs et forêts et c'est bien cette portion qui impressionne habituellement les touristes européens.

Tadoussac n'est qu'à quelques minutes de vol et le village avec le fjord du Saguenay offrent une vue spectaculaire. Nous volons jusqu'à Sacré-Cœur avant de revenir aux Escoumins. Les champs en culture tout de jaune et de

▲ The Grandes-Bergeronnes airport is seen in the photo immediately above and on the opposite page.

vert contrastent avec les bleuétières et les étendues de tourbières tous deux un peu rougeâtres.

De retour aux Escoumins, nous pourrions profiter des nombreux sites et activités touristiques pour quelques jours à venir.

Remarque: Si vous prévoyez de visiter ces aérodromes, apportez suffisamment d'essence, car aucun carburant n'est disponible sur les sites. 🚗



## LA HAUTE-CÔTE-NORD QUEBEC'S SPECTACULAR UPPER NORTH SHORE



Located between Tadoussac on the St. Lawrence River and Colombier, east of Forestville and Sacré-Coeur in the Saguenay, the Upper North Shore (La Haute-Côte-Nord) merits a flying visit.

There is a new private runway at Les Escoumins (PPR Totem Aviation, 581-235-5235) which is made of compact sand with a width of 65 feet (cleared over 200 feet) and a length of 2,300 feet, with 100 feet of overrun at each end for a total of 2,500 feet. When in the region, we stay in Essipit, but it is possible to go camping under the wing at the airport or in accommodations near Les Escoumins.

We took off in the morning because the sun then illuminates the coast for the photographer's delight. It is a short hop to the Grandes-Bergeronnes airport (CTH3) where we stopped at the artisanal bakery La P'tite Cochonne located near the threshold of Runway 10 at Les Bergeronnes. Caution: arrive early because it is 'open when it is ready and closed when there is no more'. A few minutes' walk from the parking area there are trails leading down to the beach, an interpretation centre and a dock from where whale-watching excursions depart.

The Bergeronnes runway is 1,500 by 50 feet wide and has an asphalt surface. This short runway is now less of a challenge since the municipality cleared the threshold of Runway 28 of its trees, eliminating obstacles on final approach from the river. During our short transit between the two airports, a small group of beluga whales were near the coast for our greatest pleasure.

We resumed our flight to Tadoussac and Saguenay by climbing to meet the overflight minimums of the Saguenay-St. Lawrence Marine Park. The inhabited region is only a thin line along Highway 138; the rest is only lakes and forests and it is this portion that usually impresses European tourists.

Tadoussac is only a few minutes away and the village with the Saguenay Fjord offers spectacular views. We flew up the Saguenay River to Sacré-Coeur before returning to Les Escoumins. Fields in yellow and green cultivation contrast with the blueberry fields and peat bogs, both of which are somewhat reddish.

Back to Les Escoumins, one can take advantage of many sites and tourist activities for a few days to come.

Note: If you plan to visit these aerodromes, bring enough fuel as none is available on site. ✈️

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## NEWFOUNDLAND'S FLYING BOAT FESTIVAL

OVER 400 GATHER AT HISTORIC SEA PLANE BASE

BY LAUREN NAGEL

While most of us would settle for a single witness to our best landings, one seaplane crew was welcomed by an adoring crowd upon their arrival in Botwood, Newfoundland and Labrador this past August. Few outside this community are aware of the Flying Boat Festival that takes place in Botwood each summer, with fun activities planned for an entire long weekend. The festivities celebrate the flying boats that created the initial phase of commercial transatlantic aviation, an industry that put Botwood on the map back in 1937. This town harbours a rich piece of Canadian aviation history, though an actual flying boat had, until this year, not landed there in years.

Botwood became an important centre for military and aviation activity in the 1930s, in addition to its role as a shipping port. Its importance grew significantly when, in 1933, Charles and Anne Lindbergh stopped in Botwood in their Lockheed Sirius floatplane and declared it an ideal location as a terminus for transatlantic flights. On July 6, 1937, this vision became fact as Pan American's Clipper III seaplane (a Sikorsky 42) departed Botwood for Foynes, Ireland at the same time as British Imperial Airways' Caledonia (a Short Empire) departed from Ireland on the opposite route.

With the successful arrival of both aircraft, transatlantic commercial flight in airplanes over the North Atlantic was born. This success was followed by more transatlantic passenger flights in 1939, including the introduction of Pan American's luxurious Boeing 314 Yankee Clipper, which made it more appealing to the adventurous and well-heeled traveller. Botwood remained an important base during the Second



World War as any passengers travelling to or from North America did so via the seaplane port. After 1945, the use of flying boats declined as land planes became more popular, though the town still memorializes them with the Flying Boat Museum and Festival.

Many years later, in 2019, one crew brought a flying boat back to the festival: cross-Canada Veebee explorers Euclid Benoit (pilot), Doug Tudor (co-pilot), Jan Benoit (safety officer) and Joan Hutchins (morale officer).

On August 5 the Flying Boat Festival was at its peak, culminating with the holiday Monday celebrating Botwood Day. The Veebee crew made a point to arrive on this day, approaching the town while communicating with their on-the-ground contacts: a local pilot and an air traffic controller on leave from the military. They performed a low fly-by of the port area where hundreds of festi-

▲ Euclid's Veebee (a Republic Seabee decertified and re-registered as a homebuilt) on Botwood's slipway.

val goers waved and cheered them on. They then landed on the water near the festival area, water-taxed toward the slipway, lowered their wheels and taxied up the slipway where around 400 people were gathered. Throughout the entire arrival the crowd was energetic and excited to see the first flying boat arrival in years.

"It was a great day and evening with the festivities continuing well into the wee hours, well after we had retired," said pilot Euclid. Before leaving the port, they let dozens of excited children take turns sitting in the cockpit and having photos taken with their families.

The residents and visitors to the Botwood Flying Boat Festival proved that they, too, were All For Flight! 🛩️

# ON THE HORIZON

## REGULARLY HELD EVENTS

### AIRDRIE, AB (CEF4)

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

### ARNPRIOR, ON

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

### BANCROFT, ON (CNW3)

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

### BEAVERLODGE, AB (CYQU)

Flight 184 — Monthly meeting 3rd Tuesday  
September to April 19:30, Terminal Building  
second floor boardroom. [wpaa@telus.net](mailto:wpaa@telus.net)

### BONNYVILLE, AB (CYBF)

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

### BORDEN, ON (CNV8)

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

### BOUNDARY BAY, BC (CAK3)

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

### BRANTFORD, ON (CYFD)

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

### BUTTONVILLE, ON (CYKZ)

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

### CALGARY, AB (CYBW)

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

### CARLETON PLACE, ON (CNR6)

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

### CHARLOTTETOWN, PEI (CYYG)

Flight 57 - PEI Flying Association  
members' breakfast, every Saturday  
Smitty's, ON University Ave 08:00.  
902-626-6963 or [brian@brianpound.ca](mailto:brian@brianpound.ca)

### CHATHAM-KENT, ON (CYCK)

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

### CLARENCE-ROCKLAND, ON

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

### COLD LAKE, AB (CEN5)

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

### CORNWALL, ON (CYCC)

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

### DAWSON CREEK, BC (CYDQ)

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

### DRAYTON VALLEY (CER3)

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

### EDMONTON, AB

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

### ESTEVAN, SK (CYEN)

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

### FREDERICTON, NB

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

### GODERICH, ON (CYGD)

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

### GRAND FALLS-WINDSOR, NL

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

### GUELPH, ON (CNC4)

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

### HANOVER, ON (CYHS)

Flight 54 — Monthly meeting 09:30 — 10:30  
2nd Saturday, CYHS SMA Boardroom.  
[barrytschirhart@wightman.ca](mailto:barrytschirhart@wightman.ca)

### HAVELOCK, NB (CCS5)

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

### HAWKESBURY EAST, ON (CPG5)

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

### HINTON, AB (EE4)

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



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# ON THE HORIZON

## INNISFAIL, AB (CEM4)

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

## IRON CREEK, AB (CEK6)

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

## KAMLOOPS, BC (CYKA)

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

## KELOWNA, BC (CYLW)

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

## KINGSTON, ON (CCE6)

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

## KITCHENER, ON (CYKF)

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

## LAC LA BICHE, AB (CYLB)

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

## LETHBRIDGE, AB (CYQL)

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

## LINDSAY, ON (CNF4)

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

## 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. [mcflflying@gmail.com](mailto:mcflflying@gmail.com)

## MEDICINE HAT, AB (CYXH)

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

## MIRAMICHI, MB (CYCH)

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

## NANAIMO, BC (CYCD)

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

## NELSON, BC (CZNL)

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

## NORTH BAY, ON (CYYB)

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

## OLDS DIDSBURY (CEA3)

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

## Flight 81 — Monthly meeting 19:30

last Monday, Okotoks Elks Hall [foothillsflyingclub.com](http://foothillsflyingclub.com)

## OLDS-DIDSBURY, AB (CEA3)

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

## OSHAWA, ON (CYYO)

Flight 70 — Monthly meeting 19:30 1st Thursday, [copa70.com](http://copa70.com)

## PONOKA, AB (CEH3)

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

## PENTICTON, BC (CYYF)

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

## PETERBOROUGH, ON (CYPQ)

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

## PICTON, ON (CNT7)

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

## PITT MEADOWS, BC (CYPK)

Flight 16 — Aero Club of BC monthly meeting 19:30 1st Wednesday. [aeroclubofbc.ca](http://aeroclubofbc.ca)



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# ON THE HORIZON

## PONTIAC, QC

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

## PRINCE GEORGE, BC (CYXS)

Flight 79 — Monthly meeting 19:30 2nd Wednesday. [pilotpg@telus.net](mailto:pilotpg@telus.net)

## QUALICUM BEACH, BC (CAT4)

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

## QUEBEC, QC

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

## RED DEER, AB (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](mailto:wrwile@gmail.com)

## SASKATOON, SK (CYXE)

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

## SARNIA, ON

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

## SEDGEWICK, AB (CEK6)

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

## SHOAL LAKE, MB (CKL5)

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

## SUNDRE, AB (CFN7)

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

## TISDALE, SK (CJY3)

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

## VAL D'OR, QC (CYVO)

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

## VERNON, BC (CYVK)

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

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

## VERMILLION, AB (CYVG)

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

## VICTORIA, BC (CYYJ)

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

## WELLAND, ON (CNQ3)

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

## WESTLOCK, AB (CES4)

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

## WETASKIWIN, AB (CEX3)

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

## WETASKIWIN, AB

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

## WIARTON-GEORGIAN BLUFFS, ON (CYVV)

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

## 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



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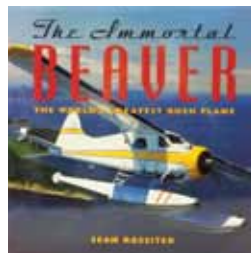
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loss of 229 lives. Author and pilot Don Ledger carefully re-creates what took place in the cockpit of the stricken airliner, describing each link in a disastrous chain of events.

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



### GEMINI FLIGHT

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

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

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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, flying instructor,

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

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

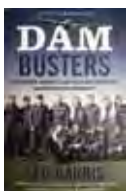


### THE CANADIAN AIR FORCE AT HIGH RIVER

When the Canadian Air Force was formed in 1923, the High River Air Station was the busiest

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

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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.

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### LOST: UNSOLVED MYSTERIES

One of the themes that runs through this book is the enigma of aircraft that disappear, sometimes within miles of busy airports and crowded cities, and cannot be found despite desperate and prolonged searches.

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### YUKON WINGS

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

By: R.B. Cameron  
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### 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  
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### MILES TO MILLIONS

The senior captain for Air Canada showed up for every flight even as he built a real estate empire worth a billion dollars. Grenier's ready wit and the many twists and turns of a penniless 19-year-old commercial pilot's career built on perseverance and the willingness to take risks takes readers on an unusual journey, even for the the aviation industry.

By Bill Grenier  
Price: \$35.95 (includes shipping)



### FARM BOY TO FLY BOY

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

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2,896 hrs TT; 931 hrs SMOH; 931 hrs SPOH. PRICED TO SELL NOW! Dual Garmin G5 units, Garmin GTN-750, KFC-200, will deliver with "N" number. Fresh annual inspection (Sept. 2019)! 1271 lbs useful load! \$299,900 USD CAD Aviation Unlimited 905-477-0107 (2247.19655)



**1980 PIPER P28B-236 DAKOTA**  
1280TT, 705SMOH, 160SPOH. Meticulously maintained, new paint 2014. No accident/incident history, no corrosion, immaculate interior. Always hangared. Collins Micro-Line COM251/NAV351, ADF 650A, DME 451, TDR 950, Autocontrol IIIB, Storm Scope, new 406 ELT, annual completed October 2019. Useful 1178 lbs. PRICE REDUCED \$134,900 CAD alan@bell.net, 289-440-4568. Located at CYFD (3456.19526)



**2010 BARON G58** Only 1227 TTAE, one owner & NDH! G1000 w/GFC700 AP, FIKI, 6-place w/club & desk, Skywatch Traffic, GDL69A WX DataLink and colour GWX68 radar, WX500 Stormscope! \$725,000USD Apex Aircraft Sales [www.apexaircraft.com](http://www.apexaircraft.com) or 905-477-7900 (2245.18169)



**CESSNA T206G 1979 AMPHIBIAN**  
on Wipaire 3730 amphibs For Sale, New Garmin Avionics, A/P, RSTOL, 0 Prop SMOH, many options, very clean. Low time Contact: Wilson Aircraft Ph: (647)227-6996 (586.18797)



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8533 TTSN, 3091 SMOH, 1000 STO. (75/78/78/78) INCL NEW CAM. \$45,000 CAD. PLEASE CALL! Apex Aircraft Sales. 905-477-7900 [www.apexaircraft.com](http://www.apexaircraft.com) (2245.18180)



**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 (3144.19621)



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2012 MalibuMirage,735TTAE,G1000,140USG! .....	\$700,000 USD
2010 Baron G58, 1100 TTAE, G1000 Avionics! .....	\$725,000 USD
2007 Cessna 400, 605 TTAE, G1000/GFC700, GDL69A WX DataLink .....	\$369,900 USD
2003 SR22, 1750 TTAE, Dual G430's, STEC 55X,Stormscope,Skywatch! .....	\$220,000 USD
2002 Piper Super Cub Replica, 187 TTAE, Amphibs/Wh Gear! .....	Reduced to \$69,900 USD
2002 DA20 Cl, 3526TT, '0' SMOH, FreshAnnual! .....	\$160,000 USD
1998 C182S, 1285TT, 355 SFOH & SPOH, Aspen EPD1000/SVT/Garmin GTN750 .....	\$219,900 USD
1992 Bonanza F33A 13086TT/1043SM, King w/KCS55A,KLN94 GPS! .....	\$99,212 USD
1989 Grumman Clipper,2689TT,500STOHw/NewCylinders,W/shield/Canopy/2015 .....	\$19,000 CAD
1982 Mooney Rocket 305, 3170TTSN, CONT TS10520 .....	\$150,000 USD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVIL, Garmin530/430! .....	\$399,900 USD
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate! .....	\$245,000 USD
1981 Duke B60, 4507TT, 1092 L&R, G530W, KFC-250 IFCs, Wingslets! .....	\$218,000 USD
1980 Saratoga, 4660TT/1759SM, King/Digitalw/KAP150AP/HS! .....	\$125,000 USD
1980 A185F Amphib, 3645/5455NW/10550/Aerocet3400, GTN750! .....	\$329,000 USD
1979 T210N, 2190 TT, 603 SM, Flint Tips! Loaded! .....	\$249,900 USD
1979 SierraC24R, 2500TTAE, Fresh Annual! .....	\$44,000 USD
1979 C185F Amphib, 2849TT, 849SM, GarminPanel,NEWWhip3000AmphFloats! .....	CALL!
1979 Warrior, 12955 TT, 290 SMOH, Garmin GPS400, GTX335 Tspdr (ADS-B Out) .....	\$39,500 USD
1977 Mooney 201, 5492 TT, 1529 SMOH, Prop/2016, Fresh Annual, Garmin 530 GPS! .....	\$74,900 USD
1977 Cessna 172N Skyhawk, 11630TT/1075SM, Garmin 530 GPS! .....	\$75,000
1977 Cheetah, 4263 TT, 1963 SMOH, All Logs and NDH! Pictures on our website! .....	\$33,900 USD
1977 Cheetah, 4263 TT, 1963 SMOH, All Logs and NDH! Pictures on our website! .....	\$33,900 USD
1975 C177RG,5802TT,1735SM,KingAvionics,G6EngMonitor! .....	\$55,000 USD
1974 414 6905TT, 1185M, Full De-Ice .....	\$125,000 USD
1974 Navajo Panther, 8360TT/552SM, GTN750/650,STECA/P,ADSB .....	\$279,900 USD
1974 Chieftan, 12749TT/1956/826SM, Commercial Aircraft! .....	\$98,000 USD
1973 T310Q, 2965 TTSN, 1965 L&R, GN520W and GN540, GTX345 ADS-B .....	\$75,000 USD
1973 C172M, 14575TT,1585M,KingAvionics,G6EngMonitor! .....	\$68,000 CAD
1968 C185 Amph,1696TT,657SM,6500/GTN750,GT3800Traffic,W/Whip3730's! .....	CALL!
1968 C177 Cardinal, 2918TT, 515SMOH(2016), New Prop (2016), Price Reduced to .....	\$42,500 USD
1966 C337A Skymaster, 3184TT,628/1485M, CurrentCofA,PropsDuel! .....	\$100,000 CAD
1946 J3 CUB,w/PAII STC's, 5450TT, 550SMOH, .....	\$53,000 CAD
1943 Grumman 644 "Widgeon"8929TT,418SM,GTN750, Summer Ready! .....	\$275,000 USD





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(3052.18815)



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

(3682.19443)



**1971 CESSNA 172L SKYHAWK SN 172-59751.** Beautiful aircraft inside and out. Fresh annual. 3020 TTSN, 147 SMOH Lycoming (overhauled by Okanagan Aero ), O-320-E2D, 160 HP Ram conversion, new style powerful exhaust, new tires, wheel pants, Horton STOL, tail abrasion strips, articulating pilot seat, tail strobe, new four-place intercom, ACK 406 ELT installed on last annual. Garmin Pilot III GPS, King KMA 12B audio panel, I COM IC-A210 Comm, Mode C King KT 78 xpdr, Narco ADF, Pilots PPT, OAT gauge, pitot heat, 38-gal fuel, EGT gauge, new no maintenance battery and battery tender. View more pictures and video online at canadianplanetrade.ca. Aircraft highly maintained and in pristine shape. \$67,000 USD Dennis 306-540-7870 or dennis.selenski@hotmail.com. Regina, SK

(3735.19566)



**MOTOR GLIDER** New Miller Sport motor glider, new Franklin 60 hp, electric start, 1 hr on air frame+engine, Cruises 130mph on 2 gph, full retract. Trailer included. \$33,500. activaeroservice@gmail.com or 705-306-9416

(2639.19397)



**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@airprogro.com 418-580-8912.

(3569.19627)



**RUTAN VARI-EZE 1984.** 1,509TTA. "Grand Champion Plans Built", Arlington 1985. Empty wt. 726lbs. MTOW 1,110lbs. Always hangared. 22imp gals. 160kts/12,500'. Repainted 2008, (took 520hrs!) Engine, Continental C-85-12, rebuilt as O-200. Major O/H Vike Aeromotive, 2012: Titan cylinder assemblies and Sky-Tec starter. 180 hours since. MGL V6 radio and MGL ALT-V 2014. Pointer C4000 ELT. King 76 xpdr. Cleveland 5" wheels and brakes. New brakes, tires & tubes. Two Slick impulse mags. \$22,000. Gordon Hindle: hanne.gordon@shaw.ca or 778-351-1343

(3569.19649)



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

(3423.19569)



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

(3679.19234)



**WILL TRADE FOR CESSNA 172.** TTAF 140 hours. Zero-time C 90 rebuilt by Aerotec engines. Rebuilt landing gear. New Cleveland brakes, wheels and tires. Recovered wings. New certified Wag Aero sealed wing struts. New custom exhaust. All new glass. New 406 ELT. New electrical system. Float attachments. All new Randolph paint w/ Ranthane finish. \$79,500 Cdn. Brewer Aviation Contact: jbrewer@eastlink.ca or 902-626-5262.

(2564.19653)



**1980 BEECHCRAFT A36 BONANZA** Continental IO-520-BB; SMOH ~1000 Garmin 750, roll steering, TKS, AFC O-235 autopilot, FD, ALT, NAV, Approach, GS mode. VOR, NDB, electric trim, VS, slaved HSI, xpdr ADS-B out. 1 King NAV/Com, insight GEM, stormscope, ICARUS Alt Alert, CFS 1000 fuel mgmt, leather seats. Recent: trim servos, Gyro, tires, LED lights, ELT, gear motor. \$210K USD. Serial: E-1723. BE-36-A36 Reg: C-GOJM. TTSN: ~5400 Seats 6 Toronto. Email: 208evington@gmail.com

(3717.19616)

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11-SEAT COMMUTER  
1.9M USD



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For a list of common abbreviations used in Classified advertising please see page 40



FEATURED LISTINGS FOR DECEMBER 2019



**1969 BEECH B23** Aerobatic Model 1226TT both engine (O-360) and airframe. KX175 Garmin SL40 Trimble 2000 GPS Lowrance 2000 GPS RT359A xpdr. 4-place intercom. Annual done Mar 2019. Located at Muskoka Airport. \$35,000 airmusk@muskoka.com (2242.19413)



**1991 WAG-AERO (PA-18)** TTSN 960, Lycoming O-320, 160 HP 406 ELT 2000. Floats, skis, wheels, wing covers. 7 out/8 in. \$55,000 OBO (3676.19229)



**FLIGHT DESIGN CT** Fall Factory sale has created a very well-equipped version of the CT Super Series (CTSW) 912ULS carbureted from \$135,900 USD. Visit [www.flightdesigncanada.com](http://www.flightdesigncanada.com) for more information. (2738.19379)



**AERONCA CHAMP 1946 TT** 8324.9 hrs. Continental A-65-8FX engine, encoding xpdr, radio, Garmin Aera 500 GPS, good fabric, owner maintenance. Brantford Airport \$20,000 + HST. Email: hogangrn@gmail.com or phone Mike 416-738-5939 (3724.19436)



**2005 RV6A 310** TTSN. Lycoming O-360 (factory new), Hartzel constant speed prop (factory new), 170 kt cruise, electric trim, electric flaps. \$20k paint scheme. Like new. \$100,000 CDN Contact: beauchab@msn.com or 705-365-7442 (3386.19437)



**1969 PIPER AZTEC 250** New panel. Great hauler, stable IFR platform, pleasure to fly. TTSN 5435, 9/12 new or overhauled cylinders 55 hrs ago, props 2010, TSO 409/1058 annual Jul/19. GMA 345 audio, 6-person intercom, G750 and 650, Lynx NGT 9000 ADS-B in/out and active traffic surveillance, ACK 406 ELT, G500TXI with engine monitor and synthetic vision, new powder-coated panel. Original paint and interior. Always hangared. \$150,000. krisgmil@yahoo.ca (2874.19564)



**1990 MOONEY M20K/252** 718.1 TAF&E time, Prop 1.2 TSMO. Engine in need of crankcase repair, previous damage history. This aircraft was purchased as a project, but no time. \$75KUSD AS IS! Contact: bert@thomasaviation.com or 780-446-7822 (2681.19442)



**1948 CESSNA 420 OM** 2760 TT, Continental O200, Skytec starter Cleveland wheels & brakes, Scott 3200 tail wheel, wings recovered 2012, new windows and paint. Icom IC-A210, KT76 xpdr & encoder, Sigtronics SPA 400 intercom. Complete logs & manuals, AME owned last 7 yrs. \$27,000 (3053.19299)



**CESSNA 172M TURBO DIESEL** 135 HP, fuel burn 5 GPH, cruising 115 kts, Cessna 172M 1974, Very low airframe time - 2695.0, Engine - TAE 125-02-99 Diesel aircraft engine, FADEC controlled engine. MT propeller MTV-6-A, Engine time SMOH 651.9 hrs on a TBO 2400.0 hours, Prop time 251.6 hours TTSSO. Equipment: KX 155 NAV-COM, Garmin 250XL GPS-COM, Garmin GTX 327 transponder mode C, Audio Panel KING KA 134 TSO, 4-place intercom system. All ADs complied with. All maintenance up to date, Canadian AMO. Maintained in CZBB \$85,000 Contact: Ken Smith (604) 991-4300 (3463.18914)



**MAULE M4T TT** 1570 SMOH 25 STOH (6 NEW Cylinders) Fresh annual. Airframe inspected, repaired, recovered, glass, painted Oct 2018. Icom A-210, Collins VHF-251, King KT76A, Garmin Aera 510, ELT, 26" Alaska Bush Wheels. \$47,000 250-661-4364 or ingibergsson@hotmail.com (3744.19665)



**2016 ZENITH 750** Excellent STOL abilities w/UL 350 IS - 130 HP, ground adjustable prop. Always hangared, Grand Rapids 7" EFIS, Garmin 327 xpdr, and GTR 200 radio, 406ELT, 30 gal. 215 hr TTSN. \$78,000 skyhillbill@gmail.com (3725.19440)



**1978 CESSNA 340A** TTAFF 5245, 410 hrs since RAM VII. Props 410 hrs since new in 2013, Vg's, FIKI, spoilers, 183 Gal, factory AC, KFC 200 AP with YD. Useful load 1885 lbs, 275K USD, 250-896-9588 (3720.19620)



**CESSNA A185E 1966** C-FUGX serial# 0991, 3184 TT, Continental IO-520D, 1206 SN, 775 SMOH, 106 O/H. McCauley 2-blade prop, Gami Injectors. All electronic gauges like insight G2 engine monitor, bubble window, 2 bush seats + 1 large back seat. Wipline 3900 floats w/compartments + wheels. Paint 8/10, int. 8/10. Rigorous maintenance all thru the 15 years of ownership. Payload 1212 lbs w/ floats \$155,000 USD. Pierre 514-793-2300 (3710.19463)



**1978 CESSNA 172 XP** Sale or Partnership, Hangared @ CSU3, IO360 6Cyl 210hp, ~3200TT, ~300SMOH ~20SPOH, IFR, Fuel Injection, CS Garmin avionics, AmeriKing ELT. Recent annual. \$110,000 Cdn. 514-721-1818 or 450-653-3922 (3247.19466)



**1968 PIPER CHEROKEE 235B** TTSN 4527 hours, Lycoming O-540 235hp SMOH 1220hrs, CS Hartzell 36" 2-blade prop SPOH 2010 (140hrs). Empty weight 1647 lbs, max gross weight 2900 lbs. Ext 9/10 Int 7/10. Wing tip tanks w/total 84-gal fuel capacity. Dual King radios, Mode C xpdr. 4-place headset intercom. Well cared for and always hangared since bought in 2000. September 2019 annual being completed now. \$85,000 Dave 780-897-0938 or dave@rowltd.com (3700.19434)



**1970 CESSNA 180H CAP 3000** FLOATS TTSN 2560 TTSSOH 1080. New prop 25, Horton STOL wing ext. LRF, EGT/CHT, COM xpdr, 4-pl intercom, GPS500, ACK 406 ELT \$135,000 Ph: 705-753-2184 or 705-498-0736 (3733.19541)



**1976 PIPER ARCHER II** Always hangared; TTSN 1938; SMOH 1938; Navcom Garmin GNC300XL, Narco MK12D VOR/GS, Garmin MX20 MFD, Transponder Garmin GTX327, Kannad 406MHz ELT; \$70,000. (3677.19340)

**Canadian Plane Trade**  
Classified Ad Deadline for January is December 6th  
Post online anytime at [canadianplanetrade.ca](http://canadianplanetrade.ca)

FEATURED LISTINGS FOR DECEMBER 2019



**2005 GLASTAR** 180 hp Lycoming. 415TTSN. Czech floats. Skis. Cato float prop. Autopilot EFIS TRUTRAK. ModeC xpr. Garmin 695GPS. 406 ELT. AME maintained. Hangared in winter. \$99,000 Joe 705-720-0235 (3736.19567)



**2003 WAG-AERO CUBY** Wide body +4 Po, big cargo space, C-90-8F no electric, 3 fuel tanks, TTSN 200 Hr, skis, 1400 floats. Indoor storage. \$35,500 on wheels + skis. \$39,500 on floats. 819-383-8875 (3730.19522)



**1967 PA28-180** TTAF 3062, SMOH 953. Always hangared CYYJ. Last annual done July 2019. All AD's up to date, Nav-coms, GPS, VOR, auto pilot, Mode C. \$44,900 USD ono. kfwarner@shaw.ca (3707.19438)



**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. \$169,500USD dennispi@gmail.com (3610.19571)

For a list of common abbreviations used in Classified advertising please see page 40

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**AVIATION ABBREVIATIONS**

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

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

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## 025 - BEECH

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## 030 - BELLANCA

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## 135 - PIPER

**PA 24-180 COMANCHE** TTSN 2135. Engine SMOH-628, corrosion inspection completed. Prop TTSN 628, inspection Aug 2018. Aussie horn installed. 406 ELT, 4-place intercom, KX170-B, KY-97A, Bendix-J12B ADF. VOR, EGT. Google cf-ndg for photos. Always hangared. \$69k-CDN [drmac8807@gmail.com](mailto:drmac8807@gmail.com) (3686.19455)

**1977 PA-28R-201T** 2642 TT, 950 SMOH w/fresh teardown, IFR, Garman gear, STEC auto pilot. New prop. Newer paint and interior. \$139,900. More details - [www.uppervalleyaviation.com](http://www.uppervalleyaviation.com). Ken Smith 604-991-4300 or email: [salesuva@telus.net](mailto:salesuva@telus.net). (3579.19622)

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