

Flight



The Journal of the Canadian Owners and Pilots Association

JANUARY 2020

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FEATURE

PHOTO CONTEST WINNERS

We had a wide variety of excellent photos submitted this year, and kudos go out to those of you who took the time to submit them to us. Thanks to these photographers, professionals and amateurs alike, we all get to enjoy aspects of aviation that not all of us get the opportunity to see.

ON THE COVER: Pilot-photographer Ryan Hearn was on a night cross-country flight earlier this year to Tobermory airport (CNR4) on the Northern Bruce Peninsula in Ontario when, as he looked back at his plane, was struck by the beauty of the setting. His late-entry photo is the Editor's Choice as the one to grace the cover of this month's edition of COPA Flight.

COPA Flight



EDITOR

Steve Drinkwater
steve@copaflight.ca
604.229.1629

CONTRIBUTING EDITOR

Russ Niles

GRAPHIC DESIGNER

Shannon Swanson

DISPLAY ADVERTISING SALES

Katherine Kjaer
250.592.5331

katherine@copaflight.ca

CLASSIFIED ADVERTISING SALES & PRODUCTION

Roberta Drinkwater
1.800.656.7598
admin@copaflight.ca

ACCOUNTS RECEIVABLE Diana Topping
604.339.3612

FINANCIAL CONTROLLER Anthea Williams

ASSISTANT ADMIN Rajei Gill

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CANADIAN



COPA BOARD OF DIRECTORS

B.C. & Yukon

David Black

604-351-6851, dblack@copanational.org

Kate Klassen

kklassen@copanational.org, 604-366-8211

Alberta & N.W.T.

Bram Tilroe, Western Vice-Chair
780-986-2601, btilroe@copanational.org

Larry Biever

(403) 651-3048, lbiever@copanational.org

Saskatchewan

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

Manitoba & Nunavut

Jim Bell, Secretary

204-293-5402, jbell@copanational.org

Northern Ontario

Lloyd Richards

705-267-7111, lrichards@copanational.org

Southern Ontario

Kevin Elwood

705-444-9461, kelwood@copanational.org

Doug Ronan

705-327-4730, dronan@copanational.org

Clark Morawetz

905-809-4835, cmorawetz@copanational.org

Québec

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

Mathieu Delorme

514-248-5379, mdelorme@copanational.org

Atlantic

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

Maritimes

Brian Pound

902-652-2822, bpound@copanational.org

Debbie Brekelmans

902-499-7941, dbrekelmans@copanational.org

Ex-Officio

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

Canadian Owners and Pilots Association

75 Albert Street, Suite 903,
Ottawa, ON K1P 5E7

613-236-4901 | www.copanational.org

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WE ARE LISTENING TO YOU

DON'T HESITATE TO EXPRESS YOURSELF

I travel quite a bit across the country for different functions and my favourite time is always when I can meet directly with you, the members. No matter what you have to tell us or tell me, the best time I have as president of COPA is to chat with you and hear have you have to say: the good, the bad and the ugly. This is YOUR association and we need to know what you want out of it.

I recently went to meet with Buttonville pilots in a sort of town-hall meeting to go through a frank discussion; you can read more about it later in the magazine. It was a great evening and my takeaway from it is that the best scenario is, and this no secret, when we work together as a team: COPA and its members. Our best assets are you; you have the solutions to all of the issues. We can only help you help yourselves. Plus a little effort convincing, and inside help from the ones we interact with, and also a little political help here and there.

PUT COPA BACK IN COPA FLIGHTS

Did you know that not all COPA Club/Flight members are members of the association? All the incentives, the news, the air meet insurance, the work that's done, the safety initiatives and the work as part of the GA Safety Campaign benefits everyone who flies in the country. Yet we are a membership-based organization. So how about getting a local membership drive going in your area? How about sharing the good

shots — the value of COPA — and recruiting some members in your Club or Flight? Remember, we are All for Flight.

UPCOMING EVENTS

Please don't miss the upcoming events and fly-ins. This month, for those in the eastern part of the country, there is the Montebello Winter Fly-in on the Ottawa River from January 24 to 26. Check out the ad in these pages or go to www.fly-montebello.ca. A great weekend of fun and relaxation awaits you. We are finalizing the details for the Saturday night banquet speaker; you can expect a surprise. If you've ever looked at aviation videos on YouTube, you will be pleased.

On June 25-27, plan you flight to St-Jean-sur-Richelieu (CYJN) for the annual convention and trade show. A mini-Oshkosh, room for over 150 aircraft for under-the-wing camping, we expect over 500 pilots and friends in a jovial atmosphere. A weather-proof event with seminars and booths in hangars. Come and see old friends and make some new ones: www.copa2020.ca.

The following week (June 29 to July 3) we are hosting the biennial IAOPA World Assembly, meaning we will mostly likely have a group of international visitors at our annual convention, so why not come and greet them during the week before at CYJN? More details for all events to come in future issues.

If you have any questions, please give me a call or write me at bgervais@copanational.org.

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NOUS VOUS ÉCOUTONS N'HÉSITEZ PAS À VOUS EXPRIMER

Je voyage pas mal à travers le pays pour différentes fonctions et j'apprécie toujours rencontrer les membres, un à un. Peu importe ce que vous avez à dire à COPA ou à moi, mes plus beaux moments sont lorsque je discute avec les membres et écoute ce que vous avez à dire, le bon et le moins bon. C'est VOTRE association et nous avons besoin de savoir ce que vous en recherchez. J'ai récemment été rencontrer les pilotes de Buttonville dans une assemblée publique mais aussi pour avoir une discussion franche, au sujet de laquelle vous pourrez lire un peu plus loin dans cette édition. Ce fut une belle soirée et ce que j'en retire, sans en être un grand secret, c'est que nous sommes à notre meilleur quand nous travaillons ensemble en tant qu'équipe, COPA et ses membres. Nos meilleurs atouts sont vous, vous avez les solutions à tous les problèmes, nous ne pouvons qu'aider à vous aider vous-mêmes. C'est certain, avec un peu d'influence et d'aide de ceux avec qui nous interagissons, un petit peu d'aide politique ici et là.

REMETTRE LA COPA DANS LES CLUBS COPA

Saviez-vous que ce ne sont pas tous les membres des Clubs COPA qui sont membres de l'association ? Toutes les mesures incitatives, les nouvelles, la couverture d'assurance événements, le travail qui est fait, les initiatives de sécurité et le travail dans le cadre de la campagne de sécurité de l'aviation générale (CSAG) bénéficient pourtant à tous ceux qui volent au pays. Nous sommes une organisation basée sur les adhésions, alors pourquoi ne pas partager les bons coups, la valeur de COPA

et faire du recrutement de membres dans votre Club ? Nous vivons tous À Plein Ciel !

ÉVÉNEMENTS À VENIR

Je vous invite à ne pas manquer les prochains événements. Ce mois-ci, du 24 au 26 janvier, pour ceux dans l'est du pays, il y a le Rendez-vous aérien hivernal de Montebello sur la rivière des Outaouais. Il suffit de voir la pub un peu plus loin ou aller sur www.fly-montebello.ca. Un excellent week-end de plaisir et de détente. Nous sommes à finalisé les détails du conférencier-invité au banquet samedi soir, mais si vous avez déjà regardé des trucs d'aviation sur YouTube, ce sera votre soirée !

Du 25 au 27 juin, faites une envolée vers St-Jean-sur-Richelieu (CYJN) pour le congrès annuel et la foire commerciale. Un mini-Oshkosh où l'on pourra accueillir plus de 150 avions pour du camping sous l'aile, nous attendons plus de 500 pilotes et amis dans une ambiance joviale. Un événement qui se tiendra bien au sec avec des séminaires et des kiosques dans les hangars. Venez voir de vieux amis et en faire de nouveaux - www.copa2020.ca.

La semaine suivante (29 juin au 3 juillet), nous accueillons l'Assemblée mondiale bisannuelle de l'IAOPA, ce qui signifie que nous aurons probablement un groupe de visiteurs internationaux à notre congrès la semaine précédente, alors pourquoi ne pas venir les saluer au CYJN ? Plus de détails pour tous les événements à venir.

Si vous avez des questions, s'il vous plaît me donner un appel ou écrivez-moi à bgervais@copanational.org.

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HIPEC AIRCRAFT COATINGS

COPA FLIGHT INTERVIEWS NEW OWNER

BY ADAM HUNT



◀ Robert Fraser's homebuilt SeaRey amphibious flying boat, designed by Progressive Aerodyne.

CF: Do you have dealers or sell direct?

RF: We mostly sell direct, but we have an Ontario and a Western Alberta representative, plus a U.S. and Australia representative, Manna Aviation.

CF: Can you describe how HIPEC is applied and what makes it different from the other systems?

RF: HIPEC is a well-researched and developed, proven system that's been flying for 50 plus years with thousands of examples. No rib stitching, no rivets and no tapes are required. It is a seamless system with blending of the overlaps, which disappear after four or five brushed applications of thinned HIPEC Attach Glue (HAG) over the seams.

HIPEC is STC'd for almost all certified aircraft, with ease of application (just three coats) being a strong advantage. It is the lightest system available by far.

The fabric is attached to the structure using HAG (similar to most systems), then ironed tight using two heat ranges. Then, four or five small, brushed-on, thinned HAG coats are applied to the seams.

The first coat of HIPEC Sun Barrier is then rolled or brushed on. It soaks through the fabric and adheres it to the structure whether it be metal, composite or wood. A second coat can be cross-sprayed, then lightly sanded, for optimum results. The Sun Barrier is a single component, moisture-cured,

COPA Flight: Perhaps I can start by asking about your aviation background and how you came to be involved with the HIPEC aircraft fabric system?

Robert Fraser: My Dad owned a Luscombe, so I started flying very early. I received my pilot's licence at 17 through air cadets and have been flying for more than 40 years, with many licence endorsements added along the way.

I presently own four flying aircraft, a Decathlon, a Zenair STOL CH 750, a SeaRey amphibian and a Grob motor-glider, plus I have three additional aircraft under construction using HIPEC, a Bushmaster, a second SeaRey and a Chipmunk. My formal education is five years of university in civil and structural engineering, with a math major.

One of our good members at the Stanley Aviation Club here in Nova Scotia indicated there was a Rans aircraft covered with the HIPEC system, that was just applied with a paint roller. I viewed the aircraft and was so impressed with the finish that, at first, I did not believe him.

We started getting more information on the HIPEC system and met with company founder, Chris Falconar, early in the summer of 2018, purchasing the company in January 2019. We started the process to get a Supplemental Type Certificate (STC) for all certified aircraft in the fall of 2018 and received the STC in late May 2019.

Chris was a spry 92 years young at this time and was still going strong, but decided it was time to retire. He was an extremely talented person with endless amounts of aviation knowledge. We will miss him dearly. *(Editor's note: Chris Falconar died on 9 September 2018)*

CF: Where is the company located?

RF: It is an Alberta-registered company and our products are made in Edmonton, but our office and hangar are located in Porters Lake, Nova Scotia.

CF: How big is the company?

RF: Presently there are two people in the office and four dealers, plus sub-contractors to build our airplanes.

silver-grey polyurethane with unmatched bonding characteristics. It saves a huge amount of labour (100 hours or more on an aircraft). The top coat is then sprayed on, resulting in a long-lasting high gloss finish that retains its flexibility indefinitely. For an award-winning level of finish, a second top coat can also be sprayed on. It's really a three-coat system, versus the competitors' six to eight coat systems. It even meets or exceeds FAR 23.337 design requirements for aerobatic aircraft without applying rib stitching. It has seven times the peel strength versus most other fabric systems and has never had a single lab failure, ever.

HIPEC provides a faster and better performing, lighter airplane, with its seamless finish, with no draggy rib stitching, rivets or reinforcing tapes that have extra coatings to fill the tapes. The tapes alone can cost \$500 or more to finish a plane.

CF: How does it compare for cost, speed of application and ease of use?

RF: It is the most cost-effective and one of the lightest systems there is. It can be quickly applied with very little sanding. It is one third the cost of a single coat European system and is significantly more economical than other competitors' multiple coat systems. For instance, on a rudder or elevator, you can apply the fabric on day one with HAG, allow overnight curing, shrink the fabric and apply the Sun Barrier in the morning, spray the second coat of SB in the evening, light sand and tack rag, then spray the top coat the next morning and you are done. Actually, all three coats can be applied with only a roller, with excellent results, when done in a clean and dust-free environment.

The finished, cured weight on a Just Aviation STOL aircraft will be 18 to 20 pounds, with a Citabria tipping the scales at approximately 32 pounds.

CF: What precautions are required when applying HIPEC?

RF: You will need good ventilation, a clean dust-free work area and proper personal protective equipment (PPE). The HIPEC Sun Barrier, a single component product, has to be applied in a higher relative humidity setting (with a wet floor) for best results, as it is moisture-cured. A good organic breathing filter is recommended for spraying, although our new HIPEC system 'B' can be ordered at no additional cost and it is free of volatile organic compounds (VOC).

The system must be applied as described in our new manual (23rd edition), with no 'MacGyvering' whatsoever. The HIPEC products were scientifically developed and rigorously tested to be chemically compatible. All our products are mixed simply one part 'A' to one part 'B', so no special formulas are required.

CF: What kind of fabric lifespan can you realistically expect on an aircraft with HIPEC, stored in a hangar or stored outdoors?

RF: While attending Oshkosh in 2019 as a vendor, we were shown examples of aircraft that were covered in the early 1980s and still looking fine. Our Ontario dealer, Monty Wells, covered his Piper J-3 Cub in 2000 and it still looks great. It was subject to a hailstorm three years ago which caused several punctures. His friend's plane, same place, same storm, was unairworthy from the hail damage. Monty repaired his with several loonie-sized, pre-finished patches. If hangared, the HIPEC finish will easily last many decades.

CF: Any idea how many aircraft are flying with HIPEC?

RF: It would be in the thousands, as it has been around for a very long time.

At Oshkosh in 2019 we were overwhelmed by the response to HIPEC, including its new STC for use on certified aircraft. The polyurethane paints are much more durable than the vinyl lines of paint.



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CF: I noted your company also sells a hangar floor coating system. How was developed?

RF: With my environmental company, we were involved in many floor coating applications and it was just a natural progression. Our system provides a super-durable, long-lasting and less slippery product. It costs approximately \$1.25 per square foot and is available in many colours. It really adds new life to a hangar, or garage, and is very easy to apply.

CF: Any future plans for the company?

RF: At this point in time, we are aggressively promoting HIPEC after years of little or no advertising.

We will attend Oshkosh AirVenture in 2020 with a highly modified Smith Super Cub built by our western dealer, Shane Madson, from the Edmonton area. It will, of course, feature a HIPEC paint job.

We have had some excellent responses from many well-established aircraft companies using our product, as it provides them with a much lighter aircraft, large labour-savings and a well-proven system.

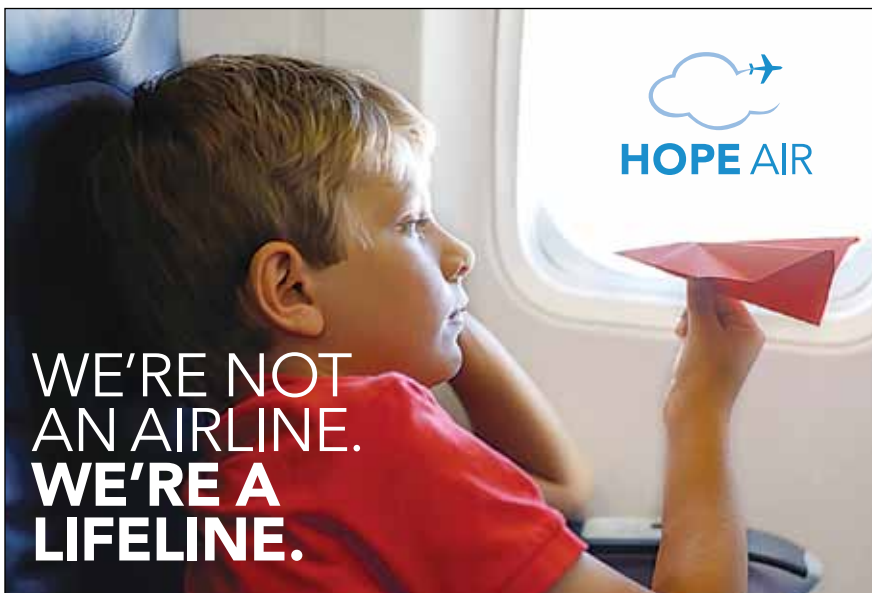
CF: Anything else we should know about HIPEC?

RF: We have test sample kits available which will do a complete rudder and elevator with our entire process, including the new manual.

We will soon be completing our brand new HIPEC Bushmaster demonstrator, complete with a 200-hp Lycoming engine, plus the modified Super Cub, both featuring HIPEC high quality, lightweight paint jobs.

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AIR RALLY RUNS INTO DETERIORATING WEATHER

PILOTS DEMONSTRATE SOUND DECISION-MAKING

BY AKKY MANSIKKA

Eleven planes and 26 women gathered at Collingwood airport (CNY3) in Ontario on September 18, 2019. They came in from as far away as Prince Edward Island, the United States and from across Southern Ontario for the departure the next morning of the East Canada Section of the 99s Annual Gold Cup Air Rally (GCAR). The plan was for the 11 planes to leave Collingwood for the Killarney airport (CPT2) for lunch and then on to Wawa airport (CYXZ) for an overnight stop. They were then meant to go on to the final destination of Thunder Bay (CYQT) the next day, meet up with the Sleeping Giant Chapter of the 99s and to meet an RCAF Aurora pilot and her crew. After testing skills in addition to local and flying knowledge challenges, a weekend of fun activities was planned.

It didn't quite go that way.

After a beautiful flight over the Bruce peninsula and a scrumptious lunch in Killarney Mountain Lodge, the weather deteriorated and, as a result, the plan had to be revised; we decided to stay in Killarney for the night and not proceed to Wawa. Some of the participants went hiking, some went for a bike ride, some went swimming or on a kayak paddle on Georgian Bay and still others walked through the town and relaxed in the beautiful wilderness surroundings. Dinner was fish and chips at Herbert's Fisheries followed by a bonfire in front of our lodge.

The next morning only nine planes left for Wawa with Thunder Bay as their final destination. One plane ended the rally in Killarney due to aircraft



and personal limitations and returned home. Another plane was grounded due to an alternator problem. Regardless, both pilots of the grounded plane, who were also the organizers, were able to get back seats in other planes and continue on the rally.

The flight was beautiful, with sparkling emerald lakes and colourful fall colours carpeting the hills. We had a fuel stop in Sault Ste Marie, where the Aurora, on its way to Thunder Bay, flew over our planes as we were descending into the airport. On we went to Wawa, the last stop before Thunder Bay that had fuel, although one plane was able to fly direct to Thunder Bay. Flying IFR in the bad weather and poor visibility on the final stretch, they were able to reach Thunder Bay to join the festivities there. They also met up with the RCAF flight crew and were able to get a ride in the Aurora.

With the weather deteriorating in Thunder Bay and with no sign of it clearing, the rest of us decided to return to Sault Ste Marie where the weather was forecasted to remain VFR the next day.

A decision was made to return to Collinwood and have our awards ban-



▲ (l) The winners Diane Stewart, Susan Begg and Asti Livingston; (r) South of Wawa.

quet in Memories Restaurant there. The disappointment of not reaching our final destination was soon forgotten once we took to the skies for the return flights over spectacular landscapes with the changing colours and the turquoise waters of Georgian Bay. The dinner was superb and the laughter non-stop.

At the banquet the rally winners were announced. Rani Tolton and Val Marshall in C-FRRA won the spot landing. Marilyn Dickson, Noriko Date and Anne Starret in C-CYT1 came third, Janet Chesterfield and Jocelyn Lecluse in C-GJVV came second and the grand winners were Susan Begg, Asti Livingston and Diane Stewart from Collingwood in C-FLJL.

As in all rallies many lessons were learned, including knowing your and your plane's limitations, decision-making and working with a group when things do not go as planned, safety being the number one priority. The journey was a joy and, hopefully, the destination can be reached another time. 🌟

ELECTRIC BEAVER FLIES

THE DAWN OF A NEW AGE IN AVIATION

BY STEVE DRINKWATER



◀ Harbour Air's 1956 de Havilland Beaver, equipped with an electric motor, gets ready to take a giant leap into the 21st century.

At a media event held in the early morning hours of December 11 at Harbour Air's floatplane terminal on the banks of the Fraser River, just steps away from Vancouver airport's south terminal, a 60-year-old de Havilland Beaver earned a place in the history books.

The old workhorse that had up until recently been a regular passenger-carrying float plane shuttling commuters and tourists alike around the islands and mainland coast of southwestern British Columbia will be recalled as the aircraft that began the process of heralding in a new era of aviation — the electric one.

At the controls of C-FJOS was Harbour Air founder and CEO Greg McDougall, of about the same vintage as the aircraft he was flying. McDougall expects to have a fully functional,

Transport Canada-certified electric Beaver operating on routine flights within his route network before the end of 2022. Given the drive and enthusiasm exhibited by McDougall and Roei Ganzarski, CEO of electric motor-maker MagniX and partners in the eBeaver project, it's no stretch of the imagination that this goal will likely be met. If Harbour Air is the first to place an electric Beaver in commercial passenger service, McDougall and Harbour Air will cement their place in the annals of aviation history.

The biggest challenge to meeting that goal is battery technology; the prototype electric Beaver flown in December had a useful payload of only 185 pounds after the pilot took his place on board. The batteries in FJOS are already obsolete and will be replaced with more efficient ones before it takes to the

skies on its next test flight. The target is not extended range but rather lighter weight.

Commercial aviation is one of the biggest contributors of greenhouse gases, and this is only expected to grow if unabated. But 'being green' is not the only motivation for going electric; there will be tremendous cost savings by replacing traditional maintenance-heavy piston-powered engines with one that has very few moving parts and does not consume expensive fuel. The time before overhaul (TBO) interval for an electric motor, while not yet established as the motor is still in its certification phase, is estimated at 10,000 hours, and that figure was chosen only because one had to be.

MagniX's Ganzarski said at a post-flight news conference that he brought in his Tesla automobile to his dealer for a check-up after two years of driving only to be told there was nothing to check; the laptop that the Tesla technicians plugged into his Model S indicated there was nothing wrong with his motor, nor was it needing anything.

Time will tell what Transport Canada allows for an acceptable TBO, but there is no denying that a normal passenger-carrying commercial airplane that operates solely on battery power is a revolutionary concept that, in the waning days of the first decade of the 21st century, has now been proven possible. 🌱



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INCIDENTS + ACCIDENTS

ATLANTIC REGION

At approximately 1830Z, commercial and generator power failed at Saint John, NB (CYSJ). The Extended Computer Display System (EXCDS), NAV CANADA Auxiliary Radar Display System (NARDS), National Voice Communication System (NVCS), and the Wind and Altimeter Digital Display System (WADDS) altimeter were only run off of battery power. All other equipment failed. Battery backup failed at approximately 1930Z. EXCDS, NARDS, NVCS and WADDS altimeter failed. Hand-held (NICAN) radio only from approximately 1930Z until approx 1950Z. At approximately 1950Z, the commercial power was restored.

QUEBEC REGION

A Panorama Fixed Wings Ltd. Pilatus PC-12/45 (PNO704) from Roberval, QC (CYRJ) to Lebel-sur-Quévillon, QC (CSH4) taxied and took off from CYRJ in the following conditions: SPECI CYRJ 121150Z 04006KT 0101V080 1/4SM -SN VV010 M08/M10 A2996. The pilot reported that visibility was better than indicated. It took off at 1157Z.

At 1910Z, the Joint Rescue Coordination Centre (JRCC) in Trenton (YTR) requested an emergency locator transmitter (ELT) check on a privately registered Cyclone 180 on floats at Matagami, QC (CYNM). The ELT was active. The pilot was contacted by phone with the number provided by CYTR, and he turned off the ELT, which had been activated by mistake during maintenance work.

ONTARIO REGION

The pilot of an American privately registered Piper PA-32-260 on a flight from Toronto/Buttontville, ON (CYKZ) to Kingston, ON (CYGK) initially broadcast its position and intentions when approximately 4NM NW of the airport, according to an unverified

target on the NAV CANADA Auxiliary Radar Display System (NARDS). Specialist requested additional information, provided advisory, and asked if the pilot had the airport in sight. No further communication from the pilot. Last target on NARDS was approximately 3NM NW. 911 advised. London and Quebec flight information centre (FICs) contacted, no information, no contact on frequencies. Trenton Joint Rescue Coordination Centre (JRCC) advised, Montreal and Toronto area control centres (ACC) advised. JRCC noted they were picking up a 406 beacon north of CYGK. No ELT was heard at CYGK flight service station (FSS). Weather was Marginal VFR (MVFR) decreasing to IFR. At 2213Z, visibility was 3SM -RA BR ceiling BKN006 OVC035. The aircraft was located at approximately 0040Z, at approximately 3NM from CYGK. Search and Rescue (SAR) technicians reported all souls on board fatally injured. Kingston Police Service dispatched to the scene. The Transportation Safety Board (TSB) was notified.

The pilot of a Seneca College Of Applied Arts And Technology Cessna 172S (C-FESC), in the circuit at Peterborough, ON (CYPQ), made their final call. There were no other calls up until the aircraft was short final for Runway 27. On short final, a privately registered Cessna 172M flew short final about 200ft above C-FESC. The pilot of C-FESC called and asked the private aircraft pilot if had seen them on final after they overshot right of the field, but the pilot of the private aircraft said they had not seen C-FESC or heard C-FESC call final.

PRAIRIE AND NORTHERN REGION

A Custom Helicopter Ltd. Aerospatiale AS-350-BA (C-GCHX) landed at St. Theresa, MB (CYST) and parked in

front of the airport terminal with the tail rotor facing the airside door of the terminal building. Airport Manager advised the pilot of the hazards of landing close to the terminal building, especially with the tail rotor facing the access door of the terminal building, where there is high pedestrian traffic. It is the responsibility of the pilot to escort passengers to and from the terminal and this was not actioned. Airport staff had to guide and monitor the immediate area until the helicopter departed. Pilot's response was that they had no choice but to land in that position and location, which was not the case.

Apron congestion occurred at St. Theresa, MB (CYST). There were: three Beechcraft King Air, three helicopters, two Piper PA-32 Cherokee, one Britten-Norman BN-2 Islander, and one Pilatus PC-12 on the runway waiting for an opening on the ramp. One de Havilland Dash 8 was holding in the air due to apron congestion, as well as due to a cargo on the apron for helicopter sling loads. Apron dimension is 300ft x 150ft (91m x 46m), for an area of 45,000 sq. ft. (4,186 sq. m.).

PACIFIC REGION

There was a power outage which lead to a loss of communications; Unable to transmit on frequencies 122.2, 122.3 and 122.6. A Tech Helicopters Ltd. Robinson R22 Beta (C-FNVA) from Quesnel, BC (CYQZ) to Quesnel, BC (CYQZ) was doing circuits (CCTS) at CYQZ. The aircraft was unable to be contacted. C-FNVA made a call to Williams Lake (WL) flight service station (FSS) which went unanswered. The hand-held radio (NICAN) was unserviceable (U/S) as well. The data systems coordinator (DSC) and the technical operations coordinator (TOC) were notified.

RÉGION DE L'ATLANTIQUE

À environ 1830Z, il y a eu une panne de l'alimentation électrique secteur et de l'alimentation de secours de la génératrice à Saint John (N. B.) (CYSJ). Le système d'affichage amélioré (EXCDS), le système auxiliaire d'affichage radar de NAV CANADA (NARDS), le système national de communications vocales (NVCS) et l'altimètre du système d'affichage numérique de calage altimétrique et de vent (WADDS) fonctionnaient uniquement à partir de l'alimentation de la batterie. Tous les autres équipements ont cessé de fonctionner. La batterie de secours est tombée en panne vers 1930Z. Les systèmes EXCDS, NARDS, NVCS et l'altimètre WADDS ont alors cessé de fonctionner. Seul l'émetteur-récepteur radio

portatif (NICAN) fonctionnait de 1930Z environ jusqu'à vers 1950Z. L'alimentation secteur a été rétablie vers 1950Z.

RÉGION DU QUÉBEC

Un Pilatus PC-12/45 exploité par Panorama Fixed Wings Ltd. (PNO704) effectuant un vol de Roberval (CYRJ), QC, à Lebel-sur-Quévillon (CSH4), QC, a circulé et décollé de CYRJ dans les conditions suivantes : SPECI CYRJ 121150Z 04006KT 0101V080 1/4SM -SN VV010 M08/M10 A2996. Le pilote a signalé que la visibilité était meilleure qu'indiquée. Il a décollé à 1157Z.

À 1910Z, le Centre conjoint de coordination des opérations de sauvetage (CCCOS) de Trenton (YTR) a

demandé de faire une vérification de la radiobalise de repérage d'urgence (ELT) d'un Cyclone 180 sur flottes, d'immatriculation privée, à Matagami (CYNM), QC. L'ELT était active. Le pilote a été rejoint par téléphone avec le numéro donné par CYTR et il a éteint son ELT activée par erreur lors d'une maintenance.

RÉGION DE L'ONTARIO

Le pilote d'un Piper PA-32-260 sous immatriculation privée américaine assurant un vol en provenance de l'aéroport de Toronto/Butterville, ON (CYKZ) et à destination de l'aéroport de Kingston, ON (CYGK) a initialement indiqué sa position et ses intentions lorsqu'il se trouvait à environ 4 NM au nord-ouest (NW) de l'aéroport, selon une cible non vérifiée sur le système auxiliaire

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aire d'affichage radar de NAV CANADA (NARDS). Le spécialiste a demandé des renseignements additionnels, a fourni un avis et a demandé si le pilote avait l'aéroport en vue. Aucune autre communication n'a été reçue du pilote. La dernière cible sur le NARDS était à environ 3 NM au nord-ouest (NW). Les services 911 ont été informés. Les centres d'information de vol (FIC) de London et de Québec ont été contactés; ils ne disposaient d'aucun renseignement et n'avaient établi aucun contact sur les fréquences. Le centre conjoint de coordination de sauvetage (JRCC) de Trenton en a été avisé, les centres de contrôle régional de Montréal et de Toronto ont également été informés de la situation. Le JRCC a noté qu'il recevait une balise 406 au nord de CYGK. Aucun signal d'ELT n'a été entendu à la station d'information de vol (FSS) de CYGK. Les conditions météorologiques étaient VFR marginales (MVFR) diminuant en conditions IFR. À 2213Z, la visibilité était de 3 SM -RA BR plafond BKN006 OVC035. L'aéronef a été localisé à environ 0040Z, à environ 3 NM de CYGK. Les techniciens de l'unité de recherches et sauvetage (SAR) ont indiqué que toutes les personnes à bord ont été mortellement blessées. La police de Kingston a été dépêchée sur le lieu de l'incident. Le Bureau de la sécurité des transports (BST) a été avisé.

Le pilote d'un Cessna 172S (C-FESC), exploité par le Collège Seneca d'arts appliqués et de technologie, dans le circuit à Peterborough (CYPQ), ON, a fait son appel final. Aucun autre appel fait jusqu'à ce que l'aéronef soit en courte finale piste 27. En courte finale, un Cessna 172M, d'immatriculation privée, est passé au-dessus de C-FESC à environ 200 pi. Le pilote de C-FESC a appelé le pilote privé et lui a demandé s'il l'avait vu en finale après qu'il ait remis les gaz à droite de l'aérodrome, mais ce dernier a répondu qu'il n'avait pas vu C-FESC ni entendu l'appel final de celui-ci.

RÉGION DES PRAIRIES ET DU NORD

Un Aérospatiale AS-350-BA (C-GCHX), exploité par Custom Helicopter Ltd., a atterri à St. Theresa (CYST), MB, et s'est stationné en avant de l'aérogare avec son rotor de queue faisant face à la porte côté piste de l'aérogare. Le gestionnaire de l'aéroport a informé le pilote des risques liés au fait d'atterrir aussi proche de l'aérogare, et en particulier au fait d'avoir le rotor de queue qui faisait face à la porte d'accès à l'aérogare, où passent de nombreux piétons. Il incombe au pilote d'escorter les passagers de et vers l'aérogare, ce qu'il n'a pas fait. Du personnel de l'aéroport a dû guider et surveiller les abords immédiats jusqu'au départ de l'hélicoptère. Le pilote a répondu qu'il n'avait pas eu

d'autre choix que d'atterrir dans cette position et à cet endroit, ce qui n'était pas le cas.

Embouteillage survenu sur l'aire de trafic de St. Theresa (CYST), MB. Trois Beechcraft King Air, trois hélicoptères, deux Piper PA-32 Cherokee, un Britten-Norman BN-2 Islander et un Pilatus PC-12 attendaient sur la piste l'ouverture de l'aire de trafic. Un de Havilland Dash 8 attendait dans les airs à cause de cet embouteillage, et aussi à cause d'une cargaison sur l'aire qui devait être héliportée. Les dimensions de l'aire sont de 300 pi x 150 pi (91 m x 46 m), pour une superficie de 45 000 pi² (4 186 m²).

RÉGION DE PACIFIQUE

Une panne de courant a entraîné une perte des communications et l'impossibilité de transmettre sur les fréquences 122,2; 122,3 et 122,6. Un Robinson R22 Beta (C-FNVA), exploité par Tech Helicopters Ltd., de Quesnel (CYQZ), BC, à Quesnel (CYQZ), BC, effectuait des circuits à CYQZ. L'aéronef ne pouvait pas être contacté. C-FNVA a appelé la station d'information de vol (FSS) de Williams Lake (WL), sans obtenir de réponse. Radio portative (NICAN) aussi hors service (U/S). Coordonnateur des systèmes de données (DSC) et coordonnateur des opérations techniques (TOC) avisés. ✈️

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ENFORCEMENTS

QUEBEC REGION

A person operated a VFR aircraft in Class C airspace when they had not received a clearance from the appropriate air traffic control unit before entering the airspace. The person also operated an aircraft at a distance less than 500 feet from any person, vessel, vehicle or structure. (CAR 601.08(1), \$750; CAR 602.14(2), \$750)

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)

A person made or caused to be made a false entry in a record required to be kept with intent to mislead. (7.3(1)(c) AA (Suspension 30 days)

A person operating a power-driven aircraft failed to perform the pre-landing checks. (602.60(4), \$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)

ONTARIO REGION

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)

The pilot-in-command of an aircraft operated the aircraft at an altitude of less than 2000 feet over an aerodrome. (CAR 602.96(4), \$750)

PACIFIC REGION

A person exercised the privileges of a permit, licence or rating when that person was not the holder of a valid medical certificate. (CAR 404.03, \$1,000)

RÉGION DE QUÉBEC

Une personne a fait ou a fait faire de fausses inscriptions dans un registre dont la tenue est exigée, dans le dessein d'induire en erreur. (7.3(1) c) AA, Suspension 30 jours)

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 \$)

Une personne utilisant un aéronef entraîné par moteur a omis d'effectuer une vérification avant atterrissage. (RAC 602.60(4), \$750)

Une personne a utilisé un aéronef VFR dans l'espace aérien de classe C sans avoir reçu l'autorisation de l'unité de contrôle de la circulation aérienne compétente. La personne a aussi utilisé un aéronef à une distance inférieure à 500 pieds de toute personne, tout navire, tout véhicule ou toute structure. (RAC 601.08(1), 750 \$; RAC 602.14(2), 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 \$)

RÉGION D'ONTARIO

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 pertinentes et valide. (RAC 401.03(1), 1 000 \$)

Le commandant de bord d'un aéronef a utilisé l'aéronef à moins de 2 000 pieds au-dessus d'un aéroport. (RAC 602.96(4), 750 \$)

RÉGION DU PACIFIQUE

Une personne a exercé les avantages d'un permis, d'une licence ou d'une qualification sans être titulaire d'un certificat médical valide. (RAC 404.03, 1 000 \$)



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THE WORLD OF AEROBATICS

PILOT ANNIE SITS DOWN WITH MICHAEL TRYGGVASON



The crowd gasps as the airplane hurtles toward the ground at an astonishing speed. Onlookers think to themselves, “Surely the pilot has the aircraft under control.” But there is a moment, when they hold their breath and their chest tightens up, just seconds before the aircraft recovers from the dive. It’s a part of the show, the great attraction, the feelings airshows awaken in our bodies. It’s amazing to see thousands of people at the flight line, with their heads tilted upwards, in awe of these dancing airplanes. Now imagine being at the controls, with all

those eyes watching every wing drop.

Being an aerobatic pilot takes an incredible amount of focus, and foresight. The pilot has to anticipate how the aircraft will respond under changing wind conditions, while having extreme gravitational forces exerted on their bodies. The experience required to become an aerobatic pilot is specialized and leaves a lot of people wondering, “How do you get involved in such a wild sport, and what are the first steps?”, I asked myself. To find out, I sat down with Mike Tryggvason, a 34-year-old aerobatic pilot from the Toronto area to learn more about

his path in aviation and how young aviators can get involved.

All experienced pilots can attribute their skills to a strong foundation and understanding of flight. In Tryggvason’s case, he started flying in 2003, at Spectrum Airways where he completed his private and commercial licence. He spent four summers in Red Lake flying bush planes while continuing his undergraduate degree throughout the year. It was there that he learned to fly the de Havilland Beaver and the Cessna 185. Tryggvason believes that focusing on his education while committing his

time to flying in the summers was a great way to grow as a pilot and develop his knowledge academically. He still recommends this path to new pilots and believes the skills he learned from bush flying were important to his growth into aerobatics.

After Tryggvason graduated from Western University with a bachelor's degree in mechanical engineering, he went back to Red Lake for one more summer before beginning work with an engineering company called Stein Industries. After working in engineering

"NEXT SEASON TRYGGVASON WILL BE CHANGING HIS PERFORMANCE, DOING SURFACE-LEVEL SHOWS."

for a year he decided to pursue flying as a career. His first job as an airline pilot began with Air Georgian, where he stayed for several years, later joining Jazz. Tryggvason now works for a major Canadian airline where he flies and teaches on the Airbus.

Tryggvason was inspired to start flying aerobatics after seeing a picture of the Red Bull Air Races on the cover of Air & Space Magazine. Soon after he called Gerry Younger, past Canadian National Aerobatic Champion, and asked to train with him. They began by learning how to land the Pitts; from there, he went to Texas to train with Harvey & Rihn Aviation. After several years of searching and saving, Tryggvason became the part owner of a Pitts S2A and began flying competition in the intermediate category.

Tryggvason performs in airshows across North America in his Giles G-202, a purpose-built aircraft for competitive aerobatics. His comes

with a 190-horsepower IO-360 engine built by Aero Sport Power of Kamloops, British Columbia. The Giles is famous for its 450-degree-per-second roll rate. With a jam-packed season, Tryggvason performed in seven airshows, beginning in Bagotville, sharing the skies with superstar Mike Goulian, the Barrie airshow with Canadian legend Gord Price and Air-Venture Oshkosh with a flypast in Monday's show. Additionally, Tryggvason performed at airshows in Abbotsford, Brantford, London and Peterborough. Tryggvason's goal for the summer was to attain a surface waiver, which he achieved successfully. In airshows, you start performing at 800 feet agl and then you graduate to 500 feet. You have to do a certain number of airshows at each level, working your way from 800 feet down to the surface. Next season Tryggvason will be changing his performance, doing surface-level shows. In 2020 Tryggvason is hoping for a couple new shows while returning to those he performed in 2019.

For those wanting to get involved in aerobatics, Tryggvason recommends making sure it is something you can support financially and be dedicated to. The first steps involve getting familiar with tailwheel aircraft, then moving on to a Pitts Special.

"Doing a spin course on a Pitts Special is a rite of passage in aerobatics and the rest of it will come after that," says Tryggvason. These days Tryggvason believes there is a resurgence of young people getting involved in aerobatics, pointing out that Aerobatics Canada 3 has been working hard to become a collaborative and accessible organization.

Be sure to keep your eyes out for Mike Tryggvason next season and follow along on his adventures on Instagram @miketryg.

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PERSONAL LOCATING DEVICES

WE REVIEW LEADING SYSTEMS

ELTs, PLBs, PLDs, SOS are TLAs describing devices which perform similar functions, but are entirely different technologies. In 2009 the international CosPas/Sarsat system abandoned monitoring of emergency beacons on 121.5 MHz, in favour of 406 MHz beacons, creating an inflection point for change. Initiating the Search and Rescue (SAR) process occurs when one or many events occur: a flight plan not closed, ATC or a high-flying pilot hears a 121.5 MHz beacon, a 406 MHz beacon is heard by the satellites, or a Personal Locating Device service provider contacts SAR. I like to think aviation distress systems are about 'belts and suspenders'.

ELTs can be augmented with Personal Locating Beacons (PLB), Personal Locating Devices (PLD) and Flight Trackers. PLBs are small 406 MHz handheld devices, while PLDs are Internet satellite communicators independent of the 406 Sarsat system. In this issue we review two providers in this category: Spot and Garmin inReach. Garmin utilizes Iridium's Low Earth Orbit (LEO) satellite network, while Spot, owned by Globalstar, uses their parent company's LEO constellation. With text messaging capabilities, messages can be sent/received from preloaded contacts while airborne (or on the ground after an event).

The federal Department of National Defence (DND) is tasked with delivering and coordinating SAR activities in Canada. The Cospas/Sarsat system utilizes three types of satellite networks comprised of 41 satellites, all feeding an internationally coordinated network of global Mission Control Centres (MCC). CFB Trenton is home to both an MCC and a Joint Rescue Coordination Centre (there are three JRCCs in Canada). The process to manage a distress



call was executed 1,032 times in 2017, saving 49 lives.

Personal Locating Beacons (PLBs) utilize 121.5/406 MHz frequencies to communicate with the SAR system and should be registered with the DND (cbr-rcb.ca), inclusive of emergency contact information. PLBs are easily attached to your flight jacket or belt and remain off until required to summon SAR. As with an ELT, the on-board battery has a specific lifespan and must be replaced, typically every seven years. The Artex PLB (acrartex.com) is about the size of a hockey puck, has an on-board GPS, 121.5/406 MHz beacons, a high intensity LED strobe light, is waterproof to 15 metres and will operate for more than 24 hours when activated. Retail price is C\$366 with no subscription fees. It should be tested annually.

A Personal Locating Device (PLD) utilizes a LEO satellite constellation to provide two-way communications and drops 'electronic breadcrumbs' (EB)

▲ Being able to contact emergency services directly after an off-airport landing is invaluable.

during a journey. With an SOS button and onboard GPS, the PLD will send an alert to an SOS centre, including its latitude/longitude. If Nav Canada or friends/family have access to your PLD social media account, SAR staff can find an overdue aircraft more expeditiously using the EBs that have been 'dropped'. Spot and Garmin offer PLDs which have a one-time purchase price (for the hardware) and an annual subscription (for the service).

On March 3, 2016 Garmin purchased DeLorme (inReach), which uses the Iridium network to power their devices. Garmin's newest communicator, the inReach Mini, is a palm-sized communicator weighing 3.5 oz. Garmin's Pilot or Earthmate applications are used to compose, send and receive messages on smart devices. Garmin Pilot lever-



ages the inReach Mini's GPS positioning to drive an Electronic Flight Bag app for those pilots without a portable GPS. The Mini has the ability to provide tracking for those wanting to follow the flight, using the web-based MapShare page. The rechargeable lithium battery provides 50 hours of battery life when in 10-minute tracking mode. inReach offers an optional weather forecasting service providing updates directly to the Mini or your paired device. Garmin's annual contract plans start at U\$11.95 per month to a maximum of U\$99.95 per month. The inReach Mini sells for C\$487 and is available from Aircraft Spruce Canada. Additional information can be found on Garmin's website.

Globalstar's Spot group released their SPOTx messaging device in June 2018, and in the summer of 2019 added Bluetooth. Designed for the outdoors, the device is water- and shock-proof, with a sunlight-readable 2.7-inch screen. The keyboard is backlit, and the device is easy to type on. SPOTx provides electronic breadcrumb tracking with drop frequency from 2.5 to 60 minutes. The rechargeable lithium battery provides 240 hours of battery life when in 60-minute tracking mode. The device is configured from your Spot web account. SMS and email addresses can be added on the website or on the fly from the device. Address groups can also be created, simplifying the dispatching of messages. SPOTx Bluetooth uses a smartphone or tablet for messages to be composed on. SPOTx

service packages are available on a monthly or annual subscription basis. For infrequent users, a Flex package allows the subscriber to only pay for the service when it is used and starts at U\$14.95 per month and has an annual charge of C\$24.99. The Unlimited Package service fee is U\$359.40 annually or U\$24.95 monthly. There is a one-time activation charge of U\$19.99. The SPOTx Bluetooth hardware is C\$349.00 (on sale at C\$299.99 at the time of this writing) and is available from a variety of retailers, including Aircraft Spruce.

Both Garmin and Globalstar have overage charges based on the plan subscribed to. Overage charges are based on the number of texts and tracking points sent. Additional fees may apply for texts sent to international telephone numbers. For heavy users, unlimited plans are available.

SPOTx and inReach will drop EBs along your route of flight, with the frequency based on the subscription plan. For pilots flying on a VFR flight plan or itinerary, EBs provide a time-efficient technique for SAR to execute a search in the event of an overdue aircraft. You can provide access to Nav Canada's Flight Information Centre staff through embedding a link in your flight plan.

Both Garmin and Globalstar outsource 911/SOS monitoring and emergency dispatch services to GEOS (www.geosworldwide.com). GEOS's International Emergency Response

▲ From left: Garmin's inReach Mini, Artex's PLB and the SPOTx.

Coordination Centre (IERCC) is staffed 24/7 with highly trained personnel who have access to first responders around the world. The initiation of a rescue begins with pressing the SOS button which is behind a protective cover.

Once a SOS/911 message has been received, the IERCC calls your emergency contact(s) to determine if it is a false alarm. They locate and notify emergency first responders and then maintain an open line of communication, including providing updates of your location as well as keeping your emergency contact(s) informed. I have my device set up with the following message: "This device is used in an aircraft. When 911 is received from this device, call the Trenton Joint Rescue Coordination Centre 613-965-3870 or 800-267-7270 and tell them this is an aircraft distress call." Canadian SAR leaders believe that when stranded in Canada's bush, two-way communications contribute to a positive state of mind, which improves survival outcomes.

911 can sometimes be called from a cell phone once on the ground. Cellular devices are seen by the mobility carrier and the CRTC as a nomadic device. When 911 is called from your smartphone, your call will be routed to the mobility carrier, who will ask you a bunch of questions, including your location. The mobility carrier will then contact the Public Safety Answering

Point (PSAP) closest to your location. The 911 operator will then take over the event, dispatching first responders. It is important to note that 911 is not Search and Rescue.

Satellite communicators allow pilots, aircrews and passengers to be connected anywhere and anytime. Ubiquitous access to instant messaging and email permits messages to be delivered whether on the ground or at 18,000 feet, maintaining that cyber umbilical cord. Finally, in-flight access to technical support or to your mechanics can help you troubleshoot problems in real time.

Incorporating the use of a PLD into your checklist helps ensure that the use of the technology becomes part of every flight. When departing and landing, an email is delivered to my friends and family list, bookending the flight. This becomes a second layer of flight

safety, especially for those pilots not filing flight plans for their short hops.

On the horizon, Nav Canada and COPA are investigating the use of space-based 1090 MHz ADS-B OUT

*"SATELLITE
COMMUNICATORS
ALLOW PILOTS,
AIRCREWS AND
PASSENGERS TO BE
CONNECTED ANYWHERE
AND ANYTIME."*

to deliver SAR alerting services, augmenting the 406 system. Space-based ADS-B would utilize big data analytics to determine if a flight had concluded

safely or requires the initiation of the SAR process. If approved and becomes mandatory, this would necessitate the installation of a 1090 MHz ADS-B OUT transmitter into all Canadian-registered aircraft. More to come as Nav Canada works out the details with Transport Canada. Meanwhile, the U.S. is reviewing the Autonomous Distress Trigger ELT system which would utilize their ground-based ADS-B system.

Flight is an activity which balances risk, expertise, weather and hardware to deliver a successful flight. Affordable technology allows a well-equipped aircraft and pilot to turn a SAR event into a positive outcome. Understanding the technology and ensuring that your ELT is properly installed and tested, and backed up by secondary technology, is not only good airmanship but fulfills the pilot's responsibility to passengers, crew and their families. 🛩️

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OUR ANNUAL PHOTO CONTEST

THE 2019 WINNERS



Below we announce the results of our annual photo contest. Winners are chosen based on the number of likes they obtain on COPA's Facebook site.

As usual, there are some excellent photographs out there and, by extension, excellent photographers. COPA Flight pays tribute to them.

Not all the photos included below were official entrants but had nevertheless found their way onto the Facebook site. We chose some of the more striking ones to add to the collection that follows.

This year's winning photograph, taken by Rob Jaap of Alberta, is an absolutely stunning example of aerial photography. As much as we would have liked to have used it for the cover of this month's issue, the nature of it didn't lend itself for such a use. However, an 11th hour entry from Ryan Hearn, while not illustrating an obvious winter scene, invokes the serenity and peacefulness of a winter night and is worthy of taking a well-earned place on the cover of our annual photo contest issue.



FIRST PLACE

"It was August 25. I was supposed to meet some friends from other flying clubs for a hotdog roast at Ram Falls forestry airstrip. It was Jim Wigmore's idea (Lacombe Flying Club). The Ram Falls strip is at 5,200 feet elevation, so on a good day it's a destination for many. It's operated by the Red Deer Flying Club and they do a great job of keeping it up. I was eager and flew in a couple hours early so I decided to mount my GoPro and see if I could get a good shot. Got it the first time. Then I waited. A storm cell was starting to move in, so I headed to Lacombe to return to a barbecue; I didn't want to be stuck there in the weather."

— Rob Jaap



SECOND PLACE

“The plane is a 1955 C-180. I am a private pilot and have owned the plane for three years now. The photo was taken at Boyce Lake, Placid Bay Lodge, which is a fly-in camp located approximately 10 nm east of Marten River, Ontario. I took the picture early in the morning, just before the sun came up. It was a perfect morning with no wind and a slight mist over the water. I was out with my morning coffee, no one was up yet, and I couldn’t believe the moment and had to take a picture to capture it. There are no filters and it was taken with my iPhone. I was so happy with the picture I want to share it so other aviation enthusiasts could enjoy it as well.”

— Robert Shillinglaw

THIRD PLACE

“I took the photo [of my 1994 Kitfox IV, C-FRGQ] at about 06:00 on Sept 17 at home in Port Severn before going to work. I live on the Georgian Bay side of Lock 45 in Port Severn, Oak Bay. The airplane was on a marine railway down by the dock when I saw the silhouette of C-FRGQ in front of the emerging sun — a picture was definitely in order. This airplane is on straight floats for the summer and is currently in the garage (wings folded) awaiting ski-plane season, when a pair of Datum wheel skis get installed for some beautiful winter scenic flying. My 20-year-old son, who has a CPL, SELS, and Group 3 Instrument Rating, also flies it regularly.”

— Craig Marchetti



MENTIONS — Larissa Chiu



MENTIONS — Graham Surette



MENTIONS — Panorama Aviation

2019 MEMBERS CHOICE AWARD WINNERS

THE BUSINESSES YOU TELL US EXCEL AT WHAT THEY DO

By Lauren Nagel

This year we honour another group of very deserving businesses with our Members Choice Awards. We received nominations from members young and old, from student to experienced pilots, showcasing how these enterprises truly impact many of us.

This year we did not receive nominations in all the available categories. Nevertheless, we are proud to showcase the businesses below and the reasons why they are so highly regarded.

The winning business in the category of 'Best Aircraft Maintenance' is Macizzle Aero, based at the Collingwood airport (CNY3) in Ontario. Macizzle Aero is a small-scale local shop that enjoys the prestige of a much larger operation. Their quality of service is reflected by their high-profile clients such as aerobatic pilot and performer Mike Tryggvason and the Red Bull team of Pete McLeod. "I have personally dealt with Macizzle Aero and have been so impressed by their willingness to help. Their passion for aviation large and small shines through," according to one member.

Next, there are three winners in the category of 'Best Flight Training Unit (FTU)': British Columbia's Invermere Soaring Centre at Invermere airport (CAA8), Sky Wings Aviation Academy



at Red Deer airport (CYQF) and Air-Hart Aviation based on Kelowna, B.C.'s waterfront.

Invermere Soaring Centre (ISC) is acknowledged for their great teaching and friendly staff. The nominator said, "I recently got my GPL and I am proud to say that I received it because of the

▲ One of three FTU's tied for Best FTU is Kelowna, B.C.'s Air-Hart Aviation.

ISC. When you go to the soaring centre you are greeted with a smile and a handshake, a couple of great flying stories and maybe a great flight. I owe a lot to the guys at ISC. Give them a call



if you're in the area and are looking to get your gliding licence."

Sky Wings Aviation is famous for their well-rounded training program in an industry that can sometimes feel like a hastened means to an end. "The people who staff this FTU are an exemplary picture of the service level all FTUs should strive to deliver. With the rise of low time professional pilot transitions, most FTUs in Alberta have a rotating door of instructors with one purpose: Hobbs time. Sky Wings is the antithesis to this concept. They encourage an inclusive environment and foster teaching and learning methods lost in so many other units. Every time you go in, it feels like coming home. They restored my love of flight."

Finally, Air-Hart Aviation's pilots are not only known for their skill and employability after graduation but are also known to focus on what's most important. Their nominator said, "They are very experienced and specialize in floatplane training for the PPL and CPL. Many floatplane operators prefer to hire Air-Hart trained pilots, and students have a very good chance of finding employment upon completion of their CPL. Also, the instructors always make a point of asking if you had fun after you finish a lesson." The impressive reputation of Air-Hart Aviation trained pilots goes to show that learning can be fun and productive.

Our 2019 featured winner of the Members' Choice Best Airport Restaurant award is Clear Sky Bistro, based at



"MANY FLOAT PLANE OPERATORS PREFER TO HIRE AIR-HART TRAINED PILOTS."

the Sudbury airport (CYSB). The new restaurant was founded in response to a simple question, "Why not?" Christine Romansky had been operating the Shell FBO at the Sudbury airport for 20 years when there was a call for a new owner-operator for the airport's restaurant. Seeing that the airport was busy with commercial and charter flights and plenty of travellers, Romansky and Bar-

ry Lacroix decided to step up to the task and have now been successfully managing Clear Sky Bistro for four years.

Romansky credits their success to her wonderful staff, saying that you need "a great team and great food" to be successful in the restaurant industry. Many of the kitchen staff were with the restaurant even before it changed hands, thus mastering their routine so well that Christine says she only has to manage indirectly. Their menu features hearty fan favourites like homemade soups, eggs benedict, and a blue-cheese burger, but you'll also find items honouring aspects of the airport like the 'Ground Handler's Sandwich' and the 'Runway Clubhouse'.

When occupied elsewhere at the airport, Romansky wonders if she has a sign indicating that she's the restaurant owner because of the sheer volume of people that tell her how great the food is. "It feels great," she says, knowing that so many people walk away with such a positive impression of the restaurant. If you're looking for a never-frozen, locally sourced, great-tasting \$100 hamburger, Clear Sky Bistro is your next destination.

Thank you to our members and nominators who brought these businesses to our attention, and thank you to the businesses themselves for the great work they're doing. You can find this year and last year's Members Choice Awards winners on our website under the 'About' section. Nominations are welcome all year round. 🍷

LES GAGNANTS DU PRIX DU CHOIX DES MEMBRES 2019

LES ENTREPRISES QUE VOUS NOUS DITES EXCELLENT DANS CE QU'ELLES FONT

Cette année, nous reconnaissons un autre groupe d'entreprises méritantes avec nos prix « Choix des membres ». Nous avons reçu des nominations de membres tous âges, allant d'étudiants à des pilotes d'expérience, ce qui démontre que ces entreprises ont un impact sur nous tous. Nous sommes fières de présenter ces entreprises et les raisons pour lesquelles elles jouissent d'une telle réputation.

L'entreprise gagnante dans la catégorie de « Meilleure entreprise de maintenance » est Macizzle Aero, basée à l'aéroport de Collingwood en Ontario (CNY3). Macizzle Aero est une petite entreprise locale qui jouit du prestige d'une beaucoup plus grande opération. La qualité de leur service est démontrée par leurs clients prestigieux incluant le pilote acrobatique Mike Tryggvason et l'équipe Red Bull de Pete McLeod. Un membre COPA dit, « J'ai travaillé avec Macizzle Aero plusieurs fois et je suis toujours impressionné par leur volonté d'aider. Leur passion pour tout ce qui a trait à l'aviation est évidente dans leurs travaux. »

Ensuite, il y a trois gagnants dans la catégorie de « Meilleure unité de formation au pilotage » : Invermere Soaring Centre à l'aéroport d'Invermere (CAA8) en Colombie-Britannique, Sky Wings Aviation à l'aéroport de Red Deer (CYQF) en Alberta et Air-Hart Aviation, basée sur l'eau en Kelowna, Colombie-Britannique.

Invermere Soaring Centre (ISC) est reconnu pour la qualité de son enseignement et son personnel amical et curieusement. Le proposant dit, « J'ai récemment reçu mon GPL (planeur) et je suis fier de dire que je l'ai reçu grâce au gens à ISC. Lorsque vous vous rendez au centre, vous êtes accueilli avec un sourire et une poignée de main, quelques histoires de vol et un excellent cours. Je les remercie pour tout ce qu'ils m'ont aidé à accomplir. » Appelez-les si

vous êtes dans la région et tentez d'y obtenir votre licence de planeur.

Sky Wings Aviation est reconnu pour son programme de formation approfondi dans un secteur qui peut parfois vouloir aller trop vite. « Les gens qui travaillent à cette unité de formation sont exemplaire du niveau de service que toutes les unités de formation devraient s'efforcer de fournir. Il y a trop d'endroits qui existent seulement pour servir des pilotes professionnels qui veulent tout simplement gagner des heures de vol, mais Sky Wings est l'antithèse de cette pratique. Ils encouragent un environnement inclusif et favorisent des méthodes d'enseignement et d'apprentissage qui manquent à d'autres entreprises. Chaque fois que vous entrez, vous avez l'impression de rentrer à la maison. Ils ont restauré mon amour pour le vol. » Quel accomplissement merveilleux de raviver la passion pour le vol d'un étudiant.

Enfin, les pilotes diplômés d'Air-Hart Aviation sont reconnus non seulement pour leur habileté et leur employabilité après la graduation, mais également pour leur concentration sur l'essentiel. Leur proposant dit, « Ils sont très expérimentés et se spécialisent dans la formation d'hydravions pour les licences PPL et CPL. Beaucoup d'entreprises opérant des hydravions préfèrent embaucher des pilotes formés par Air-Hart; leurs étudiants ont une bonne chance de trouver un emploi après l'obtention de leur CPL. De plus, les instructeurs demandent toujours si vous vous êtes amusé après un cours. » La réputation impressionnante des pilotes entraînés par Air-Hart aviation démontre que l'apprentissage peut être productif et amusant.

Notre gagnant en 2019 pour le prix « Meilleur restaurant d'aéroport » est Clear Sky Bistro, situé à l'aéroport de Sudbury (CYSB). Le nouveau restaurant a été fondé en réponse à une question

toute simple: « Pourquoi pas ? » Christine Romansky exploitait le FBO Shell à l'aéroport du Grand Sudbury depuis 20 ans lorsque la demande d'emploi d'un nouveau propriétaire - exploitant pour le restaurant de l'aéroport a été lancé. Voyant que l'aéroport était occupé par des vols commerciaux et par de nombreux voyageurs, Barry Lacroix et elle-même ont décidé de se lancer à la tâche et gèrent avec succès le Clear Sky Bistro depuis quatre ans.

Mme. Romansky attribue son succès à son personnel exceptionnel en affirmant qu'il faut « une excellente équipe et une excellente cuisine » pour réussir dans l'industrie de la restauration. De nombreux employés de la cuisine étaient déjà au restaurant avant qu'il ait changé de mains, maîtrisant si bien leur routine que Mme. Romansky affirme qu'elle n'a qu'à gérer indirectement. Leur menu offre plusieurs plats copieux, tels que des soupes faites maison, des eufs bénédicins et un hamburger au fromage bleu, mais vous trouverez également des articles honorant des aspects de l'aéroport, tels que le « Ground Handler's Sandwich » et le « Runway Clubhouse ».

« Ça fait du bien », dit-elle, sachant que tant de gens repartent avec une impression positive du restaurant. Si vous recherchez un délicieux hamburger toujours frais, à base de produits locaux, le Clear Sky Bistro est votre prochaine destination.

Merci à nos membres et aux proposant qui ont mis en valeur ces entreprises formidables et merci aux entreprises elles-mêmes pour l'excellent travail qu'elles accomplissent. Vous pouvez trouver les gagnants des prix Choix des membres de cette année et ceux de l'année dernière sur notre site web dans la section À propos. Les candidatures sont les bienvenues tout au long de l'année. 🍷

COPA BRASS MAKES PRESENTATION TO BUTTONVILLE FLYING CLUB

BY PHIL LIGHTSTONE

COPA's president, Bernard Gervais travelled to Markham, Ontario on December 4 to attend a special meeting with COPA Flight 44 — Buttonville Flying Club, where he was joined by COPA's Southern Ontario directors Doug Rowan and Kevin Elwood. The meeting was organized to discuss issues facing the pilot community in Toronto in general and more specifically in the Buttonville airport. With over 60 pilots from the Greater Toronto Area in attendance, there was standing room only.

The meeting focused on two themes: improving COPA communications to the local flight members and safety issues at Toronto/Buttonville airport (CYKZ) area where, in January of 2019, Nav Canada closed the tower, converting the airspace to a Mandatory Frequency Area without Advisory, with a 350-foot spacing between the circuit and the Class C airspace floor.

Gervais briefed the attendees about a variety of COPA's strategic initiatives, including drones and other RPAS, marketing tools for local activities, COPA for Kids, Discover GA and Strengthen GA. As a unified voice for General Aviation (GA), Gervais highlighted the manner in which he has used his skills and relationships to navigate the regulator (Transport Canada) and service provider (Nav Canada). He reminded attendees of COPA's program for student pilots, an initiative that has delivered free COPA memberships to over 400 pilots in training.

Following the formal presentation, Gervais, Rowan and Elwood responded to specific questions and comments from the members present. The passionate and sometimes hostile questions and commentary focused on the uniqueness of the Buttonville airspace



and airport operations, its overall impact on safety and how COPA could support the Flight. Many pilots felt that these issues have not been appropriately addressed by COPA.

Local pilot Peter Kofman said, "Safety is critical. I've been here 25 years, there's tons of knowledge and experience in this room. Go up and fly here; it's not comfortable. It's about safety, it's not just a quantitative exercise about movements. Your job (COPA) is to listen to the folks in this room and say how can I help."

Dave Cox, the flight's safety officer, added, "What we are sitting here with is a serious situation. No tower, a mandatory frequency area with no advisory, no ATIS, no METAR, no TAF and no reported runway conditions. We have controlled airspace all around, but no one is providing traffic separation. The issue for me is that somehow, knowing all this information, Nav Canada has made a conscious decision to provide no advisory, even though the facility is still here in the tower. We need proactive advocacy to fix this problem. Whatever the solution will be, will not be perfect but it will be better." Cox, a longtime advocate of 'raising the bar' on pilot safety and airmanship competency levels prevalent in North America, sees these safety issues exasperated in the Buttonville environment. The senti-

▲ From left: COPA director Doug Rowan, COPA CEO Bernard Gervais, COPA director Kevin Elwood

ment during the meeting was that COPA seemed to be invisible in this regard.

COPA director Ronan commented: "The big thing I see here is this is not a simple problem. It sounds like there are a lot of problems with the way people are flying. We have to figure out how to deal with all the problems, not just the airspace problem. We also need to help you guys come up with information sessions to get the word out and tell people to pay attention and fly more safely."

Gervais summarized: "We as COPA, as a credible organization, cannot go forward and say, 'Do this because our members want it.' What we need, if we're going to build a case, is numbers. If we can get numbers on movements and combine that with safety issues that have been brought up, that helps us build a case. We need your help on the facts and figures. What's next is working as a team. It's a big safety issue and we will take the same mode of openness to Nav Canada and Transport Canada, who will work with us to make this safer. My goal is, by spring, to have something in place, whether it's different airspace or something else. We will be working on this." 🛩️

EARL KICKLEY HONOURED EX-COPA BOARD MEMBER FOR SASKATCHEWAN



◀ Earl Kickley's widow, Eleanor Kickley, a pilot for many years herself, accepted the award.

Earl Kickley, long-time COPA director who passed away in November of 2018 at the age of 81, has been posthumously awarded the David Eckmire Industry Service Award by the Saskatchewan Aviation Council for the outstanding contribution to the aviation industry in the province of Saskatchewan.

Kickley stepped down from COPA's board of directors four years ago after serving as the board's western vice-chair.

The Industry Service Award was established to honour the memory of one of Saskatchewan's great proponents of aviation in the province. David Eckmire was a founding member of the Saskatoon Airport Authority, past chairman of the Nav Canada advisory committee and a member of the Civil Aviation Tribunal. Eckmire was also president of the Saskatchewan Aviation Council. He died at the age of 59 in 2003. 🕊️

FLYING B.C.'S SUNSHINE COAST

AN EASY, YEAR-ROUND EXCURSION IN B.C.

BY JANINE CROSS



Flanked by the rugged peaks of the inland Coast Mountains and the roiling tidal waters of the Salish Sea, British Columbia's Sunshine Coast is 180 kilometres of picturesque inlets, fjords, islands and quaint coastal communities. Sechelt airport (CAP3) is located to the southeast, Powell River airport (CYPW) to the northwest, and Texada/Gillies Bay airport (CYGB) on an island about midway between the two, making this a fantastic route for pilots.

Although it does see a fair share of Pacific Northwest precipitation, the region was named The Sunshine Coast after a pioneer family tried to promote the area as a summer resort. To this day, the Sunshine Coast is a popular year-round destination due to the plethora of beaches, bistros, artists' markets, old growth forests and freshwater lakes and marine bays.

Pilots flying into Sechelt airport have a spectacular view of the small community of Sechelt when on final approach for Runway 11. Named after the original First Nations people of the region, the

shíshálh, the town straddles the sandy isthmus that separates the Sechelt Inlet from the Salish Sea. On site at the airport, The Elphinstone Aero Club has a pilot lounge, kitchen, washroom, computer and telephone. Right across from the fuel pumps, just beyond the pilot gate, a large sign marks the trailhead to a network of paths that meander through mossy forests to the Chapman Creek waterfalls. For the truly fit and enthusiastic, an 8-kilometre round-trip hike takes you down to Selma Park near Davis Bay. For the rest of us, it's a short taxi-ride into Davis Bay for a stroll along the seawall and pier before chowing down at one of the many seaside cafes.

As you cross the strait to Texada Island, both North Thormanby and South Thormanby Islands mark the edge of Vancouver Class C airspace. Heavily forested by second-growth cedars and Douglas firs, South Thormanby is rockier than its northern neighbour, which is surrounded by pristine sand beaches that are a stunning white from the air.

Both islands, as well as Buccaneer Bay, Epsom Point, Derby Point and nearby Merry Island, were named by Captain George Richards, who surveyed the British Columbia coast in 1860 aboard the HMS Plumper and, as a horse-racing enthusiast, christened shoreline features after his favourite sport.

With an area of 300 square kilometres, Texada Island is the largest of the northern Gulf Islands. Now sparsely populated, Texada was once the location of a booming gold rush town that in 1898 boasted the only opera house north of San Francisco. The island is devoid of predators, so there's no need to worry about bears when pitching a tent on the grassy area north of Runway 14 at the Texada/Gillies Bay airport. There's a flush toilet here as well as picnic tables and fire-pits for roasting hot dogs. If you prefer to eat at a restaurant, you can pedal one of the donated bicycles into Gillies Bay. (Bring a bicycle pump with you!)

If you don't fancy the uphill slog of the return bike trip, you can call the Ravenous Raven restaurant for the phone numbers of 'the fellowship', several resident volunteers who drive visitors about for a donation. Across from the Raven, the Dr. Sanderson trail follows the western shore of Gillies Bay, providing picturesque views of the beach and miniature 'elf villages' created by locals. Back at the airstrip, a logging trail winds down to a secluded rocky shoreline with a panoramic view of Vancouver Island. Large, sandy tidal pools make for excellent paddling at low tide.

North of Texada Island and back on the coastal mainland, Powell River airport also gives you access to great walking trails. Flying into the airport

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from the southeast provides a great view of the power-line trail to Hammil Lake, a perfect swimming destination on a hot day (a 2.5 -hour hike, round-trip). If you want a shorter hike, a ten-minute stroll east of the airport will get you to Myrtle Creek. Here, a trail traverses a marsh that in the winter is a fairyland of icicles, snow, and frozen puddles and, in the spring, is alive with birdsong and butterflies. After all that exercise, Julie's Airport Cafe is a favourite eatery for pilots and their friends.

▲ Gillies Bay's Ravenous Raven restaurant is a great off-airport destination for those with an appetite.

If you want to go into town, a five-minute taxi-ride takes you to the funky Westview District of Powell River, a belt of upbeat art galleries, quirky shops, ocean-view bistros and a local craft brewery. At the end of this strip, Willingdon Beach offers a sweeping view of the Strait of Georgia and a network of walking trails, where huge Sitka spruce and hemlocks shade groves of waist-high prehistoric Giant Horsetails. A variety of logging machines from the early 1900's dot the main trail, such as a steam donkey and sidewinder.

War I and II, the nine linked ships form a massive floating breakwater for the log storage pond of the local paper mill. One of the sunken ships has created a large artificial reef, attracting sea life, colonies of sea lions and scuba divers alike. 🐠

Either on your way into the airport or after departure, don't miss flying over The Hulks, the famous concrete ships of Powell River, located north of the airport. Comprised of a number of concrete vessels built during World

GLASS SPONGE REEF

En-route from Sechart to Texada Island across the Strait of Georgia, pilots overfly a unique glass-sponge reef hidden beneath fathoms of dark sea. Once believed to be extinct for over 40 million years, the glass sponge reefs of British Columbia were first discovered in 1987 and exist nowhere else on earth. In the late Jurassic period, a glass sponge reef that was the largest biotic structure in the history of the world stretched 7,000 kilometres across the sea to where Europe is now located. Even today, some of the individual glass sponges in the Strait of Georgia are the size of Volkswagen Beetles.

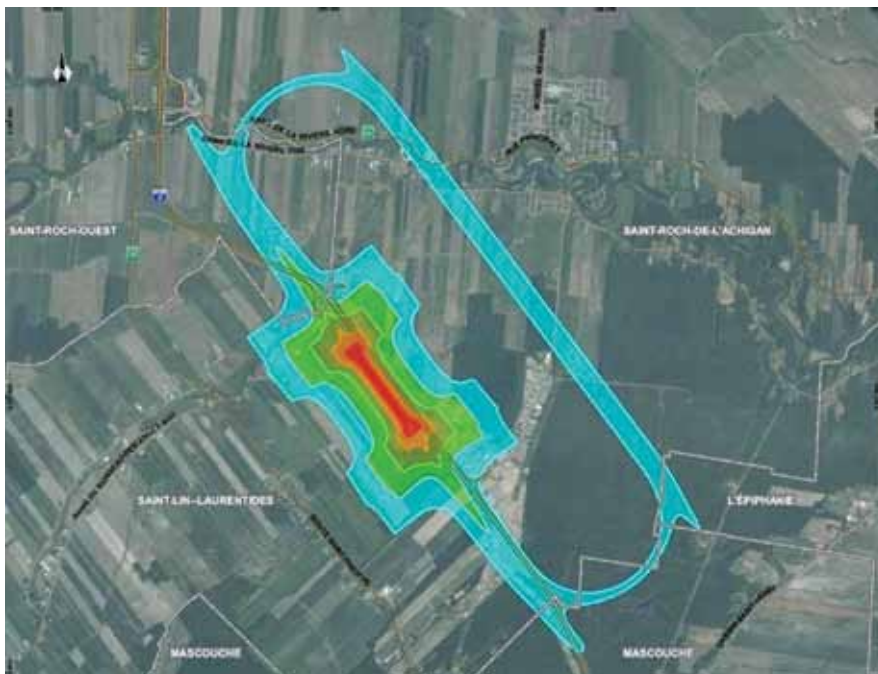
PHOTO: JANINE CROSS

AÉRODROME DE ST-ROCH-DE-L'ACHIGAN

LE PROJET PROGRESSE

TEXTE : JONATHAN BEAUCHESNE, DIRECTEUR COPA POUR LE QUÉBEC

PHOTO : ÉTUDE SONORE (WSP)



Le 30 août dernier, le ministre des Transports du Canada, Marc Garneau, a déçu le monde de l'aviation générale au pays en ordonnant, par décret ministériel, l'arrêt des travaux pour l'aérodrome projeté de St-Roch-de-l'Achigan. Le ministre a indiqué avoir des interrogations non répondues sur certains points spécifiques relatifs au projet.

Plusieurs personnes auraient baissé les bras et abandonné le projet à partir de ce moment. Mais ce serait mal connaître la résilience des promoteurs, qui se sont relevés les manches et ont abordé les inquiétudes du ministre une à une afin de présenter un projet d'aérodrome revampé et répondant aux normes les plus élevées de l'industrie.

Tout d'abord, ils ont demandé à une firme d'ingénierie spécialisée en étude de bruit d'évaluer l'impact sonore des opérations aéroportuaires. Les résultats de l'étude permettent de constater que les circuits ne survoleront pas la municipalité ni le camping de la ville, qui sont situés de part et d'autre de l'aérodrome. Afin de réduire l'empreinte sonore au minimum, les circuits seront effectués du même côté de la piste, faisant en sorte que les résidences impactées par les activités aéroportuaires sont peu nombreuses et exposées à des niveaux de bruit bien en deçà des niveaux recommandés par l'OACI.

De plus, une revue de l'emplacement des installations par une équipe d'arpenteurs permettra de réduire

« PLUSIEURS CITOYENS DES ENVIRONS SONT HEUREUX DE L'ARRIVÉE DE CE PROJET... »

l'angle d'approche pour chaque côté de la piste, qui sera orientée 16-34. Ainsi, des approches aux instruments seront plus facilement implantables lorsque le moment sera venu.

Finalement, les promoteurs ont élargi le cercle des consultations en rencontrant de nouveau la municipalité, des citoyens et plusieurs intervenants locaux et régionaux. Bien que les opposants semblent avoir une voix forte et nombreuse dans les médias, la réalité est tout autre sur le terrain. Plusieurs citoyens des environs sont heureux de l'arrivée de ce projet, qui procurera des emplois, une nouvelle activité économique et des carrières d'avenir pour les jeunes passionnés par l'aviation.

Le rapport a été soumis à Transports Canada au début du mois de décembre, ce qui permet d'espérer une réponse rapide de la part du ministre Garneau. Qui sait, peut-être une décision favorable aura été prise au moment où vous lirez ces lignes. ✈️

ON THE HORIZON

UPCOMING EVENTS

FEB 15

**MIDLAND/HURONIA UNICOM 122.85
(CYEE) FLIGHT 73 SKI FLY-IN**

Wheels also welcome 9:00 - 13:00 Coffee, hot chocolate, pea-meal burgers, and chili. Temporary snow packed runway available on west side of runway 16/34 more info 705-526-8086

REGULARLY HELD EVENTS

AIRDRIE, AB (CEF4)

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

ARNPRIOR, ON

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

BANCROFT, ON (CNW3)

Flight 119 — Bancroft Flying Club monthly meeting last Saturday 10:00, except Jul, Aug & Dec.

BEAVERLODGE, AB (CYQU)

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

BONNYVILLE, AB (CYBF)

Flight 90 — Monthly meeting last Monday 19:00, Terminal building. facebook.com/bonnyvilleflyingclub

BORDEN, ON (CNV8)

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

BOUNDARY BAY, BC (CAK3)

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

BRANTFORD, ON (CYFD)

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

BURLINGTON, ON (CZBA)

Flight 28 — Monthly Pizza dinner 19:00. Meeting and program 19:30 on the 2nd Tuesday (except July and December) www.copaflight28.ca

BUTTONVILLE, ON (CYKZ)

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

CALGARY, AB (CYBW)

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

CARLETON PLACE, ON (CNR6)

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

CHARLOTTETOWN, PEI (CYYG)

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

CHATHAM-KENT, ON (CYCK)

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

CLARENCE-ROCKLAND, ON

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

COLD LAKE, AB (CEN5)

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

CORNWALL, ON (CYCC)

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

DAWSON CREEK, BC (CYDQ)

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

DRAYTON VALLEY (CER3)

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

EDMONTON, AB

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

ESTEVAN, SK (CYEN)

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

FREDERICTON, NB

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

GODERICH, ON (CYGD)

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

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ON THE HORIZON

GRAND FALLS-WINDSOR, NL

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

GUELPH, ON (CNC4)

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

HANOVER, ON (CYHS)

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

HAVELOCK, NB (CCS5)

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

HAWKESBURY EAST, ON (CPG5)

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

HINTON, AB (EE4)

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

INNISFAIL, AB (CEM4)

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

IRON CREEK, AB (CEK6)

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



KAMLOOPS, BC (CYKA)

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

KELOWNA, BC (CYLW)

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

KINGSTON, ON (CCE6)

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

KITCHENER, ON (CYKF)

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

LAC LA BICHE, AB (CYLB)

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

LETHBRIDGE, AB (CYQL)

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

LINDSAY, ON (CNF4)

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

LONDON, ON (CYQS)

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

MAPLE CREEK, SK (CJQ4)

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

MEDICINE HAT, AB (CYXH)

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

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ON THE HORIZON

MIRAMICHI, MB (CYCH)

Flight 39 — Monthly meeting 19:30, 1st Wednesday, clubhouse.
nbdbrown@nbnnet.nb.ca or 506-625-5788

NANAIMO, BC (CYCD)

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

NELSON, BC (CZNL)

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

NORTH BAY, ON (CYVB)

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

OLDS DIDSBURY (CEA3)

Flight 142 — Monthly meeting, 2nd Saturday. Coffee and donuts and discounted fuel.

OKOTOKS, AB (CFX2)

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

OLDS-DIDSBURY, AB (CEA3)

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

OSHAWA, ON (CYOO)

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

PONOKA, AB (CEH3)

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

PENTICTON, BC (CYFF)

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

PETERBOROUGH, ON (CYPQ)

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

PICTON, ON (CNT7)

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

PITT MEADOWS, BC (CYPK)

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

PONTIAC, QC

Flight 169 — Monthly breakfast meeting at restaurant Aylmer, 1st Saturday.

Club 169 — Déjeuner mensuel a restaurant Aylmer, 1er samedi. 819-360-0706 ou 812-329-2830.

PRINCE GEORGE, BC (CYXS)

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

QUALICUM BEACH, BC (CAT4)

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



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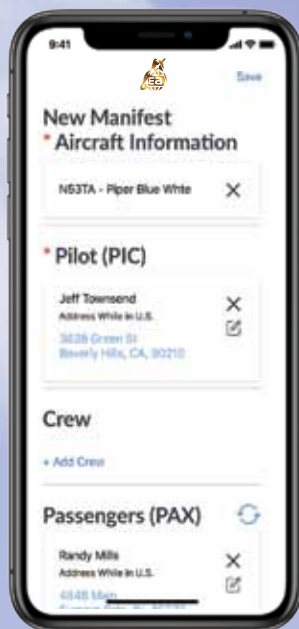
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ON THE HORIZON

QUEBEC, QC

Flight 168 — Monthly meeting, various locations 19:30 3rd Monday.

Club 168 — Rencontres mensuel, lieux varies 19h30 3ieme lundi. 418-889-9023

RED DEER, AB (CYQF)

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

RUSSELL, MB (CJW5)

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

SASKATOON, SK (CYXE)

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

SARNIA, ON

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

SEDGEWICK, AB (CEK6)

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

SHOAL LAKE, MB (CKL5)

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

SUNDRE, AB (CFN7)

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

TISDALE, SK (CJY3)

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

VAL D'OR, QC (CYVO)

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

VERNON, BC (CYVK)

Flight 65 — Vernon Flying Club monthly meeting 19:00 3rd Tuesday, VFC Clubhouse.

flyingclubvernon@gmail.com

Flight 65 — Vernon Flying Club monthly pancake breakfast, 09:00-11:00 4th Sunday. Fly-in, drive-in, or walk in. Everyone is welcome.

flyingclubvernon@gmail.com



VERMILLION, AB (CYVG)

Flight 204 — Monthly meeting 2nd Wednesday. vrflyingclub@gmail.com

VICTORIA, BC (CYYJ)

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

WELLAND, ON (CNQ3)

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

WESTLOCK, AB (CES4)

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

WETASKIWIN, AB (CEX3)

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

WETASKIWIN, AB

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

WIARTON-GEORGIAN BLUFFS, ON (CYVV)

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

WHITECOURT, AB (CYZU)

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

WOODSTOCK, NB (CCD3)

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

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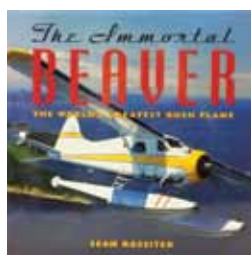
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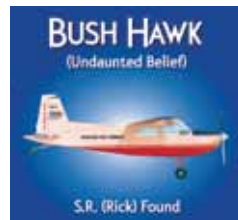


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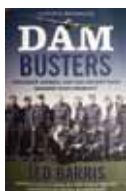


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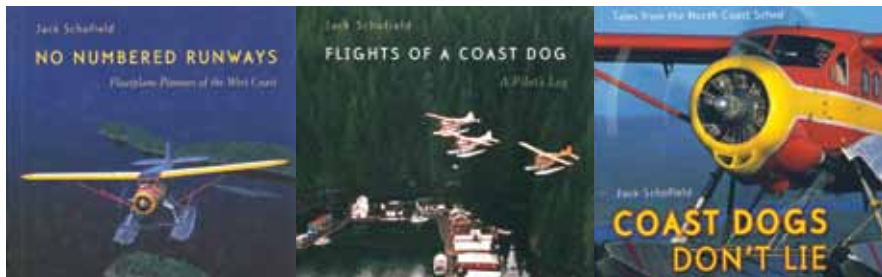
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1992 Bonanza F33A 13086TT/1043SM, King w/KCSS5A,KLN94 GPS!	\$99,212 USD	1974 414 6905TT, 1185SM, Full De-ice	\$125,000 USD
1989 Grumman Clipper,2689TT,500STOHw/NewCylinders,W/shield/Canopy/2015	\$19,000 CAD	1974 Navajo Panther, 8360TT/552SM, G1N750/650,STEGA/P,ADSB	\$279,900 USD
1982 Mooney Rocket 305, 3170TTSN, CONT TSI0520	\$150,000 USD	1973 T310Q, 2965 TTSN, 1965 L&R, GNS20W and GNS430, G1X345 ADS-B	\$75,000 USD
1981 C206 Amph, 1468TT, 1455NEW Engine! G430W, 3730's, Exc P&I!	CALL	1973 C172M, 14575TT,1585M,KingAvionics,G2EngMonitor!	\$68,000 CAD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin530/430!	\$399,900 USD	1968 C185 Amph,1696TT,637SM,6500/G1N750,G1S800Traffic,Whip3730's!	CALL!
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate!	\$245,000 USD	1968 C177 Cardinal, 2918TT, 51SMOH(2016), New Prop (2016), Price Reduced to	\$39,000.00 CAD
1981 Duke B60, 4507TT, 1092 L&R, G530W, KFC-250 IFC's, Winglets!	\$218,000 USD	1966 C337A Skymaster, 3184TT,628/1485M, CurrentCoFA,Prop/Duel	\$100,000 CAD
1980 Saratoga, 4660TT/1759SM, KingDigitalw/KAP150AP/HSI!	\$125,000 USD	1946 J3 CUB,w/PAT1 STC's, 5450TT, 550SMOH,	\$53,000 CAD
1980 A185F Amphib, 3645/5455NEW/10550/Aerocet3400, G1N750!	\$329,000 USD	1943 Grumman 644 "Widgeon"8929TT,418SM,G1N750, Summer Ready!	\$275,000 USD

FEATURED LISTINGS FOR JANUARY 2020



PORTABLE FOLDING BOAT
WWW.PORTA-BOTE.COM Great for fishing and hunting. Take it anywhere you can go. Be safe with the lightest, durable and stable folding boat. Gilles Berthiaume Contact: 514-592-4186 or gberthiaume@alpha-vico.com (3135.20284)



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. \$75,000 USD AS IS! (2681.19677)



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 (3707.19678)



1973 CESSNA U206F 2826 TT, 158 hrs on factory reman Continental IO520F, 32 hrs on new Hartzell Scimitar Prop, IFR Bendix King radios and GPS, S-Tec Systems autopilot, Insight G2 engine monitor, Kannad 406 GPS ELT, RMD HID lighting. Excellent maintenance history for a reputable AMO. Always hangared and corrosion free. Annual completed June 19. \$179,500 USD. Contact: darren@taylorharvesting.com or 403-308-6099 (3748.19679)



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 0-200. 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 xpr. 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 (3569.19988)



2016 ZENITH 750 Excellent STOL abilities w/UL 350 IS - 130 HP, ground adjustable prop. Always hangared, Grand Rapids 7" EFIS, Garmin 327 xpr, and GTR 200 radio, 406ELT, 30 gal. 215 hr TTSN. \$78,000 skyhillbill@gmail.com (3725.19714)



1969 BEECH BONANZA A36 Upgraded with D'shannon STC/IO 500 engine & tip tanks. GW to 3800 lbs./useful load 1500 lbs. Engine 1820 hrs since factory overhaul. Upgraded new style panel w/GTN750, Aspen S-Tec 50 autopilot, GPSS, Garmin 345, Flightstream 510, digital engine monitor, active traffic, ADS-B in and out. Excellent maintenance. All AD's complied with. NDH. No corrosion. Complete logs. Always hangared. \$158,000USD. mreskovich@gmail.com or 604-771-8941 (3746.19671)



1974 MAULE M5 LUNAR ROCKET 220C Franklin 220, 1367 TT, Engine prop strike inspection at 1066. ICOM A220, King KT 78 TX, Goodyear 26 tires, Alaska Bush tailwheel, Remote oil filter, new headliner and front seat upholstery 2018. Prop done 2017 TT 118 hrs. Amazing STOL capabilities. \$47,000. (3721.19421)



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 xpr. 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@rowitd.com (3700.19666)



WILL TRADE FOR CESSNA 172. TTAF 140 hours. Yr - 2013. 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: 902-626-5262 or jbrewer@eastlink.ca (2564.20278)



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 (3710.19818)



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 (3736.19989)

www.csplane.com



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



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



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

50 Canadian Singles, Twins and Floatplanes



1953 DHC-2 AIRFRAME O/H 2008 110 SMOH. WIP 6000, ALASKA DOOR, EXT BAGGAGE, TIP TANKS, UPGROSS 5600. 595K CDN



2014 208B EX TT 827 G1000, TXS 11-SEAT COMMUTER 1.9M USD



1975 CESSNA 172M TTAF 2908 HOURS. SMOH 890 ON VAN DUZEN OH, VERY NICE INTERIOR. NO CORROSION. 2 OWNERS SINCE NEW. 68K FIRM

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

FEATURED LISTINGS FOR JANUARY 2020



BEAUTIFUL 1953 CESSNA 170B
Estate sale. TTSN 4161.6. SMOH 525.6. Aircraft hangared in Brockville. Asking \$49,000CDN. AME available on location for inspection. (3499.19709)



2015 CHALLENGER II XL65 TTSN
31 hrs. Professionally built. Rotax 582, on wheels, BFS aircraft safety system installed (2019), X-Com 760, Intercom, Garmin Aera 660, April 2019 annual. Complete aircraft logs on construction/maintenance. \$47,000 780-675-3812 or ikonflyguy51@gmail.com (3753.19966)



1946 FLEET CANUCK CF-DEG
changed to CF-DED 592 SMOH on C90, 11436.7 TTSN (ex-Edmonton Flying Club trainer). Fresh annual Oct. 2019. Hangared. \$20,000 Can (Firm). Skis Available. Evan: cell 780-305-4491, evan.schlitter1@gmail.com. or Allan: apcraig99@hotmail.com (3752.19817)



1968 CHEROKEE PA28 TTSN2737,
SMOH780, TTNP198. Annual August 2019. New elevator cable, tires/tubes, alternator. All AD's done. Mode C, Airmap 2000GPS. Sweet airplane 8/10. X-Canada trip in Oct! More pics @dadwoodall on IG. \$35,500 250-263-2714 (3747.19673)



1978 BEECHCRAFT DUKE 2688 TT
990/1228 SMOH. Garmin 530, 430 WAAS. Props overhauled 2015. Annual June 2019 BrantAero. \$195,000USD London, ON Contact: 519-851-7104 or brian@londonfoods.com (3762.20281)



1946 CESSNA 140 2872 TT 619
SMOH, Bendix/King KY97A COMM & KT76A xprdr, SkyTech starter, ABI Scott 3200 tailwheel, hangared CYXU. Beautiful classic aircraft! Federal 1500 Skis & delivery available. \$33,000 CDN. Marc 519-200-0715 (3458.19675)



1983 CUP//PA-11 607 TT, 100hp
Cont. 0-200, Cleveland HD wheels and brakes, 8:50x6 tires, lightweight starter, Micro Aero VGs, all new glass, 3-point harness, PA-11 cowls, Skis, owned by builder/AME, always hangared! \$23,000 (3509.19354)



AERO COMMANDER DARTER 100
1968 w/1671 hrs TTAF and 674 hrs SMOH. Has newer paint and interior. Older radios and both frequency ELT's installed. Wheel pants available w/ matching paint. Annual just completed. Hangared at farm strip. \$29,500. Contact numbers: home 403-934-4116 or cell 403-934-7893. Strathmore, AB (3751.19804)



1970 CESSNA 180H CAP 3000
FLOATS TTSN 2560 TTSMO 1080. New prop 25, Horton STOL wing ext. LRF, EGT/CHT, COM xprdr, 4-pl intercom, GPS500, ACK 406 ELT \$135,000 Ph: 705-753-2184 or 705-498-0736 (3733.19967)



2017 ANDERSON KINGFISHER 2-seat
amphibian, proven design. 160HP Lyc by Aerotech 2016. All new instruments, metal prop. TT 6 hrs. Experimental category. \$35,000 (3190.19256)



2007 STODDARD HAMILTON
GLASTAR 500 TTSN/TSMO/PROP:
AP w/NAV/HGD/ALT hold, Dynon EFIS, Lyco O-360, C/S Prop, over-sized tires. Removable extended range fuel tank. 50% Share \$37,500CAD obo. Located in Edmonton. Call/text 306-263-3527 or Email: patrickmassar2020@gmail.com (3755.19984)



DEHAVILLAND MK20 CHIPMUNK
Very low times 2540TTAF 950TTE Recent top overhaul. Painting 2018. New comm and Mode S Transponder 406 ELT. Metallized wings and aux fuel tanks. \$78,500 USD w/fresh annual. Contact: John cdnhutch2@rogers.com or 905-554-4165 (3401.19672)



2011 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. (3569.19987)

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

AVIATION ABBREVIATIONS

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



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

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025 - BEECH

1976 BARON B58 10,790 TT, LE: 401 hrs, RE: 961 hrs. Props TT - 245 hrs each. Fully IFR, 430W, Flightstream 210, GPSS steering. \$135,000USD blfrench59@gmail.com for info and videos of aircraft flying, pics. Text 780-607-2686 (3704.19676)

030 - BELLANCA

1971 BELLANCA 17-30A VIKING serial number 30399. Aircraft will require some TLC. Pls contact for details centralinteriorbailiffs@shaw.ca or 866-729-2424 (3706.19708)

040 - CESSNA

1976 CESSNA 182P SIDS completed, engine 0 TSOH, new VFR avionics, new autopilot, new paint, CofA April 2020. Beautifully restored Cessna 182P for sale. ADS-B out. Brand new engine OH. More Details: www.uppervalleyaviation.com. Ph: 604-991-4300 (3579.20241)

1974 CESSNA 172M IFR w/Garmin 430 WASS, SIDS inspection done. 0 time Ram 160 hp. conversion. New paint, leather interior, and glass. We can look at trades and/or financing. For details: www.uppervalleyaviation.com. Contact: Ken salesuva@telus.net or 604-991-4300 (3579.20255)

1973 CESSNA 172M Commercial registration for flight training. All service records available. Flies great. Airframe 7500 hrs, Engine 2154hrs \$44,900. (3689.19265)

1952 CESSNA 170B Cont 0-300 TSMOH 1414, TSTOH 896. Many mods, clean, straight flyer. \$72,000CAD Email buymy170@gmail.com or call 778-581-7644 (3750.19803)

CESSNA 172M Commercially registered and used for flight training in Ottawa. Very nice avionics package. Airframe 5095.9hrs and engine 2046.8hrs. The plane is hangared at YOW. Asking \$49,500CAD. Email avishelamay@me.com (3689.19710)

100 - HOMEBUILT



CH750 GEN 3 Wings, flaperons, slats, rudder and horizontal stabilizer. Wings, horizontal stabilizer and rudder completed to preclosing stage. Wings have dual 12 gal fuel tanks installed along with heated Dynon pitot and remote mounted ADHARS and OAT probe along with position and landing/taxi lights. All wiring completed with Tefzel aircraft wire. Includes complete build plans and DVD set. \$16,500 780-519-0857 (3390.19986)

CHRISTEN EAGLE II 604 TTSN. IO-360 200hp, com, transponder, smoke. 25-gal. standard fuel plus 35-gal. portable aux tank. Original logs and build manuals. Canopy cover, NDH. Beautiful, reliable. \$80,000USD Dave Gillespie 639-998-5626 (3760.20228)

100 - HOMEBUILT



CH 750 PARTIALLY ASSEMBLED Fully assembled tail section ready for inspection. Complete set of wings, one partially complete. Long range fuel tanks. Full plans for entire plane, hand tools, clecos, rivets, assembly videos. \$13,000obo 705-561-3675 or shortbooyes@hotmail.com (3743.19990)

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 (3686.19681)

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. Ken Smith 604-991-4300 or email: salesuva@telus.net. (3579.20229)

FULLY RESTORED 1953 PA-22/20 Certified Aircraft. Upgraded engine. TTSN 1728.9, engine TSOH, 304.6 prop 1728. Artex 406 ELT, Bendix King KY 97A com, KT 76 Mode C xpdr. Fresh annual. Includes floats, skis. \$59,000. (3741.19615)

152 - SCOUT

2008 SCOUT 450 hrs. TT, 180hp Lycoming, MT prop, 31 tundra tires, Garmin 496 FS, 141 radio, 327 GTX xpdr & encoder, VGS, 70gal tanks, metal belly, extended baggage. (3667.19288)

226 - AVIATION SERVICES

AEROPLANE FABRIC REPAIRS Repair or replace, our staff have over 40 yrs experience working on certified and owner-built, fabric covered aircraft. Recent photos of work quality available on request. Brewer Aviation Contact: jbrewer@eastlink.ca or 902-626-5262. (2564.20266)

285 - FLOATS FOR SALE

NEW 2000 & 2250 FLOATS ANY RIGGING for homebuilt & O M aircraft. Also several sets of damaged Edo & PK floats for parts or rebuild. Ed Peck 902-467-3333. (2350.19750)

EDO 2960 FLOATS Were on a C-185, tight, pretty good shape. \$12,500CAD. Pork chop also available for \$950CAD. andre@tourangeamechanical.ca or 613-229-7341 (3608.19664)

FLOAT BRACE WIRES Tie Rods Most popular lengths in stock new certified new surplus and some used wires. Ed Peck 902-467-3333 or sales@peckaero.com (2350.19738)

285 - FLOATS FOR SALE

CERTIFIED FORWARD BOTTOM SKINS for most Edo Float. Ed Peck 902-467-3333 fax 902-467-3136 or sales@peckaero.com (2350.19763)



CAP 2000 FLOATS Certified floats w/pump outs and rigging for Citabria 7GCBC. Vertical tail fins included. Could fit a C172 if modified. Located in North Bay ON. \$11,500CDN Email: milleraviation@vianet.ca (3745.19667)

300 - HANGAR SPACE

HANGAR SPACE FOR RENT South side Kamloops Airport. 42 x 35, insulated, power and radiant heat. Excellent access to new seaplane ramp. 250-320-9760 (3699.19737)

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VICTORIA T-HANGAR FOR SALE Unit 17 at Victoria T-Hangars Inc. 1663 Mills Rd. Sidney BC. 40' x 35' T w/15' ceiling. 12' doors. 100 amp service. Asking \$110,000. (3469.19544)

305 - HELP WANTED

FREELANCE PILOT TRAINING REQUEST From spring 2020 on, to train me on 185 straight floats out of Keswick, ON. Retired or semi-retired w/proper licensing, school reg. Able to be consistent 2 x weekly. Gary 905-967-5478 (3119.19819)

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

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325 – MISCELLANEOUS

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340 – PARTS FOR SALE

MGK AERO: Airframe parts from spinner to tailwheel for many singles. Mix of certified and experimental engines, call. Now available: project engines (eliminates the unknowns) sold w/certified crankshaft, crankcase, camshaft, cylinders and logs. Overhauled propellers, avionics, undercarriage, instruments, excellent control surfaces. Parting 1976 C-185, landing gear, one Aerocet float. Call re: project planes. **For Sale:** Beautiful 1967 235 Cherokee, engine 330 SMOH, prop 10 SOH, 9/10 interior, 406, annualued. 204-324-6088 (2576.19650)

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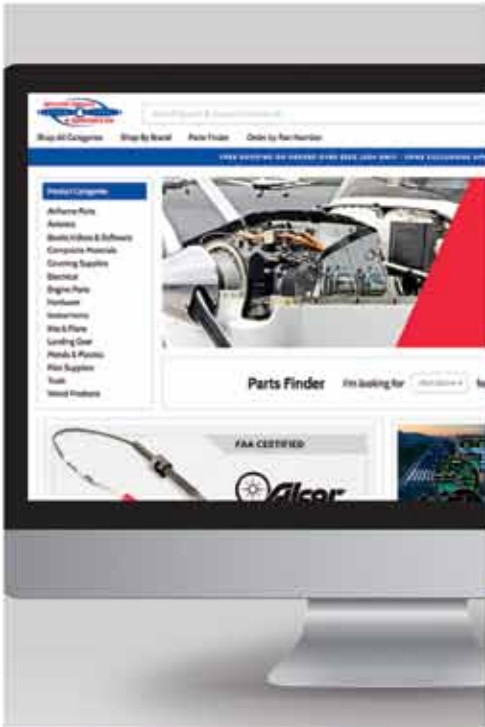
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