

Flight



The Journal of the Canadian Owners and Pilots Association

NOVEMBER 2019

More than
120
Classified Ads
(p.35)

**Flying
in the NWT**
*THREE EDMONTONIANS
MAKE THE TRIP OF A
LIFETIME*

**REMEMBERING
THE LOST ONES**
*THE LEGACY OF THE
BCATP AIRFIELDS*

**SPITFIRE STOPS OVER
IN CANADA**
*HUNDREDS FLOCK TO
SEE BRITISH WARBIRD*

**MILITARY
INFRASTRUCTURE**
*INUVIK AIRPORT TO SEE HUGE
RUNWAY EXTENSION*



RED CANOE & COPA

CAPTURE THE FEELING OF FLIGHT.

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

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

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



his
Pour lui

hers
Pour elle

L'ESSENTIEL, C'EST LE CIEL!

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

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

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

COPA  1952

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

COPA  1952

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



FEATURE

18 THREE EDMONTONIANS HEAD NORTH

When David Edgeworth decided to take up flying as a hobby, little did he expect that a couple of years later he'd be flying up to the spectacular northern territories of Canada. Yet that's where he found himself with his buddies Alex Miles and Dominic Michaud, all three COPA members. And while piling on the miles and hours in his airplane, valuable lessons about flying were learned. On the ground, canoe excursions and fly fishing provided diversion and excitement away from the airways.

ON THE COVER: The midnight sun bears down on float planes docked at D.O.T. Lake near Norman Wells, N.W.T. as their owners attend the Great Northern Fly-In. Photo by Bernard Gervais.

DEPARTMENTS

4 PRESIDENT'S CORNER

LIFT GALA, PILOT SAFETY AND COMMUNICATIONS

6 MAILBOX

BUTTONVILLE BLUES

7 NEWSLINE

COPA'S FIRST LIFT GALA

10 INCIDENTS AND ACCIDENTS

A BRIEF COMPILATION FROM RECENT TCCA REPORTS

13 FLY SAFE

DRESS FOR SUCCESS — AND SURVIVAL

14 YOUNGER VOICES

AVIATION FROM A YOUTHFUL PERSPECTIVE

16 AVIATION ACCESSORIES

COCKPIT WEATHER

23 REGIONS

LOCAL NEWS AND MEMBER ACTIVITIES

29 ON THE HORIZON

MARK YOUR CALENDARS

32 BOOKSHELF

BOOKS BY CANADIAN AUTHORS ABOUT CANADIAN AVIATION

COPA Flight



EDITOR

Steve Drinkwater
steve@copaflight.ca
604.229.1629

CONTRIBUTING EDITOR

Russ Niles

GRAPHIC DESIGNER

Shannon Swanson

DISPLAY ADVERTISING SALES

Katherine Kjaer
250.592.5331

katherine@copaflight.ca

CLASSIFIED ADVERTISING SALES & PRODUCTION

Roberta Drinkwater
1.800.656.7598
admin@copaflight.ca

ACCOUNTS RECEIVABLE Diana Topping
604.339.3612

FINANCIAL CONTROLLER Anthea Williams

ASSISTANT ADMIN Rajei Gill

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



COPA BOARD OF DIRECTORS

B.C. & Yukon

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

Find us on Facebook and Instagram
@copanational #allforflight

COPA Members \$15 per year

Non-Members \$30 per year

Single Copy Price \$4.95

(includes mailing in Canada)

GALA LIFT

SÉCURITÉ DES PILOTES ET COMMUNICATIONS AVEC LES MEMBRES

LIFT — GALA DE LA FONDATION POUR LA SÉCURITÉ AÉRIENNE

Le 3 octobre dernier avait lieu notre tout premier gala pour la Fondation pour la sécurité aérienne (FSA) appelé LIFT. Ce gala était animé par notre directrice, récemment élue, de la Colombie-Britannique et du Yukon, Kate Klassen, qui a guidé la rencontre entre le cofondateur de WestJet Don Bell et de l'astronaute Chris Hadfield, au grand bonheur de tous les invités lors de cette soirée de célébration. Cette dernière n'aurait pas été complète sans une performance musicale de M. Hadfield, qui nous a gâtés avec son interprétation de Space Oddity de David Bowie. La guitare sur laquelle M. Hadfield a joué a été vendue à l'encan crié par le célèbre commissaire-priseur Glenn Grenier (notre conseiller juridique...) pour 4 200 \$, une petite partie des 55 000 \$ (net) amassés pour la FSA ce soir-là par le biais d'un encan silencieux, de l'encan crié ou tout simplement de dons.

L'objectif était de sensibiliser le public à la nécessité de rendre le ciel et notre activité plus sécuritaires. Poursuivre l'important travail de promotion et d'éducation en matière de sécurité dans l'ensemble de la communauté de l'aviation générale du Canada, afin d'offrir de la formation, de l'éducation et des bourses d'études, en partenariat avec nos associations sœurs de partout au pays. Si nous sommes plus sécuritaires en pratiquant notre passion, le régulateur aura moins envie de nous soumettre à de nouveaux règlements ou restrictions, préservant ainsi notre liberté de voler.

Je tiens à remercier tous ceux qui ont participé, nos partenaires et commanditaires, mais surtout ceux qui ont cru en nous de pouvoir relever ce défi, qui nous

ont soutenus dans notre désir d'être les leaders pour la sécurité en aviation générale GA, pour faire une différence.

VITESSE DE MANŒUVRABILITÉ

Un fan de sécurité que nous supportons, Steve Thorne de Flight Chops, a récemment mis en ligne une nouvelle vidéo devenue virale: « Fatal Loss of Control accident d'avion? Every 4 days! Airliner differences + GA's 4 big Failures ». Selon vous, la vitesse de manœuvrabilité de votre avion, c'est un minimum ou un maximum ? Vous serez accro dans les deux premières minutes de cette vidéo, écoutez-la pour la raconter aux autres. Découvrez le reste de la série de Flight Chops sur YouTube.

AIDEZ-NOUS À VOUS AIDER : VOTRE ADRESSE COURRIEL ET VOTRE LANGUE DE CORRESPONDANCE

Malheureusement, nous avons encore environ 20 pour cent de nos membres qui ne nous ont pas fourni une adresse courriel ou même un numéro de téléphone. Cette adresse courriel est strictement utilisée par nous, n'est pas vendue, partagée ou distribuée alors la confidentialité est assurée. Vous serez également informés des sujets critiques ou demeurerez tout simplement informés.

Laissez-nous donc vous aider en nous fournissant votre adresse courriel et le plus d'informations que vous pouvez. Veuillez-vous rendre à copanational.org/fr/membre-mon-profil/ ou appelez-nous à 613-236-4901 si vous avez des problèmes de connexion. Juste en dessous de ce profil, vous trouverez également copanational.org/fr/membre-preferences-de-communications/ pour décider quel type d'information vous voulez recevoir et choisir entre le français ou l'anglais comme langue de correspondance. ✈️

SEND US YOUR STORIES, LETTERS AND PHOTOS

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

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

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

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

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

✉ **BUTTONVILLE BLUES**

The next Transport Minister will, we hope, be willing and able to exercise much needed authority and oversight on Nav Canada where, for all anyone actually knows, bureaucracy has gone mad judging by the ludicrous decision to close the ATC tower at Buttonville (CYKZ) while lowering the floor of the Toronto Control Zone to 2000 feet, leaving barely 500 feet of clearance above Buttonville's circuit height. That airport is home to at least one flight training school, a helicopter training school, is frequently used by corporate jets and is also home to numbers of private GA aircraft.

David Green
Thornhill, Ont.

✉ **OSHAWA AIRPORT TOWN HALL MEETING**

As an airport user and a member in good standing of the Oshawa community, I'd like to offer a few observations and comments from the recent town hall held to consult with stakeholders regarding the new Oshawa Airport Business Plan.

It appears these town hall meetings are no more than a soap box for an angry few to complain and air their grievances with, at times, little or real knowledge of the situation at hand.

I found the mediator to be somewhat off base, unfair, and a little prejudiced towards one side.

While there were a few suggestions for a business plan, the mediator allowed the meeting to become derailed to the point where it became a complaint session rather than an input session.

Few to none of the aviation community spoke; once the time was set after Manny Rosario spoke, who would want to stand up and be booed and told to leave the meeting and other rude things? Comments towards Mr. Rosario included an attendee saying he was go-

ing to come to his house with a chain saw, then had to clarify it that it was just to make noise. Again, it was made clear that this meeting was for input for the business plan, but it turned into nothing more than the same thing being said over and over.

Having Nav Canada and Transport Canada representatives present was a waste of their time. Why were they there? At no time did the moderator say questions could be addressed directly to them, and only once did the moderator ask for clarification from one of the panel members. It was a complete waste of their evening.

Several neighbours were fairly new to the area. I'm guessing their anger is misdirected; they are probably angry with themselves for buying next to an airport, angry with their real estate agent and mostly should be angry with the City for allowing housing so close to the airport. I can tell you from experience, agents showing homes will call an airport to see what runway is in use and will not show a home if it is impacted by flights that day.

I have been on this committee for many years and have attended many town halls. I can see that most of these (but not all) of the neighbours are misinformed and unreasonable. I suggest an aviation stakeholder meeting only if true input from both sides is desired.

I completely get why the aviation users, including myself, did not speak. It doesn't matter what you do or tell the neighbours, you can't make them happy. Each person who spoke believed they were a subject-matter expert. I truly hope the City is not considering letting these few dictate how to run an airport.

I challenge the City to speak directly to the users, to the subject matter experts before moving on or formulating any business plan in regards to the Oshawa Executive Airport (CYOO).

Andy Armstrong
Oshawa, Ont.

COPA'S FIRST LIFT GALA A SUCCESS



A net \$55,000 was raised at COPA's first annual LIFT Gala held at the Telus Spark Centre in Calgary, Alberta on Thursday, October 3. All proceeds will go to COPA's charitable Flight Safety Foundation, which was created in 1974 to provide safety education and related work such as the General Aviation Safety Campaign, as well as putting people through flight training via COPA's Neil J. Armstrong scholarships.

The black-tie event attended by more than 115 people was headlined by two legendary Canadian aviators: WestJet co-founder Don Bell and retired Canadian astronaut and test pilot Chris Hadfield. Both gentlemen were hosted on stage by COPA's newest director, Kate Klassen, who was recently elected to represent British Columbia and the Yukon.

In an interview format, each of the headliners were asked by Klassen a series of questions that allowed both Bell and Hadfield to describe what aviation meant to them, and how they got to where they are today.

▲ A de Havilland Moth welcomed attendees.

One of the highlights of the evening was Hadfield's rendition of the David Bowie hit song Space Oddity, played on a Larrivée guitar, identical to the one he used in the International Space Station while he was station commander. The Vancouver-designed and manufactured guitar, which would normally retail for around \$3,500, fetched \$4,200 during the live auction conducted afterwards by professional lawyer and amateur auctioneer Glen Grenier (who incidentally did an excellent job of entertaining the crowd during the auction).

Other items were claimed after a silent auction as well as a few others during the live auction, including time in WestJet's 737 simulator with Don Bell, and a 40-minute ride again with Bell in his private Airbus helicopter.

The grand prize of a trip for two anywhere in the world WestJet flies was also drawn.

See COPA's Facebook page for photos (www.facebook.com/COPAnational).



600, Chemin des Patriotes
St-Mathias-sur-Richelieu, Quebec
(450) 658-2041
info@aviationbl.com
www.aviationbl.com

YOUR SPECIALIST:

FOR PROPELLERS

LEST WE FORGET

THE LEGACY OF THE BCATP

BY CLARK MORAWETZ



As we turn the calendar to November, we have an opportunity to reflect on our country's history and honour our servicemen and women. This opportunity is, of course, Remembrance Day, which gives Canadians a chance to pause and remember all of those throughout our history who volunteered for their country, often not knowing what their service would entail or where they would be deployed. For the purposes of this article, I will focus on one of the most visible remnants of our military history.

In general aviation, we have a unique legacy from the Second World War. In Canada, many of the airports that we use today, including major airports and small aerodromes, were established through the British Commonwealth Air Training Plan (BCATP).

On September 1, 1939, Germany invaded Poland. Shortly after that in-

vasion, Canada, along with other nations of the British Commonwealth, declared war on Germany. It became apparent early that this war was not going to be fought like any other. This war would require aircraft pilots, and lots of them. By December, 1939, an agreement was reached between Canada, the United Kingdom, Australia and New Zealand to train the allies' pilots in Canada. Canada had large amounts of available land, favourable weather conditions throughout most of the year, and is geographically far enough away from Europe, making an invasion unlikely.

According to the Commonwealth Air Training Plan Museum, the Canadian government agreed to open 60 air training schools across the country and expand 20 existing aviation facilities. At its peak in 1943, the BCATP would lead to the creation of 100 new

Approximately 11,000 Canadians and 8,000 Allied airmen received pilot training on Harvards in Canada during the Second World War.

airfields across Canada while using up to 230 sites, not including relief or satellite airfields. After the war, many of these airfields were turned over to the federal Department of Transportation (now Transport Canada) for use as civilian airports. Many of the aerodromes exist still to this day. They are used for different purposes, some as airports, others provincial parks. One is even utilized as a training academy for a provincial police force.

BCATP aerodromes that still exist are most recognizable from the air. They have three runways, often the same length, and in the shape of a triangle. Many have some sort of memorial to acknowledge their history. These memorials are designated by a mural, a commemorative plaque or, in some cases, as a former military aircraft on a pedestal to mark their place in our country's history. These airports are in cities and towns across the country from Victoria, British Columbia to St. John's, Newfoundland.

As COPA members, we have the benefit of using these airfields as the starting point for our own flying adventures. I urge you, the next time that you visit one of these airfields, to take a moment to reflect and remember those who came before us and those who volunteered to defend our freedom. Their sacrifice has allowed us the freedoms that we enjoy today, including our freedom to fly. ✈️

SILVER SPITFIRE: THE LONGEST FLIGHT

ROUND-THE-WORLD FLIGHT STOPS IN KELOWNA

BY RONNE HEAL



◀ The Kelowna Flying Club played host to this globe-circling Spitfire.

The Silver Spitfire was due to arrive at 10:30. Volunteers arrived early to set up tents and get the coffee on. By 08:30 people were starting to arrive. We were notified that the Spitfire would be stopping over from 10:30 to 12:45 for viewing.

The Club had decided to charge the public five dollars to view the Spitfire, with half the proceeds going to the Spitfire team and the other half going to help the club out financially. As people filed in, there was not one person who did not remark on the value of being able to see such a remarkable aircraft. The simple fact is that they would probably never again be able to see this. The aviation enthusiasts were arriving by the hundreds. They were so amazed that the Kelowna Flying Club was able to pull this off and so thankful that they could enjoy not only the sight of the Silver beast, but the sound of the Merlin engines and the smoke coming from the engines as she started up.

After the Silver Spitfire arrived, the crew graciously spent time with the spectators answering questions and posing for photo ops with anyone who wished one. For many aviation enthusiasts, this was something to tell your grandkids about. The Silver Spitfire Team were blown away by the number of people that came out to see them.

Many of the visitors indicated that they were definitely going to be late for work but they just didn't care. Some things in life are just too precious to ignore. 📸

Follow the Silver Spitfire tour at silverspitfire.com. 📸

Over 700 people turned out at the Kelowna airport (CYLW) on Thursday, September 5 to see a 1943 Supermarine Silver Spitfire, a Mk.IX model, which is on a round-the-world tour. It departed the Chichester/Goodwood airport (EGHR) in England on August 5 and the team is continuing a spectacular mission, passing some of the most famous landmarks on the planet. They have flown over glaciers in Greenland, over New York's Statue of Liberty and will fly over the snow-capped peak of Japan's Mount Fuji.

Lucky for COPA Flight 36 — Kelowna Flying Club, our president Dave McElroy contacted the Spitfire team approximately two weeks before they were to arrive in British Columbia, on their way northwest to Alaska, Russia, Japan and points beyond. McElroy made numerous contacts with the team and also wrote a letter, and included one from MP Stephen Fuhr, CD, inviting them to Kelowna

for a stopover. McElroy also flew down to Madras, Oregon to meet the team four days prior to them leaving on their next leg to again prod them into stopping for a visit. Just 48 hours before they left, the Silver Spitfire team confirmed they would stop at in Kelowna.

We had 48 hours to get ready for one of the aviation wonders of the world. A team of 12 volunteers from the Kelowna Flying Club, under the coordination of Wayne Heal, started working out the details. James Hall, YLW's airport operations manager, was contacted. He and his team were thrilled that the Spitfire was coming and got to work putting together their end of this event.

This was going to be big. We wanted to give as many aviation buffs as we could the opportunity to see this dream of an airplane. Media were advised and we could only hope that people would show up.

INCIDENTS + ACCIDENTS

ATLANTIC REGION

A Moncton Flight College Diamond DA 20-C1 (C-FFQT) on a flight from Greater Moncton/Romeo Leblanc Int'l, NB (CYQM) to Greater Moncton/Romeo Leblanc Int'l, NB (CYQM) reported a green laser attack lasting 5 to 10 minutes in the St. Paul area North of the airport. Royal Canadian Mounted Police (RCMP) and Area Control Centre (ACC) notified. No impact on operations.

An American corporately registered Hawker Beechcraft 900XP (N372GB) on a flight from Reykjavik, Iceland (BIKF) to Bangor Int'l, ME (KBGR) flight planned a level change at 50W from FL380 to FL400. At approximately 50W, the aircraft climbed from FL380 to FL400 without requesting a climb clearance and was never issued a climb clearance. When asked, the aircraft confirmed that they climbed because flight planned that way. No traffic.

QUEBEC REGION

The Remote Aerodrome Advisory Service (RAAS) at Val-d'Or, QC (CYVO) was closed at 0957Z due to a staff shortage at CYVO. The service was provided by the Rouyn-Noranda, QC flight service station (FSS).

A Government of Canada Department of Transport Bell 407 (TGO407) from Montreal/Pierre Elliott Trudeau, QC (CYUL) to Saint-Jean, QC (CYJN) entered the control zone without contacting the tower.

ONTARIO REGION

A 2335661 Ontario Limited Cessna 172M (C-GXIY) on a flight from North Bay, ON (CYYB) to Sudbury, ON (CYSB) inbound from North Bay, made its first call at 10 miles, approximately 2 minutes before entering the zone. The aircraft was a direct conflict for 2 other VFR aircraft in the same area.

The pilot of a Perry + Perry Architects Inc. Cessna 182K (C-GPPA) on a flight from West Bend, WI (KETB) to Sault Ste. Marie, ON (CYAM) crossed the border from the USA without an active transborder flight plan (FP).

PRAIRIE AND NORTHERN REGION

A privately registered Piper PA-34-200T on a flight from Calgary/Springbank, AB (CYBW) to Edmonton Int'l, AB (CYEG) was issued A,B taxi to Apron 2. The aircraft taxied onto Runway 02 by mistake then was issued taxi Runway 02, B1,B to Apron 2. The aircraft then turned onto B2 by mistake and was directed B to Apron 2. Ground had control of Runway 02/20 for unrelated taxiing ground traffic, no impact to operations.

The community aerodrome radio station (CARS) at CZFM, CYSY and CYYH did not operate during published hours. Impact unknown.

PACIFIC REGION

A privately registered Piper PA-12 on floats, on final for Telegraph Creek, BC (Water) (CAH9) had an engine failure and landed in the bush approximately 1NM short the water at approximately 162200Z. 1 person on board. Minimal injury to single person on board but significant damage to the aircraft.

A 1081736 B.C. Ltd. Piper PA-28-140 (C-FLCT) on a flight from Vancouver/Boundary Bay, BC (CZBB) to Vancouver/Boundary Bay, BC (CZBB) was orbiting over WC NDB at 2500 feet without contacting the Abbotsford, BC (CYXX) tower. No operational impact.

A Kispiox Valley Outfitters Ltd. Cessna 180H (C-FHPF) from Pitt Meadows, BC (Water) (CAJ8) to Powell River, BC (CYPW) entered Class C airspace

without a clearance. The aircraft proceeded to fly several miles through the airspace at 7500 feet before exiting the airspace. No operational impact.

RÉGION DE L'ATLANTIQUE

Un Diamond DA 20-C1 (C-FFQT), exploité par le Moncton Flight College, de Grand Moncton/Roméo LeBlanc (CYQM), NB, à Grand Moncton/Roméo LeBlanc (CYQM), NB, a signalé une attaque au laser vert pendant 5 à 10 minutes dans la région de St. Paul au nord de l'aéroport. Gendarmerie royale du Canada (GRC) et centre de contrôle régional (ACC) informés. Aucun impact sur l'exploitation.

Un Hawker Beechcraft 900XP (N372GB) d'immatriculation américaine et d'entreprise, de Reykjavik (BIKF), Islande, à Bangor Int'l (KBGR), ME, prévoyait changer de niveau à 50 ouest, pour passer du FL380 au FL400. À environ 50 ouest, l'aéronef est passé du FL380 au FL400 sans avoir demandé l'autorisation de monter et n'en a jamais reçu. Interrogé, l'aéronef a confirmé qu'il était monté parce que le vol le prévoyait. Pas de trafic.

RÉGION DU QUÉBEC

Le service consultatif télécommandé d'aérodrome (RAAS) de Val-d'Or (CYVO), QC, a été fermé à 0957Z en raison d'une pénurie de personnel à CYVO. Service assuré par la station d'information de vol (FSS) de Rouyn-Noranda, QC.

Un Bell 407, exploité par le gouvernement du Canada, ministère des Transports (TGO407), de Montréal/Pierre-Elliott-Trudeau (CYUL), QC, à Saint-Jean (CYJN), QC, est entré dans la zone de contrôle sans contacter la tour.

RÉGION DE L'ONTARIO

Un Cessna 172M (C-GXIY), exploité par 2335661 Ontario Limited, de North Bay

(CYYB), ON, à Sudbury (CYSB), ON, arrivant de North Bay, a fait son appel initial à 10 NM, environ 2 minutes avant d'entrer dans la zone. L'aéronef s'est retrouvé en conflit direct avec deux autres aéronefs VFR au même endroit.

Le pilote d'un Cessna 182K (C-GPPA) exploité par Perry + Perry Architects Inc., de West Bend (KETB), WI, à Sault Ste. Marie (CYAM), ON, a traversé la frontière des États-Unis sans plan de vol transfrontalier actif.

RÉGION DES PRAIRIES ET DU NORD

Un Piper PA-34-200T, d'immatriculation privée, de Calgary/Springbank (CYBW), AB, à Edmonton (CYEG), AB, devait circuler sur les voies A et B jusqu'à l'aire de trafic 2. L'aéronef s'est engagé par erreur

sur la piste 02, puis a reçu l'instruction de circuler sur la piste 02, B1 et B jusqu'à l'aire de trafic 2. L'aéronef a ensuite tourné sur B2 par erreur et a reçu l'instruction de circuler sur B jusqu'à l'aire de trafic 2. Le sol contrôlait la piste 02/20 en raison d'un trafic, sans rapport, circulant au sol. Aucun impact sur l'exploitation.

Les stations radio d'aérodrome communautaire (CARS) de CZFM, CYSY et CYYH n'ont pas été ouvertes pendant les heures publiées. Impact inconnu.

RÉGION DE PACIFIQUE

Un Piper PA-12 sur flotteurs, d'immatriculation privée, en finale pour Telegraph Creek (Water) (CAH9), BC, a eu une panne moteur et atterri dans un fourré environ 1 NM

avant l'eau vers 2200Z le 16 septembre. 1 personne à bord légèrement blessée. Aéronef très endommagé.

Un Piper PA-28-140 (C-FLCT), exploité par 1081736 B.C. Ltd., de Vancouver/Boundary Bay (CZBB), BC, à Vancouver/Boundary Bay (CZBB), BC, décrivait des orbites au-dessus de WC NDB à 2 500 pi sans contacter la tour d'Abbotsford (CYXX), BC. Aucun impact sur l'exploitation.

Un Cessna 180H (C-FHPF), exploité par Kispiox Valley Outfitters Ltd., de Pitt Meadows (Water) (CAJ8), BC, à Powell River (CYPW), BC, est entré sans autorisation dans l'espace aérien de classe C. L'aéronef a parcouru plusieurs NM dans l'espace aérien à 7 500 pi avant d'en sortir. Aucun impact sur l'exploitation. 📷

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

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



Liability Insurance for COPA Members!

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

Benefits of the program include:

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

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

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



Assurance Responsabilité pour les membres de la COPA!

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

Les avantages du programme incluent entre autres:

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

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

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



ENFORCEMENTS

QUEBEC 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, \$2,500)

A person failed to perform the before take-off checks. (CAR 602.60(4), \$750)

A person operated a VFR aircraft in Class C airspace when they had not received a clearance from the appropriate air traffic control unit before entering the airspace. The pilot-in-command also failed to establish communication with an air traffic control unit. (CAR 601.08(1), \$750; CAR 602.136, \$750)

ONTARIO REGION

A person failed to perform specialized maintenance on an aeronautical product in accordance with a Maintenance Policy Manual established by an Approved Maintenance Organization (AMO). (CAR 571.04(1), \$750)

A person operated an aircraft in Class F Special Use Restricted airspace when it was not authorize to do so by the person specified for that purpose in the Designated Airspace Handbook. (CAR 601.04(2), \$750)

A person operated an aircraft in such a negligent manner as to endanger or likely to endanger the life or property of any person. (CAR 602.01, 60-day licence suspension)

PRAIRIE AND NORTHERN REGION

A person failed to perform specialized maintenance on an aeronautical product in accordance with a Maintenance Policy Manual established by an Approved Maintenance Organization (AMO). The person also installed a part on an aeronautical product when the part failed to



conform to its type design. (CAR 571.04, \$1500, CAR 571.13(1), \$1500)

RÉGION DE QUÉBEC

Une personne a agi en qualité de membre d'équipage de conduite alors que la personne n'était pas titulaire du permis, licence ou de la qualification pertinents et valide. (RAC 403.1, 2 500 \$)

Une personne a omis d'effectuer les vérifications avant décollage. (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. Le commandant de bord de l'aéronef a omis d'établir la communication avec l'unité de contrôle de la circulation aérienne compétente. (RAC 601.08, 750 \$; RAC 602.136, 750 \$)

RÉGION D'ONTARIO

Une personne a omis d'exécuter des travaux de maintenance spécialisée sur un produit aéronautique conformément à un manuel des politiques de maintenance (MPM) établi par le titulaire d'un certificat d'organisme de maintenance agréé (OMA). (RAC 571.04, 750 \$)

Une personne a utilisé un aéronef dans l'espace aérien de classe F à statut spécial réglementé, alors qu'elle n'y était pas autorisée par la personne indiquée dans le Manuel des espaces aériens désignés. (RAC 601.04(2) 750 \$)

Une personne a utilisé un aéronef d'une manière négligente qui constituait ou risquait de constituer un danger pour la vie ou les biens de toute personne. (RAC 602.01, Suspension 60 jours)

RÉGION PRAIRIE ET DU NORD

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

Une personne a omis d'exécuter des travaux de maintenance spécialisée sur un produit aéronautique conformément à un manuel des politiques de maintenance (MPM) établi par le titulaire d'un certificat d'organisme de maintenance agréé (OMA). La personne a aussi monté une pièce sur un produit aéronautique alors que la pièce n'était pas conforme à sa définition de type. (RAC 571.04, 1 500 \$, RAC 571.13(1), 1 000 \$)

DRESS FOR SUCCESS — AND SURVIVAL

PRE-FLIGHTING YOU AND YOUR AIRCRAFT FOR FALL FLYING



As the days begin to get shorter, cooler mornings remind us it is time to think about fall flying. For most of us, that means we need to rethink how we prepare for our next flight. Let's imagine ourselves at home on a nice fall day preparing for our next flight to spot some fall colours.

Before we even leave for the airport, we need to consider what to wear for fall flying. Despite there being some warm temperatures during the day that can make it feel like summer is still hanging around, the evenings and overnights will remind you that winter is just around the corner. Dress accordingly. Bring layers of clothing that can be easily donned or removed based on your aircraft's cabin temperature.

What kind of footwear do you have on? If you are about to head out the door and you have footwear on that

would fit in at the beach, you should reconsider your choice. It's important to be comfortable while we fly, but you must also be prepared for the worst scenarios. What if you have an

"IT'S IMPORTANT TO BE COMFORTABLE WHILE WE FLY, BUT YOU MUST ALSO BE PREPARED FOR THE WORST SCENARIOS."

accident and need to walk to find help? You will wish at that time that you had proper shoes or even boots on.

Have you had a look in your first aid kit recently? Now is a good time to review its contents.

Now that we have prepared ourselves and our kit for flying, we have to consider the changing weather. As opposed to flying through light precipitation or through a cloud layer (if you are IFR), now is the time of year when you really have to consider the freezing level. What is the freezing level? That is the temperature at which liquid water will form into a solid and becomes ice or frost. How do we determine what the freezing level is? We can find out what the freezing level is by looking at a GFA, calling your local Flight Information Centre or by using an app like ForeFlight.

Lastly, as we march towards winter, we have to acknowledge that the days are getting shorter. If you are night rated, no problem. If you do not have a night rating, make sure that you look up the time that the sun sets before you depart on your fall foliage flying adventure.

Wherever your flying exploits take you this fall, fly safely. ✈️

BUILDING COMMUNITY

THE CNY3 KIDS OF COLLINGWOOD AIRPORT



As the escarpment drops down and the valley opens up, you'll spot the township of Collingwood, Ontario. Nestled along the coast of Georgian Bay, with turquoise water that could make a sailor cry, it's no mystery why it's a favourite destination for many pilots. Friendly airport staff and an amazing café, now called the Spitfire Canteen, are amongst some of the reasons why even locals have taken notice of this hidden gem. But there is something else happening at Collingwood airport (CNY3) that you may miss at first glance. It's becoming a meeting place for young aviators. It can be difficult finding young pilots with a passion for General Aviation. The airline dream consumes many young aviators' aspirations but there are those with a thirst for adventure, the great blue sky and the sound of a single piston engine.

At this airport they've started to call themselves 'CNY3 Kids'.

Over the last year many new faces have started to appear among the hangars that hug Runway 01. Namely, a husband and wife team that moved their business named 'Macizzle Aero' from Kitchener-Waterloo last June and operate an aircraft maintenance facility. Adam and Traci MacCabe quickly won the hearts of resident pilots with their knowledgeable and honest business practices. Macizzle Aero also sponsors the maintenance of the aircraft flown by professional aerobatic pilots Mike Tryggvason and Todd Farrell. Adam is the president of Aerobatics Canada Ontario Chapter 3 and was also the technician for Pete McLeod and Team Canada at the Red Bull Air Races. The Macizzles work together to run the day-to-day operations of the business but also both share a passion

▲ From left: Marcus Vogel, Anna Rusinowski, Jason Kot and Murray Kot huddle under Murray Kot's Cessna L-19.

for flight, often sneaking up for a quick rip at the end of the day before night settles on the sleepy town.

This is the part of the story where I tell you that I also moved to Collingwood this year. I had been visiting for years but only recently made the decision to leave the city behind. The community of aviators here is unlike anywhere else I have experienced in the province. With Hawaiian Fly-ins, barbecues and Thanksgiving dinners hosted in the hangar, this fun group of friends is breathing new life into GA and drawing in youth from neighbouring airports. With the help of social media channels like Instagram, their network is growing and more people are venturing up to visit and enjoying the skies

PHOTO: SUBMITTED

together. Always a new adventure, whether it be a first flight to Oshkosh, a formation flight to Tobermory or a joyride to Killarney, there is never a lack of places to go. More importantly, young pilots to enjoy it with. Just this past weekend we hosted a barbecue that drew numerous young aviators from neighbouring towns. The next day we went on a three-ship formation flight for fish and chips with new friends.

My hope is that by sharing this story, more young pilots will reach out and try to get involved, if not at Collingwood airport, than in their own communities. I understand that if you don't have access to an aircraft, outside of a flight school rental, it can be difficult. I

"MY HOPE IS THAT BY SHARING THIS STORY, MORE YOUNG PILOTS WILL REACH OUT AND TRY TO GET INVOLVED..."

myself am in a similar position but I am so grateful to the community here that takes every opportunity to share their time, airplanes and knowledge with me and other pilots. It is so important that we support each other and include others so that we may grow strong as a community and encourage others to get involved with aviation. With exciting changes at the airport on the horizon, it is safe to assume that the GA community will only grow stronger in the coming years at Collingwood. The next time you're looking for a friend, a change of scenery or an adventure, remember to reach out. We are always welcoming new friends, and eager to share stories and food.

It's All About Flight. 🛩️

✉️ aviatrixannie@gmail.com

📷 @pilotannie

🐦 #allforflight

Waterloo Wellington Flight Centre

The Skills You Need — The School You Want



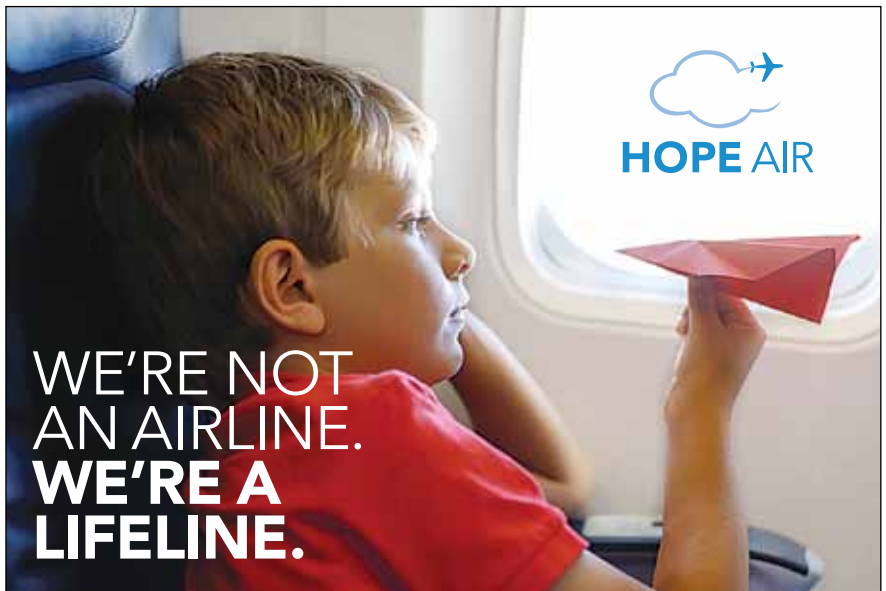
Strong **education** and **industry partnerships**, give our graduates a **competitive edge** and the **skills** needed to fly in jobs across Canada.

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

Partnered with:



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



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

To learn more and to donate, visit hopeair.ca

COCKPIT WEATHER

MANY OPTIONS TO CHOOSE FROM



A flight around the circuit on a VFR day does not require a lot of weather (Wx) planning outside of reviewing the METARs and TAF. A three-hour cross-country flight, transiting between weather systems, can see changes to Wx en route and at the final destination. Many of us fly piston-powered aircraft below 18,000 feet, meaning in the weather. Pilots flying turbines and jets are able to get above the Wx for the bulk of their flight. But the same problem exists, as the pilot descends into the weather flying the approach at the destination airport. Access to inflight Wx tools helps pilots make informed decisions.

Inflight aviation Wx sources include a call to Flight Services or ATC, ADS-B IN (978 MHz, U.S. only), airborne data access (LTE or satellite delivered), an airport's ATIS/AWOS/LWIS, SiriusXM Wx, onboard lightning detector, and onboard radar. Access to Wx data such as

METARs/TAFs/NEXRAD while en route to your destination airport provides a certain degree of comfort while allowing for planning to an alternate airport if the Wx at the destination airport goes below your personal comfort levels. Wx solutions require a service, wireless communications, onboard hardware, or an App. As an example, SiriusXM's Wx service delivers over satellite to a Garmin GDL 52 portable receiver using ForeFlight to display the Wx products.

Cellular connectivity can be used to drive EFBs, browser based websites (flightplanning.navcanada.ca) and Wx apps such as AeroWeather. Typically, the connectivity robustness of the cellular connection will be diminished as your aircraft transitions between cellular towers or gains altitude. Don't expect the same performance while airborne versus the departure airport's pilot lounge (LTE or Wi-Fi). Airborne cellular connectivity is not pervasive and as such should not be relied upon. As the aircraft ascends

into the higher altitudes, cellular reception will diminish until it is lost. In comes satellite connectivity.

Satellite Wx can be delivered through two connection types: SiriusXM and IP (Globalstar, Iridium and Telesat). SiriusXM provides a variety of aviator Wx products which are delivered to the cockpit through an XM receiver. The Wx data is aged when it is downloaded to your receiver and could be up to 20 minutes old. SiriusXM's satellite provides coverage for most of Canada, excluding the North and parts of Labrador. Garmin XM receivers include GDL 52/52R, GXM 42, GDL 69a, GRS 52 and legacy XM-equipped GPS handhelds. Before the advent of the iPad and EFBs like ForeFlight and Garmin Pilot, Garmin's GPSMAP 396/496 was a cost-effective solution for receiving XM Wx. Garmin's Connex product, when coupled with a GRS 56, provides Wx products, messaging and telephone calls, all integrated into the panel, controllable by

Garmin Pilot and/or the panel's avionics. Pilot/owners on a budget may wish to consider older technologies such as SiriusXM's discontinued SXAR1 (for use with ForeFlight).

For aircraft renters, a portable device like Garmin's GDL 51/52 is ideal. The battery powered GDL 51(XM only)/52 (ADS-B and XM) uses Bluetooth to connect to your tablet/smartphone and supports many EFBs like ForeFlight, Garmin Pilot and FltPlan GO (WingX does not support XM). The receiver includes XM, GPS, ADS-B (GDL 52), Bluetooth, altitude sensor, cabin pressure sensor, internal battery, mounting hardware and a variety of external ports. The receiver's Bluetooth permits the connection of two smart devices at a time. Included is both USB and cigarette lighter adapter charging cables, with a battery capacity of five hours. External ports allows the GDL 51/52 to be integrated to a variety of Garmin products, as well as to power, external GPS, XM and ADS-B antennas. The GDL 51/52 can be hardwired with data displayed onto Garmin's Aera 660/795/796 portables and G3X panel touch displays, with audio connectivity to a variety of audio panels. Garmin Pilot (which can be used in subscription-free mode) can be used to control the GDL 51/52, such as firmware upgrades, XM Audio channel and volume, Bluetooth; AHRS and ADS-B. A three-month free trial subscription of SiriusXM Wx is included. The GDL52 is C\$1,598 with XM/ADS-B, while the GDL51 is C\$903 with XM only. For pilot/owners who wish to integrate XM Wx with panel-mounted NAV/COMs like Garmin's GTX/GNS or Avidyne's IFD, Garmin's 69/69A should be considered.

Sirius Canada's Aviator packages are (monthly/annual): Express (C\$29.99/C\$329.89), Preferred (C\$59.99/C\$659.89), Pro (C\$99.99/C\$1,089.99) and Pilot for ForeFlight (C\$39.99/C\$439.89). Annual contracts deliver 12 months for the price of 11 months. See their website for more package details. A service subscription is paired to the XM antenna's serial number. Your service can be moved to a new receiver through



a quick call to technical support. SiriusXM audio services can be added into your subscription at a discounted rate. Purchase any new SiriusXM Aviation subscription between January 1 and December 31, 2019 and receive a complimentary one-year COPA membership, or a credit towards your next membership renewal. SiriusXM offers a C\$200 mail-in rebate based upon purchasing certain Garmin XM receivers until December 31, 2019.

The GDL 52 and SiriusXM weather are perfect for Canadians flying in North America. ADS-B IN provides Wx products while in or near U.S. airspace where ADS-B infrastructure has been built with overlapping ground radar. For the most part, while flying in the GTA with less than 60 nm to Buffalo, ADS-B Wx is rarely seen at altitudes below 3,000 feet. Canadian METAR and TAFs are not included. TIP - in ForeFlight, the Wx source is identified (in parentheses).

An alternative to this tech is a call to a Flight Service Station (FSS) for a weather update. FSS can be reached on 126.7 MHz or on discrete frequencies found in the FISE RCO Radio Calls-Signs sub-section of the Planning section in the Canadian Flight Supplement. Monthly Wx subscriptions cost less than what we might spend on coffee. Having access to Wx en route provides an element of comfort, not to mention safety, which is priceless. ☺



Discount Avionics

**BEST PRICE FOR
ELT CERTIFICATION
FOR BOTH NEW
+ OLDER MODELS**



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

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

**LET'S START THE YEAR
ON A GOOD FREQUENCY!**

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



THREE INTREPID ALBERTANS **HEAD NORTH**

YET MORE CANADIAN PILOTS DRAWN TO THE
LAND OF THE MIDNIGHT SUN

By David Edgeworth

A few minutes after levelling off at 9,500 feet, Alex noticed that one of our fuel bladders had sprung a leak. As 100LL fumes filled the cabin, I began an emergency descent in full forward-slip while Alex sealed the bladder with a multi-tool I keep in my flight bag. We decided to let Fort St. John radio know we were diverting towards them due to fumes in the cabin. The flight services specialist was very helpful, giving us updated weather information on nearby rain cells and preparing the fire trucks; thankfully, we didn't need them.

It all started when I met Alex Miles a couple of years ago, in our first year of medical school, over lunch at a pub beside the University of Alberta Hospital. I was someone who had always dreamed of flight, but never considered it a realistic goal, and Alex was telling me about his Cessna 150 and the journey to his private pilot licence. This made my dream feel obtainable, and when I told him I was going to seriously consider pursuing a PPL, he said "I'll tell you what, if you do it, we'll buy an airplane together and fly anywhere you want to." I laughed, telling him that I had always wanted to see the North Pole. "Done", he said. Neither of us paid much attention at the time to the commitment that we had just made.

The following summer, I flew five days a week with the Edmonton Flying Club to earn a PPL. With the ink still wet on my new licence, fortune smiled on us; Alex had heard of a Cherokee 180 for sale from a retired doctor in Saskatchewan and who was happy to see his pride and joy fall into the hands of a couple of eager medical students. With the plane in our possession, Alex and I started making some more serious plans for an adventure to the North — the North Pole was out of the question with our 100LL piston-pounder, but with some careful fuel calculations, a trip to see the Arctic Ocean was possible. As soon as school let out for the summer, we pulled the wheel pants off and got to work removing the back seat from the Cherokee. Alex invited a friend, Dominic Michaud, to round out our trio — the proud owner of a Cessna 175 who had missed his last opportunity to fly up north of the Arctic Circle.



What had started as an impossible goal almost two years prior was now a reality; we lifted off as a flight of two from Grande Prairie airport in Alberta (CYQU) en route to Yellowknife in the Northwest Territories with the Cherokee a whopping eight pounds under gross weight. We landed at the Yellowknife airport (CYZF) with the sun still high at 23:00. Alex and I agreed that it was the most beautiful flying we could possibly imagine. We still had no idea of what was to come in the next two weeks.

"IN TRUE VFR FASHION, WE FOLLOWED THE MIGHTY MACKENZIE RIVER UP TO NORMAN WELLS..."

The next day we left Yellowknife and stopped briefly for fuel in Fort Simpson (CYFS). From there, in true VFR fashion, we followed the mighty Mackenzie River up to Norman Wells (CYVQ) for the Great Northern Fly-In. Our day was filled with a once-in-a-lifetime ride in one of two remaining Bellanca Pace-makers, a walking tour of the unique town of Norman Wells and a 1920s-themed aviation party. Alex and I again commented on how amazing the North is, a sentiment that we'd repeat countless times in the days to come.

We talked our Peace Region neighbours into joining us for the remainder of our trip — not a hard sell, when your next camping spot is in the Yukon, at an abandoned Cold-War-era radar station on the shores of the Arctic Ocean. The four planes departed Norman Wells and flew north to Inuvik (CYEV) for fuel. This was our most northern 100LL stop, so we filled our collapsible fuel bladders before setting off once again. As we crossed the Mackenzie River delta and followed the coastline to the west, I realized that this was the only place I had seen totally untouched by human activity; flying in northern



Alberta is remote, but you can't seem to get away from pipelines or pumpjacks. Up here, in the Territories, we were flying over rivers and tundra with no sign of development as far as the eye could see. This was an amazing thing to behold, even though every single bump and RPM fluctuation had us on edge.

Flying west along the coastline, the main goal of our whole trip appeared in the distance; Shingle Point airport (CYUA) was unmistakable with its huge white radar domes sticking out against the brown Arctic tundra. I got to put my precautionary landing skills to the test, flying over the gravel runway to check for holes and objects, and was surprised to find the strip in near-immaculate condition. My first gravel landing was a success, and we got to work setting up camp before hiking off to touch the Arctic Ocean. Early morning (02:00) came quickly — the sun hadn't moved in the sky since we arrived, and we wouldn't see it set again for at least a week. Despite it being July, we spent a chilly couple of nights under the midnight sun. After thousands of mosquito bites, a couple of failed attempts at fly fishing, and an unplanned call to NORAD to explain our intentions at the base, Alex and I took off again to the west in search of Herschel Island. We circled the island, keeping a respectful distance from a herd of muskox along the way, and waved our wings at the locals before heading back to Inuvik to refuel.

We followed the infamous Dempster Highway towards our next overnight stop, Dawson City (CYDA). Along the way is Wiley 'airport' (CAJ2), a straight section of the gravel highway on a ridge about 2,600 feet long and 30 feet wide with signs on either side warning motorists of possible aircraft activity — Alex and I knew that we didn't come all this way to pass on the chance of landing on the Dempster Highway. After a couple of circuits to let the few vehicles pass through the area, and with white knuckles and a pounding heart, I set down on the narrow highway and silently thanked my



ever-patient flight instructor for teaching me centreline control the previous summer. We emptied our fuel bladders into the main tanks, pushed the plane around, and Alex took off for Dawson City with a convoy of vehicles waiting patiently on either end of the 'runway'.

Our approach through the mountains into Dawson City was not only breathtaking but, as it turned out, timely; forest fires and a couple of low pressure systems would keep us grounded for the following four days. We made the most of our time in Dawson City though — we canoed down the Klondike River, fly-fished at its conflu-

▲ Top photo: Author David Edgeworth and his Piper Cherokee after landing on a dirt strip/road.

ence with the Yukon River, enjoyed a historical can-can show at Diamond-Tooth Gerties and toured the massive gold dredges nearby.

After four days, our window to leave for Whitehorse finally came. With the lowest ceilings of the trip, we took off and I immediately ran into my first mechanical problem as a pilot — even with full nose-down trim, the plane was still trying to pitch up into a stall on our climb out. I was thankful to have Alex in the



◀ Typical ramp parking at most airstrips in the North

We fueled up and decided to push on to our last overnight spot, rather than spending the night and risking the smoke and weather following us in. We had another gorgeous, smooth flight through the mountains and landed at Watson Lake (CYQH), a very GA-friendly and unique airport. Thanks to some clever gravelling around the airport, we taxied off the apron and right up to the edge of the lake (just off the approach end of runway 08). We set the tents up, fired up the wood stove in the gazebo, and caught some fresh fish for dinner while watching King Aurs come in over our heads.

The next day we packed up for the last time; it was time to head home. We said goodbye to Watson Lake Radio, and flew to Fort Nelson, British Columbia (CYFE) for our last fuel stop of the trip. We topped off, admired some U.S. Army UH-60 Blackhawks en route to (or maybe from) Alaska, and set course to Grande Prairie.

After our fuel leak was dealt that was followed by an uneventful landing, we poured the fuel bladders into the wing tanks, and were home in Grande Prairie a couple of hours, and 3,000 nautical miles, later.

To view more photos of this adventure, check out @edge95 on Instagram. 📸

plane with me at this point. As we prepared to return to the airport, Alex was able to follow the shaft of the yoke underneath the panel and somehow found our issue: a bundle of wires that had not been properly secured had wrapped themselves around a bolt on the yoke and were holding it in an aft position. He released the wires, and we continued down through the Yukon River valley towards Whitehorse airport (CYXY).

Unfortunately our bad luck with the weather persisted; as the ceilings

began to drop into the valley, we all agreed that it was time to reconsider our options. We were close to a long grass runway at Minto Landing (CML7), so I made my first true diversion and landed without incident. We took the opportunity to zip-tie the problem wires out of the way, and within an hour (and in true Yukon fashion) the weather had improved well enough for us to continue on into Whitehorse — the only control zone of our entire northern trip.

3-2-1 OFFER

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

Learn more at: siriusxm.ca/aviation

Conditions apply. See offer details.

DOORS OPEN ONTARIO

OSHAWA AIRPORT SHOWS ITS STUFF

PHOTOS BY GUSTAVO CORUJO

Oshawa's Executive Airport (CYOO) threw open its doors on September 28, playing its role in the province-wide Doors Open Ontario initiative. A variety of attractions and events took place, including aircraft and automobile exhibits. Among the aircraft present were a North American Harvard, Dassault Falcon, a Douglas DC-3, a Piper Malibu, a Beech King Air C90, a Mitsubishi MU-2, an Antonov AN-2P and many others.

In addition to displays of muscle and vintage automobiles were a number of vintage army vehicles, including tanks and armored personnel carriers, the latter category being on display at the Ontario Regiment Museum on the south side of Oshawa airport.

Exhibitors included the Durham Flight Centre, who were exhibiting some of their Cessna 172 training aircraft and field enquiries about flight training.

Oshawa airport got its start as a British Commonwealth Air Training Plan facility in June, 1941. No. 20 Elementary Flying Training School was based there, when it was known as RCAF Station Oshawa. The school closed down in December of 1944 and the federal Department of Transport took over the airfield. Just three years later, the Town of Oshawa, as it was then known, took over the facility from the DOT.

Today the airport is home to over 29 business and organizations, including the Durham Regional Police Service, Enterprise Air, Canadian Flight Academy/Toronto Airways Limited and the Oshawa Military and Industrial Museum.



Lots of wings and wheels at the Oshawa airport during Open Doors Oshawa. ▶

MAJOR EXPANSION COMING TO INUVIK AIRPORT

CLIMATE CHANGE REQUIRES MAJOR GROUND WORK



Inuvik's Mike Zubko airport (CYEV) in the Northwest Territories is a clear victim of the warming of the Arctic regions of Canada. As average temperatures rise, the permafrost is adversely affected; settling and buckling of paved surfaces accompany melting permafrost.

Late last June a project was announced that will widen the runway and taxiway embankments in an effort to protect the underlying permafrost. The value of the project is \$22 million, with the federal government contributing \$16.5 million and the territorial government \$5.5 million.

"We had some dips that have showed up in the runway in the past that we've dealt with," airport manager Jason MacNeil said. "We've had to redirect some drainage around the airport as well in the past couple years."

Fast forward to September and Defence Minister Harjit Sajjan announced in Yellowknife that the federal government will provide up to \$150 million over five years to modernize and extend the 6,001-foot runway at Inuvik's airport, which serves as a Forward Operating Location for the RCAF. The intention is to allow for a greater variety of RCAF and other military aircraft in support of NORAD operations. The extension will add another 3,000 feet

▲ An aerial summer-time view of the Mike Zubko airport in Inuvik, Northwest Territories. Photo was taken in 1996.

to the runway's length. Runway lighting, navigational equipment and military aircraft landing systems will all be upgraded as well.

At present, arresting cables need to be deployed to receive CF-188s that land at Inuvik's airport. That involves shutting down the runway before the fighters land and until the arresting cables are cleared away from the runway.

"It is critically important that the women and men of the Canadian Armed Forces have the infrastructure they need to train and perform their duties effectively," said Minister Sajjan. "This is especially true in the Arctic, where we face unique safety and security concerns as a result of climate change. This investment will ensure that our Canadian Armed Forces are well-prepared and equipped to respond to whatever challenges they might face in the future."

Grant Hood, Inuvik's senior administrative officer, also sees the potential for greater tourism as the airport would then be able to accommodate much bigger aircraft. "We think there'll be opportunities for local businesses," he said.

Tendering is expected to take place in 2020. 🌱

CRISIS BREWING IN INUVIK



A warming Arctic is cause for great concern for the Town of Inuvik, located 200 kilometres north of the Arctic Circle. Inuvik's municipal utilities — sewer and water — are mostly located in above-ground heated and insulated precast concrete trenches called Utilidors.

Burying the piping in the ground would just lead to the melting of the surrounding permafrost, and not heating them would lead to the contents being frozen solid as soon as autumn temperatures begin to plunge.

"Our number one preoccupation as a municipality is climate change and how it is affecting the delivery municipal utilities," Inuvik mayor Natasha Kulikowski told COPA Flight's editor during a stopover in Inuvik last June.

The melting permafrost is causing the Utilidors to heave in places, leading to leaks.

PENTICTON'S SHRINKING RUNWAY

NEARBY LUMBER MILL OBSTRUCTS APPROACH



The length of usable runway at the federally owned and operated Penticton airport (CYF) in the south Okanagan region of British Columbia has been shortened by Transport Canada, which may lead to the disruption of local flights, both general aviation and airlines.

The threshold of the airport's 6000-foot Runway 16 has been displaced by 470 feet. According to a NOTAM currently in place, this is 'due to an obstacle 2,584 feet before the threshold of Runway 16 and 266 feet left of the extended runway centreline and 70 feet above ground level.' Local media has identified the obstacle as an exhaust system attached to a mill.

"The shortened runway has impacts to specific navigational aids that affect some flights that arrive at night and during periods of poor weather," according to Alexandre Desjardins, a spokesman for Transport Canada. "Transport Canada regrets any inconvenience this may cause to travellers, and ask for their co-operation and patience while we resolve this situation."

Although the obstacle has been in place for years, the risk was reassessed during a recent audit by Transport Canada, resulting in the decision to effectively shorten the runway. Desjardins went on to state, "Transport Canada has taken immediate action to address this, such as temporarily displacing the run-

▲ The smokestack in question can be seen towering above the Greenwood Forest Products mill.

way threshold. The department continues to review several long-term options regarding the obstacle issue, while also minimizing impacts to the airport users."

Both airlines that service Penticton airport, Air Canada Jazz and WestJet Encore, have stated that the shortening of the runway could adversely affect their operations.

Wade Walker, CEO of Greenwood Forest Products, the owner of the mill in question, has not said whether or not he is working with Transport Canada to resolve the problem. 🌲

REGIONS QUEBEC



MERCI AUX BÉNÉVOLES!

TEXTE ET PHOTOS:
JEAN-PIERRE BONIN

Alors que novembre arrive avec son ciel gris et ses week-ends pluvieux, les rendez-vous aériens (RVA) et les spectacles aériens de l'été dernier ne sont plus que souvenirs. Alors prenons un moment pour remercier tous les responsables des RVA avec un merci spécial aux bénévoles sans qui rien de tout cela ne serait possible. Les photos sont tirées d'événements québécois mais l'intention vise les bénévoles d'un océan à l'autre.



THANKS TO THE FLY-IN VOLUNTEERS

As November arrives with grey skies and rainy weekends, the fly-ins and air shows from last summer are all but memories. So let's take a moment to thank all those responsible for fly-ins with special thanks to the volunteers without whom none would be possible. The photos are of Quebec events but thanks go out to the volunteers across this land. 🇨🇦





Take Command of your Future

Learn everything you need to know about flying... from the ground up.

Your Foundation

Exam Preparation

Career Consolidation

Follow us @

aviationpublishers.com

AIRLINE SUES MONCTON AIRPORT

747 CARGO PLANE DAMAGED BY SNOWBANK



American cargo airline Kalitta Air is suing the Greater Moncton International Airport Authority, the U.S.-headquartered Airport Terminal Services and its Canadian subsidiary for what it says was negligent ground marshalling that led to one of the huge aircraft's engines striking a snowbank during ground manoeuvres. The airline is claiming \$630,000 in damages plus court costs and "any relief a judge may order if the case is successful."

The incident occurred in the evening last March 11 when the Michigan-based Boeing 747 was taxiing on the ramp at Moncton airport (CYQM), following visual signals from the ramp attendants. One of its four engines then struck a snowbank, "...resulting in significant damage to the engine and aircraft," according to the claim.



Kalitta was planning to load seafood and fly it directly to China, a growing market for Atlantic seafood.

The export of seafood products is a key industry segment that Moncton and the airport is vying to expand. Seafood products for shipment by air are handled by Xtreme Cold Storage, a 6,500-square-metre (70,000 square-foot) bonded warehouse and logistics

▲ Top: A view of Kalitta Air's 747 on approach to Hong Kong airport. Bottom: Xtreme Cold Storage facility at Moncton airport.

centre located at Moncton airport with direct airside access. The Kalitta 747 began flying out of Moncton in the summer of 2018, carrying lobsters and other seafood to China. 🦞

ON THE HORIZON

REGULARLY HELD EVENTS

AIRDRIE, AB (CEF4)

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

ARNPRIOR, ON

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

BANCROFT, ON (CNW3)

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

BEAVERLODGE, AB (CYQU)

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

BONNYVILLE, AB (CYBF)

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

BORDEN, ON (CNV8)

Flight 84 — Borden Flying Club monthly meet-
ing 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

BUTTONVILLE, ON (CYKZ)

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

CALGARY, AB (CYBW)

Flight 114 - Monthly meeting 2nd
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.
timm@schinkels.ca

CLARENCE-ROCKLAND, ON

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

COLD LAKE, AB (CEN5)

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

CORNWALL, ON (CYCC)

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

DAWSON CREEK, BC (CYDQ)

Flight 183 - Mile Zero Flying Club
monthly meeting last Thursday.
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.

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.copanational.org

HINTON, AB (EE4)

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



MADE FOR HARSH CANADIAN WINTERS!

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

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

We also manufacture

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

LOCATED IN ORILLIA, ONTARIO

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



MADE IN
CANADA

LIST YOUR EVENT IN COPA FLIGHT

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

ON THE HORIZON

INNISFAIL, AB (CEM4)

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

IRON CREEK, AB (CEK6)

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

KAMLOOPS, BC (CYKA)

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

KELOWNA, BC (CYLW)

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

KINGSTON, ON (CCE6)

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

KITCHENER, ON (CYKF)

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

LAC LA BICHE, AB (CYLB)

Flight 165 - Monthly meeting 3rd Monday at 19:00, Terminal building. lACLAbicheflyingclub.ca

LETHBRIDGE, AB (CYQL)

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

LINDSAY, ON (CNF4)

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

LONDON, ON (CYQS)

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

MAPLE CREEK, SK (CYQ4)

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

MEDICINE HAT, AB (CYXH)

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

MIRAMICHI, MB (CYCH)

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

NANAIMO, BC (CYCD)

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

NELSON, BC (CZNL)

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

NORTH BAY, ON (CYYB)

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

OLDS DIDSBURY (CEA3)

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

Flight 81 — Monthly meeting 19:30

last Monday, Okotoks Elks Hall foothillsflyingclub.com

OLDS-DIDSBURY, AB (CEA3)

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

OSHAWA, ON (CYYO)

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 (CYYF)

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



CERTIFIED
LYCOMING & CONTINENTAL
PISTON ENGINES & ACCESSORIES

SUPERIOR
AIR PARTS

TEMPEST AEROSPACE

PRECISION
AIRCRAFT

WING

TANIS
WILSON

electroair
ELECTRONIC IGNITION SYSTEMS

Installation center



REPAIR • OVERHAUL • NDT
COMPONENT PAINTING • AIRCRAFT SERVICE

1-800-667-0522

WWW.PROAEROAV.COM



PROGRESSIVE AIR
SERVICES

GLOBAL DISTRIBUTOR OF
CERTIFIED PISTON ENGINES & PARTS



1-800-264-6019

WWW.PROGRESSIVEAIR.COM

ON THE HORIZON

PONTIAC, QC

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

PRINCE GEORGE, BC (CYXS)

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

QUALICUM BEACH, BC (CAT4)

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

QUEBEC, QC

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

RED DEER, AB (CYQF)

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

RUSSELL, MB (CJW5)

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

SASKATOON, SK (CYXE)

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

SARNIA, ON

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

SEDGEWICK, AB (CEK6)

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

SHOAL LAKE, MB (CKL5)

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

SUNDRE, AB (CFN7)

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

TISDALE, SK (CJY3)

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

VAL D'OR, QC (CYVO)

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

VERNON, BC (CYVK)

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

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

VERMILLION, AB (CYVG)

Flight 204 — Monthly meeting 2nd Wednesday. 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



ABS Academy Maintenance Training Graduate



General Aviation Maintenance

STC Product Installation

Avionic Upgrades Available

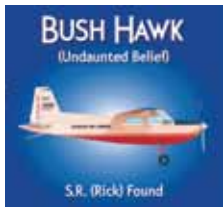
Altimeter, Transponder,
Mode C & S, ADS-B Recertification

Reliable and Dependable Service Since 1964 / Under New Ownership

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

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

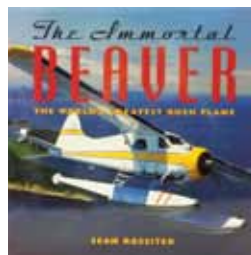
www.lakecentral.com



**BUSH HAWK
(UNDAUNTED BELIEF)**

The famed FBA-2 known by bush pilots simply as the “Found” outlasted all of its competitors. Meet Bud Found, aptly cited for his undaunted belief in the aircraft born of his skill and imagination that would ultimately be named the Bush Hawk and bring pride to Canadians.

By S.R. (Rick) Found
Price: \$34.00 (includes shipping)



**THE IMMORTAL
BEAVER**

Developed soon after World War II, the de Havilland Beaver

has become one of the most successful and long-lived designs in aviation history. The Beaver was adopted worldwide, and in certain jobs it has yet to be surpassed. This colourful retelling of the Beaver saga also captures the unforgettable characters behind the airplane.

By Sean Rossiter
Price: \$34.95 (includes shipping)



**SWISSAIR
DOWN**

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

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

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



GEMINI FLIGHT

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

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

By Douglas Warren
Price: \$26.95 (includes shipping)



JOHNNY

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

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

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

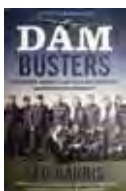


**THE CANADIAN
AIR FORCE AT
HIGH RIVER**

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

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

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



DAMBUSTERS

Based on interviews, personal accounts, flight logs, maps and photographs of the Canadians involved, Dam Busters recounts the dramatic story of the young Commonwealth bomber crews tasked with a high-risk mission against an enemy prepared to defend the Fatherland to the death.

Author: Ted Barris
Price: \$35.50 (includes shipping)



AIRBORNE

In this story of a father and son, Jonathan decided to track down the object that had once given his father so much joy: a tiny single-seat biplane called Charlie Foxtrot Foxtrot Alpha Mike and retrace his father’s airborne life.

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



**OTTER
AND
TWIN
OTTER**

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

By Sean Rossiter
Price: \$19.95 (includes shipping)



RIDING THE FIRE

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

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

By Don Ledger
Price \$28.95 (includes shipping)

THE COAST DOG SERIES

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

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



LOST: UNSOLVED MYSTERIES

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

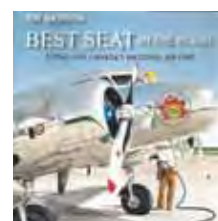
By Shirlee Smith Matheson
Price: \$26.95 (includes shipping)



YUKON WINGS

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

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



BEST SEAT IN THE HOUSE

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

By Jim Griffith
Price: \$34.00 (includes shipping)



MILES TO MILLIONS

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

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



FARM BOY TO FLY BOY

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

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



AMAZING FLIGHTS AND FLYERS

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

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

CANADIAN Aviator

SUBSCRIBE + SAVE!

ONE YEAR SUBSCRIPTION
FOR COPA MEMBERS

ONLY \$12!*

* TAXES MAY VARY BY PROVINCE.



SUBSCRIBE TODAY!

1.800.656.7598 | www.canadianaviator.com

COPA **Flight** CANADIAN Plane Trade

COPA Flight Classified Section

FEATURED LISTINGS FOR NOVEMBER, 2019



1998 MOONEY M20K ENCORE 1,241.8 hrs TT; 150 hrs STO. The only true Encore on the market! Considered by many as the best Mooney ever built! The Encore personifies high performance and high economy. ADS-B compliant, GTN-650, WAAS, TIS-B Traffic, Aspen glass panel, much more! U\$217,000. Aviation Unlimited 905-477-0107 x 225 (2247.18129)



AERO COMP 6 TTA 155 TTE 11. V8 conversion w/Camdrive 500 PSRU, Professionally built w/deluxe interior & trim, 2 screen EFIS w/Dynon d10A backup, 86" 3-blade MT w/beta, upgraded landing gear. AC/AP/AHRS/ Mode C, much more. \$165,000USD call/text 705-457-8775 (2333.19402)



PORTABLE FOLDING BOAT WWW.PORTA-BOTE.COM Great for fishing and hunting. Take it anywhere you can go. Be safe with the lightest, durable and stable folding boat. Gilles Berthiaume 514-592-4186 or gberthiaume@alpha-vico.com (3135.18820)



AN AVIATION GIFT IDEA FOR YOUR FAVOURITE AVIATOR. ANR Bluetooth carbonfibre. Proven quality \$685. COPA members receive extended warranty. Free RFID pilot passport leather wallet w/purchase of a headset. RS Designs aviationheadsets.ca Ph. 204-726-4221 (3052.18814)



NORSEMAN MK VI TTSN: 4065 hrs. Engine 4 hrs, prop 10 hrs. Recent overhaul. 7170 Edo floats. Very good wood structure. Recent annual. Hangared winter months. Asking \$260,000Cdn. ramltd@mymts.net or Gary @ 204-482-3270. (3501.19360)



1997 BEECHCRAFT A36 BONANZA 2,896 hrs TT; 931 hrs SMOH; 931 hrs SPOH. PRICED TO SELL NOW! Dual Garmin G5 Units, Garmin GTN-750, KFC-200, Will Deliver with "N" number, Fresh Annual Inspection (Sept. 2019)! 1271 lbs useful load! \$299,900 USD CAD Aviation Unlimited 905-477-0107 (2247.19186)



1946 CESSNA 140 2872 TT 619 SMOH, Bendix/King KY97A COMM & KT76A xpdr, SkyTech starter, ABI Scott 3200 tailwheel, hangared CYXU. Beautiful classic aircraft! Federal 1500 Skis & delivery available. \$33,000 CDN. Marc 519-200-0715 (3458.19329)



1980 PIPER P28B-236 DAKOTA 1268TT, 696SMOH, 150SPOH, immaculate interior, always hangared, reassembled painted 2014, Collins Micro-Line, COM251/NAV351,ADF 650A, DME 451, TDR 950, Autocontrol IIIB, Storm Scope. Useful 1178 lbs. Located CYFD. \$149,900. alan@bell.net or 289-440-4568 (3456.19160)



1977 CESSNA 172N 1790TT, 8 SM, King Silver Crown with STEC50 AP, GEM, 406 ELT, \$ 80,000USD Apex Aircraft Sales 905-477-7900, www.apexaircraft.com (2245.18168)



CESSNA T206G 1979 AMPHIBIAN on Wipaire 3730 amphib for Sale, New Garmin Avionics, A/P, RSTOL, 0 Prop SMOH, many options, very clean. Low time Contact: Wilson Aircraft Ph: (647)227-6996 (586.18796)



PA28R-180 Eng. TT 67hrs, Prop 70hrs, 2970 AFTT. Annual Aug 2018, 2 coms MAC1700, 2VOR gs, 4-place DC headsets. AC completely rebuilt, paint hardcoat, hoses, brakes many extras. Int-10, ext-8 Asking \$60,000CDN OBO Contact: lennyk2@gmail.com or 506-622-0105 (3423.19389)



AFFORDABLE TRANSPORTATION! 8533 TTSN, 3091 SMOH, 1000 STO. (75/78/78/78) INCL NEW CAM. \$45,000 CAD. PLEASE CALL! Apex Aircraft Sales. 905-477-7900 www.apexaircraft.com (2245.18179)



Leggat Aviation Ltd.
YOUR EASTERN CANADA
CESSNA DEALER

The New C-172s • C-182s • C-206s

APEX AIRCRAFT SALES LTD.
WWW.APEXAIRCRAFT.COM
905-477-7900 • Fax 905-477-8937

CALL US ABOUT THE NEW CESSNA 182 SKYLANE!

2013 Partneavia P.68R, 493 TTSN, GarminGFC950 and Full Delce, Like New!	\$650,000 USD	1979 SierraC24R, 2500TTAE, Fresh Annual!	\$44,000 CAD
2012 T206H Amphib w/WheelGear! 600TT,G1000/GFC700,Loaded!	\$625,000USD	1979 C185F Amphib, 2849TT, 849SM, GarminPanel,NEWWhip3000AmphFloats!	CALL!
2012 MalibuMirage,735TTAE,G1000,140USG!	\$700,000 USD	1977 Mooney 201, 5492 TT, 1529 SMOH, Prop/2016, Fresh Annual, Garmin 530 GPS!	\$74,900 USD
2010 Baron G58, 1100 TTAEE, G1000 Avionics!	\$725,000 USD	1977 Cessna 172N Skyhawk, 11630TT/1075SM, Garmin 530 GPS!	\$75,000
2007 Cessna 400, 605 TTAEE, G1000/GFC700, GDL69A WX DataLink	\$369,900 USD	1976 Grumman Tiger, Only 1471 TTAEE, King/Narco, All Logs!	\$50,000 USD
2003 SR22, 1750 TTAEE, Dual G430's, STEC 55X,Stormscope,Skywatch!	\$220,000 USD	1975 C177RG,5802TT,1731SM,GNS530W GPS!	\$55,000 USD
2002 Piper Super Cub Replica, 187 TTAEE, Amphibs/W/ Gear!	Reduced to \$69,900 USD	1974 414 6905TT, 1118SM, Full De-Ice	\$125,000 USD
2002 DA20 C1, 3526TT, 0" SMOH, FreshAnnual!	\$160,000 USD	1974 Navajo Panther, 8360TT/552SM, GTN750/650,STECA/P,ADSB	\$279,900 USD
1992 Bonanza F33A, 12977 TT 603 SM, King SC, Seneca College Trainer! Exc Cond!	\$106,500 USD	1974 Chieftan, 12749TT/1956/826SM, Commercial Aircraft!	\$98,000 USD
1992 Bonanza F33A 13086TT/1043SM, King w/KCS55A,KLN94 GPS!	\$99,212 USD	1973 C182P, 4408TT,	\$87,000 USD
1989 Grumman Clipper,2689TT,500STOHw/NewCylinders,W/shield/Canopy/2015	\$19,000 CAD	1973 C172M, 14575TT,158SM,KingAvionics,G2EngMonitor!	\$68,000 CAD
1982 Mooney Rocket 305, 310TTSM, CONT TS10520	\$150,000 USD	1972 Decathlon 8KCAB, 2405TT,920SM w/New Cylinders!	\$50,000 USD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin530/430!	\$399,900 USD	1968 C185 Amph,1696TT,637SM,6500/GTN750,GTS800Traffic,Whip3730S!	CALL!
1981 Chieftan Panther, 7679 TT, 1124 SM, Corporate!	\$245,000 USD	1968 C177 Cardinal, 2918TT, S1SMOH(2016), New Prop (2016), Price Reduced to	\$42,500.00 USD
1981 Duke B60, 4507TT, 1092 L&R, 6530W, KFC-250 IFCs, Wingslets!	\$218,000 USD	1966 C337A Skymaster, 3184TT,628/48SM, CurrentCoFA,PropsDue!	\$100,000 CAD
1980 Saratoga, 4660TT/1759SM, KingDigitalw/KAP150AP/HS!	\$125,000 USD	1965 Cherokee180,5508TT,792SM!	\$40,000 USD
1980 A185F Amphib, 3645/5455NEW/10550/Aerotec3400, GTN750!	\$329,000 USD	1946 JS CUB,w/P111 STC'S, 5450TT, 550SMOH.	\$53,000 CAD
1979 T210N, 2190 TT, 603 SM, Flint Tips! Loaded!	\$249,900 USD	1943 Grumman G44 "Widgeon"8929TT,418SM,GTN750, Summer Ready!	\$275,000 USD

FEATURED LISTINGS FOR NOVEMBER 2019



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. Call Blaine 403-704-4114 (3721.19421)



1967 ALON A2 AIRCOUPE Excellent condition. 2346 TT, 262.5 SMOH, 90 HP Cont. 1 comm, Mode C, GPS. Like new tires and glass. Fresh annual. One of the nicest Aircoupe/Ercoupe on the coast. \$27,500. (3469.19346)



1967 C55 BEECH BARON 5230 TTSN. Engines RH 100 STOH, LH 2100 TSO. Props 583 TSO. Cruises 200 knots true. Always hangared, fresh annual. \$65,000. Contact: Richard 519-982-9071 or 519-973-5464 Email: inertial@jet2.net (3687.19367)



CESSNA 180H 1964 - 6 PLACE Serial #180 51470. Airframe TTSN: 5462 hrs. Continental engine 04 70; 230 HP w/20 hrs SMOH (Alberta Aero Engine 2019). McCauley prop 2A34C2D3-C, 20 hrs TTSN (Propworks Alberta Inc. 2019). Current CofA. Full instrument panel, radio package incl GN5530W, GPS/WAAS, GARMIN-VOR/LOC/GS, dual horizons; 1 vacuum/1electric and more (full detail available). Std wing tanks plus Flint Aero wing tip tanks, STC for 100LL or AutoFuel. Horton STOL kit; EDO 2870 Floats, Fluidyne C3200 Wheel/Skiis. Blue/white exterior w/ beige Selkirk fiberglass interior. Good condition. New seat covers, Rosen sun visors, new Davtron battery (2019). ELT, rear baggage door \$149,000 USD. 84-year-old owner selling to buy lighter aircraft. Fred Carmichael fcarmichael@northwestel.net or 867-678-0911 (3682.19364)



2017 CAVALON AUTOGYRO 110hrs TT A&E. Rotax 914. Electric IvoProp. ELT, Kannad AF-406. Transponder, Mode S; F.U.N.K.E. TRT800H. Radio F.U.N.K.E. ATR 833-11. Dynon SkyView 10. Card Compass. "AutoGyro's" 31/8" ALT & ASI with GS. Four point harness. Heated leather seats. Pneumatic lumber support. Two axis trim. Cabin heating & Defogging. O/H pleated Sun Shade. Cockpit lighting, Nav Lights & Strobes. \$150,000 Contacts: Gordon Hindle, hanne.gordon@shaw.ca 778-351-1343 or David Sigler, info@airprogyro.com 418-580-8912. (3569.19420)



FOSTER REPUBLIC SEABEE Home built Foster 001 GM Engine, Robinson gearbox. TT 53 hrs since construction. GW3800 \$95,000 CDN. Roger 819-336-4181 after 6pm ET (3144.19352)



WILL TRADE FOR CESSNA 172. TTAf 140 hours. Zero-time C 90 rebuilt by Aerotec engines. Rebuilt landing gear. New Cleveland brakes, wheels and tires. Recovered wings. New certified Wag Aero sealed wing struts. New custom exhaust. All new glass. New 406 ELT. New electrical system. Float attachments. All new Randolph paint w/ Ranthane finish. \$79,500 Cdn. Brewer Aviation Contact: jbrewer@eastlink.ca or 902-626-5262. (2564.19415)



NEW S20 RANS RAVEN Must be seen. 35 hrs, Rotax 912ULS, Whirlwind prop, carbon fiber cowl-wing tips, classic tail, 850-22" tires, Aveo LED lights, rust protection, polished landing gear. Finished in Ranthane fabric paint. TruTrac autopilot, Garmin 660, Garmin 200 comm, Garmin 327 xpr, ADSB In. Stratus 2S, Panel mount Ipad, Integra 406 GPS ELT, UMA instruments, custom switch panel, leather trim. \$149,800USD, Email: redlinesportplanes@gmail.com, Rans Kits, build assist and painting available. (2928.19353)



2005 RANS S20 RAVEN 11 2066 TT, 20 hrs since complete 12 yr rebuild. Bear paws, sat phone, VHF radio, Sirius radio, all integrated into intercom. 496 Garmin, 150 GPS, bladder tanks. Beautiful machine! \$350,000US. Turnkey. (3637.19230)



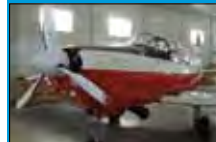
CESSNA 172M TURBO DIESEL 135 HP, fuel burn 5 GPH, cruising 115 kts, Cessna 172M 1974. Very low airframe time - 2695.0, Engine - TAE 125-02-99 Diesel aircraft engine, FADEC controlled engine. MT propeller MTV-6-A, Engine time SMOH 651.9 hrs on a TBO 2400.0 hours, Prop time 251.6 hours TTSO. Equipment: KX 155 NAV-COM, Garmin 250XL GPS-COM, Garmin GTX 327 transponder mode C, Audio Panel KING KA 134 TSO, 4-place intercom system. All ADs complied with. All maintenance up to date, Canadian AMO. Maintained in CZBB \$85,000 Contact: Ken Smith (604) 991-4300 (3463.18913)



CHALLENGER II ADVANCED ULTRALIGHT 320 HRS TT Rotax 503, floats, retractable wheel skis. Garmin 496 GPS, transponder, radio, intercom. 15-gal tank. Turbulence aviation seats and interior. Owner built. Always hangared. Located CYRP. \$23,500. 613-836-3968, andycibuy@gmail.com (2461.19335)

For a list of common abbreviations used in Classified advertising please see page 43

www.csplane.com



1959 PILATUS P3-05 TT 3976 SMOH 145 GO 480 SPOH 145 MT PROP HANGARED. 9/10 IN AND OUT 109K USD



1963 180-285 HP P-PONK, SM 728 (2000 TBO) SP 108 BIG 3 BLADE, 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



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



1966 DHC-3 TT 14350 SMOH 550 SPOH 400 EDO 7150, W/SKI,S, NO CORROSION. CALL FOR PRICING.



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

STILL THE #1 STOP FOR FRESH WATER FLOATPLANES !!

613-632-0123 | 613-678-0028
129 Main St., Hawkesbury, Ontario, Canada K6A 1A2
www.csplane.com | sales@csplane.com



1953 CESSNA 170B FLOAT PLANE TTSN 3167, TSMOH 761, Lycoming O360 180HP + PowerFlow exhaust (+25HP) Baggage door. Paint, glass, floats, prop, interior all new in 2011. Aera510 w/Garmin SL40, ACK 406ELT, JPI EDM700 engine monitor, 4-pl intercom, rear jump seats (removable). Winter cabin cover, wheels, O/M Category – professionally maintained – All logs. Great performer for \$89,000 (3638.19337)



GREAT RV9A 420TTSN Professional build, exc condition. Lyc O-320, Sensenich prop, mode-c, AP-TruTrack, Lightspeed ignition, D10A, GD Rapids EIS, Garmin 696. Radio IC-A200 x 2, EIS. Carpet and leather upholstery. Recent annual. \$88,000. 613-884-4101 cwwatters@rogers.com (2610.19350)



2004 CHALLENGER II Advanced Ultralight. Rotax 503, 447 TT, Puddle Jumper retractable wheels. Turbulence Aviation retractable wheel skis, Lowrance GPS (AIRMAP 600C), 15-gal fuel tank, hydraulic brakes, wheel pants, winter hangared. \$22,500. André Héroux. 514-923-3512 (3695.19400)



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 xprdr. 4-place headset intercom. Well cared for and always hangared since bought in 2000. September 2019 annual being completed now. \$85,000 Dave 780-897-0938 or dave@rowltd.com (3700.19327)



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



1976 PIPER ARCHER II Always hangared; TTSN 1938; SMOH 1938; Navcom Garmin GNC300XL, Narco MK12D VOR/GS, Garmin MX20 MFD, Transponder Garmin GTX327, Kannad 406MHz ELT; \$70,000. Ph 778-887-4376 (msg4me@telus.net) (3677.19340)



1990 MOONEY M20K/252 718.1 TAF&E time, Prop 1.2 TSMO. Engine in need of crankcase repair, previous damage history. This aircraft was purchased as a project, but no time. \$75KUSD AS IS! Contact: bert@thomasaviation.com or 780-446-7822 (2681.19341)



CHRISTAVIA MK1 85 HP CONT ICOM 200 90 hrs since new. Reason for selling - lost medical. Based Charlottetown CYYG. \$17,000obo Contact: dunnjoe80@gmail.com or 902-393-1314 (3211.19342)



1958 PIPER COMANCHEE 180 TT 3745, SMOH 1933, POH 2014, Engine STO 468. Radios: 2 KX155, 1 KN62, 1 KLN94, VFR, xprdr KT76A. Piper auto wing leveller. IFR certified. \$43,500. 289-686-5263 (3681.19347)



CH300 TT all 200hrs. O-320 certified rebuild. Dig CHT, EGT, fuel flow oil filter, 4-place Cessna seats. Garmin encoding transponder, GPS. Always hangared. I am 75, time to quit flying. \$22,000. 780-853-0237 (2387.18748)



2003 VAN'S RV 6 500 hrs TTAF. Basic VFR package. Electric flaps, 2-axis electric trim. New paint and bubble. Lots of custom features. Must be seen. \$80,000 CDN. Joe @ 250-732-3948. (3703.19349)



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. kfwarnar@shaw.ca (3707.19365)



PIPER PA17 O-235-C LYC, 3350 TT, 951 SMOH, 116 SPOH, Clevelands, 8.00-6 tires, lifetime struts. Ext. baggage w/ fish tube. Icom A200, Portable intercom & GPS 55, ELT, Always Hangared. \$44,500. (3536.18637)



CESSNA 177 CARDINAL 1968 5525 TTSN O-360 180 HP Lyc engine (707 hrs since engine OH). 105 hrs on new 3-blade C/S propeller. Annual October 2019. Bendix/King 35A GPS. 2 NAV/COMS, ADF, DME, Artx ME-406 ELT. All maintenance done by Brampton Flight Centre since 1994 Asking \$40,000 CAD. Paul (416) 409-8494 (3709.19372)



1956 CESSNA 180 O470K, factory reman, top overhaul with new Millennium cylinders, light airframe, Horton stall kit, 185 whl gear, 2870 Floats, Hyd wheel skis new Teflon. King radio, ADF, Mode C, 406 ELT, rebuilt mags, one-piece windscreen. New Selkirk interior, Goodyear tires & start battery. Annual Sept. 10/19, TTE ~ 918 hrs, fast flying machine, TTAF approx. 9078.9 hrs, aircraft flying times will change, \$130,000 Cdn, Carl 867-334-4560 or Cory 867-332-4199, or email: blackwateracres@gmail.com (3496.19337)



1983 CUBY/PA-11 607 TT, 100hp Cont. O-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 Contact: 905-809-6562 or gary.clayton@andrewswireless.net (3509.19354)



2005 RV6A 310 TTSN. Lycoming O-360 (factory new), Hartzel constant speed prop (factory new), 170 kt cruise, electric trim, electric flaps. \$20k paint scheme. Like new. \$100,000 CDN Contact: beauchab@msn.com or 705-365-7442 (3386.19363)

COPA Flight

Canadian Plane Trade

Classified Print Ad Deadline for December is Nov 1st

Post online anytime at canadianplanetrade.ca



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 (3710.19373)



FLIGHT DESIGN CT Fall Factory sale has created a very well-equipped version of the CT Super Series (CTSW) 912ULS carbureted from \$135,900 USD. Visit www.flightdesigncanada.com for more information. (2738.19374)



BUSHBY MUSTANG II C-GFEL, 215Hrs since new, Lycoming O320-E2D 160hp w/215 SMOH by Reliable Horsepower. King KY97A, Narco AT150 xprd and encoder, Garmin GPS100. \$45k obo Russ 905-383-7728 (3368.19414)



1969 PIPER AZTEC 250 New panel. Great hauler, stable IFR platform, pleasure to fly. TTSN 5435, 9/12 new or overhauled cylinders 55 hrs ago, props 2010, TSO 409/1058 annual Jul/19. GMA 345 audio, 6-person intercom, G750 and 650, Lynx NGT 9000 ADS-B in/out and active traffic surveillance, ACK 406 ELT, G500TXI with engine monitor and synthetic vision, new powder-coated panel. Original paint and interior. Always hangared. \$150,000. krismil@yahoo.ca (2874.19401)



1974 CESSNA 172M w/factory float kit, (never on floats) 1522 TTSN, Fresh annual June 2019, intercom, new main tires, 406 ELT, clean, all logs. (3615.19247)



1953 CESSNA L19 305A BIRD DOG Ser# 23459. TT 16420. Engine overhaul 578, 90 hrs since complete restoration Dec. 2014. Cockpit restored & painted. Exterior paint replicates 20th Tass stationed In Da Nang. Paint codes are 100% correct. Prop OH Oct. 2018 22 Hr. 406 ELT. Avionics new Sept. 2019, Comm Garmin GTR 200, xprd Lynx NGT-9000, ADS-B In-Out, traffic, Wx. Ram ball mounted on dash for iPad c/w USB power supply. \$127,500 USD Contact: merleb@blackcreekmetal.com or 905-351-5521 (3714.19393)



1980 BEECHCRAFT A36 BONANZA Continental TSIO-520-BB; SMOH ~1000 hrs, Garmin 750, roll steering, TKS, AFC 200 autopilot, FD, ALT, NAV, Approach, GS mode, VOR, NDB, Electric trim, VS, slaved HSI, transponder ADS-B out. 1 King NAV/Com, insight GEM, storm-scope, ICARUS Alt Alert, CFS 1000 fuel, leather seats. Recent: trim servos, Gyro, tires, LED lights, ELT, gear motor. \$225K USD. Serial: E-1723 TTSN: ~5400 hrs. Seats: 6. Toronto. Email: 208evington@gmail.com (3717.19409)



PA-12 REPLICA EXPERIMENTAL TTSN 1800 hours on airframe. Factory new 0-360, 45 hrs on Hartzell HC-C2YK-18F, Empty weight 1315, Gross Weight 2200, 2139 Peck Floats, 3-inch extended gear, 3200 Scott. C\$100,000 gdixon7671@gmail.com or 902-648-7671 (3675.19331)

AN AVIATION GIFT IDEA FOR YOUR FAVOURITE AVIATOR

ANR Bluetooth Carbonfibre Proven Quality \$685

Free RFID pilot passport leather wallet with purchase of a headset

RS Designs aviationheadsets.ca (3717.19409)

* COPA members receive extended warranty

IFR - IATRA - ATPL Intensive Ground School

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

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

ROTECH MOTOR LTD.
Authorized Canadian Distributor for Rotax® Aircraft Engines

6235 Okanagan Landing Rd. Vernon, BC V1H 1M5 Telephone 236-600-0137 ~ Fax 236-600-0138
website: <http://RotechMotor.ca> email: sales@Rotech.ca

915 iS
141HP!

65HP Rotax© 582 Model 99

912iS Sport 912 & 914 Series Engines

See ROTECHMOTOR.CA for ENGINE SPECIALS
Contact our Network of Dealers (see 'Canadian Repair Centers' on our website) or Call Us at 236-600-0137

FEATURED LISTINGS FOR NOVEMBER 2019



2002 TECNAM P96 GOLF TT 1410 SMOH 540. Rotax 912 ULS 100hp, Sensenich 2-blade composite propeller, standard six-pack w/radio and xprd, AvMap GPS. Extremely low operating cost. Advanced ultralight in Canada. \$65,000 Cdn 226-979-8231 glen.caspriair@gmail.com (3708.19370)



1948 BEECHCRAFT BONANZA V35 serial no. 1301. TTAF 5803. Upgraded to E-225 TSMOH 1056 (O/H 1992 from USA) Prop strike inspection 2006 at 526 Hrs. Bottom end is great. Needs work. Complete report available. \$14,000obo. wingwrench@gmail.com, 778-585-2739 (3711.19382)



1955 CESSNA 180 2112 TTSN, 0-470R, 178 SMOH, always hangared. 86" McCauley 19 SOH, 185 gear, Horton STOL, MK-12D N/C GS, AT 50 XPDR Mode C. 4-pl. intercom, shoulder harness. Brian @ (902) 456-2237, BIC@ns.sympatico.ca (3722.19422)



ZENITH CH200 TTAF 220, Continental 200A, upgraded starter. New brakes and battery. All logs, drawings, and documentation. All metal aircraft that is easy to maintain, cheap to run and fun to fly. Located CPB9. 905-252-3589 or patrickh818@gmail.com (3716.19406)



1969 BEECH B23 Aerobatic Model 1226TT both engine (O-360) and airframe. KX175 Garmin SL40 Trimble 2000 GPS Lowrance 2000 GPS RT359A xprd. 4-place intercom. Annual done Mar 2019. Located at Muskoka Airport. \$35,000 air Musk@musokoka.com (2242.19412)



1978 CESSNA 340A TTAF 5245, 410 hrs since RAM VII. Props 410 hrs since new in 2013, Vg's, FIKI, spoilers, 183 Gal, factory AC, KFC 200 AP with YD. Useful load 1885 lbs, 275K USD, 250-896-9588 (3720.19419)



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

Other sizes available

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

Delivery to any site
in North America

Request a **FREE Quote**

(855) 725.7600

www.DiamondDoors.com

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

Aircraft Hangar Specialists

www.spantech.ca



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



Industrial and Commercial Buildings also available
dmorris@spantech.ca 1-800-561-2200
Proudly Made in Canada Design Build and T-Hangars available

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



**QUALITY ENGINE OVERHAULS,
REPAIRS & ACCESSORIES**

- NDT • Propeller Balancing
- Engine Modifications

AMO #59-96



Factory Authorized
Service Centre
R22 & R44



TCFAA Approved



PHONE 705-325-5515 FAX 705-325-1365
6406 BLUEBIRD ST., RAMARA, ON, CANADA, L3V 0K6

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

Skywagon City Corp.

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

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

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

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

Canadian Plane Trade

Classified Ad Deadline for Dec is Nov 1st

Post online anytime at canadianplanetrade.ca



AERO ATELIER C.M. INC.

*Aircraft & Helicopter
Engines*

- Overhaul • Repair
- Warranty • Carburetor
- Magneto • Cylinder
- Flexible Hose

We sell Engines & Parts

Manuel Mongrain
Engine Quotes:
manuel.mongrain@aeroatelier.aero
Guy Blais
Parts / Sales & Purchasing
aeroateliercm@bellnet.ca

AERO ATELIER C.M. INC.
1281, Chemin de la Vigilance,
C.P. 2018
Shawinigan (Québec) Canada
GOX 1LO

Phone: **(819) 538-6768**

Fax: **(819) 538-6710**

Web Site:

www.aeroatelier.aero

AMO.303.91 / EASA.145.7239

CANADIAN Aviator

SUBSCRIBE AND SAVE!

**ONE YEAR SUBSCRIPTION FOR COPA MEMBERS
ONLY \$12***

*Taxes may vary by province

SUBSCRIBE TODAY!

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

www.canadianaviator.com



KOVACHIK AIRCRAFT SERVICES LTD.

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

Specializing in fabric work,
structural repairs and rebuilds

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



905-335-6759

ckovachik@spectrumbairways.com

**Need healthcare
but can't afford to
fly there?**



Getting Canadians
to Getting Better

www.hopeair.org

Hybrid Satellite/Cellular GPS Tracking



**REDUCE YOUR MONTHLY
TRACKING COSTS!**

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

**BOOK IN NOW
FOR A FREE TRIAL**



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

HYDRAULIC DOORS

By the oldest and most trusted name in the industry



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



ZERO HEADROOM LOSS • NO MAINTENANCE • LIFETIME WARRANTY

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

Toll Free

855.368.9595

POWERLIFTDOORS.COM

PLD17/20/01

Preferred Airparts

Chosen for value and service



35% to 85% off list price!

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

Check with us for Parts like

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

www.preferredairparts.com

Free Inventory Search!

We Buy Worldwide

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

*We are
Cash
Buyers!*

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

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

Contact us:

800-433-0814

Toll free, U.S. & Canada

Tel. 330-698-0280

Fax. 330-698-3164

sales2@preferredairparts.com

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

MURRAYS AIRCRAFT REPAIR (1980) LTD.
High River Airport (CEN4)
High River, Alberta T1V 1L8
403-648-8910 info@murair.com

SOME OF THE SERVICES WE OFFER

AIRFRAME

- All Inspections
- Repair & Overhaul
- Structural & Modification

ENGINE

- Removal & Installation
- Repair & Overhaul
- PT6A Hot Section Inspection
- 500 hr Magneto Inspection & Repair

AVIONICS

- 24 month Altimeter/Transponder and Encoder Recertification, ELT Recertification
- Installation
- Troubleshooting & Repair

FUEL

- AvGas & JetA Cardlock

FOR SALE OR TRADE

CESSNA SEAPLANES AND CESSNA LANDPLANES

For listings, please visit our web site

www.boisvertaviation.ca

SERVICING, BUYING, SELLING, TRADING SEAPLANES SINCE 1979

MONTREAL'S ONLY SEAPLANE BASE CSA4

BOISVERT & FILS AVIATION LTEE

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

Tel.: 514-648-1856

Fax: 514-648-9309

For a list of common abbreviations used in Classified advertising please see page 43

Selkirk Aviation Inc.

Specializing In Fibreglass Aircraft Parts
For Most Cessna Single Engine Airplanes

selkirkav@selkirk-aviation.com
www.selkirk-aviation.com
(208) 664-9589

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

THE LEADER IN NATURALLY ALKALINE REMEDIES

HELPING YOUR BODY TO HEAL ITSELF!

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

CALL TOLL FREE 1-877-682-1188
or
order online at www.suedehills.com

Use the code FLYBOY and receive a Free Gift

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

INDEX

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

025 - BEECH

BEECH BONANZA A35 7000 TT 1200 SMOH 200 SCHOH 800 SPOH. All cylinders 76/80, 6-pack IFR, dual nav/com, VOR/ILS/GS Garmin xpdr, Apollo 50 approach GPS, Intercom, Autopilot, TCAS, strike finder, post lights, PTT. \$40K Jim 204-801-8014 (2991.19392)

1976 BARON B58 10,790 TT, LE: 401 hrs, RE: 961 hrs. Props 2012 - 245 hrs each. Fully IFR, 430W, Flightstream 210, GPSS steering. \$135,000USD bffrench59@gmail.com for info and videos of aircraft flying, pics or text 780-607-2686 (3704.19355)

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 (3706.19359)

040 - CESSNA

1961 CESSNA 182D 7465 TTSN 1924 SMOH Horton stall kit. New fuel bladders and much more. Major annual just finished. Email for info pkg. Shayne 250-688-1760 smporath@gmail.com (2570.19381)

1978 CESSNA 172K XP11 Sale or Partnership, Hangared @ CSU3, IO360 6Cyl 210hp, ~3200TT, ~300SMOH ~20SPOH, IFR, Fuel Injection, CS Garmin avionics, AmeriKing ELT. Recent annual. \$110,000 Cdn. Contacts: 514-721-1818 or 450-653-3922 (3247.19320)

CESSNA 172RG TTSN 4016, 0-360 105 TTSN. Prop 200 TTSN. Garmin 430W, KX-165, KX-155, UBG-16, fuel flow, PMA-8000B, ME-406, new Flight Custom III, Rosen visors, numerous other items. Well maintained. \$78,000USD Email: kgross@telus.net (3510.19387)

1975 CESSNA 172M-SKYHAWK Have logs. Needs updated inspections. Aircraft will require some TLC. Pls contact for details 866-729-2424 or centralinteriorbailiffs@shaw.ca (3706.19358)

CESSNA A150L/150HP AEROBAT 2200 SMOH. Runs great, all comps 75/80 or better. Recent annual. \$25,000 obo 604-828-4366 (3702.19343)

1967 CESSNA 150G TAILWHEEL 6888.4 TT, Lycoming 60HP Engine 1076 SMOH. Long range tanks 38US Gal. Federal Skis 2000 w/teflon bottom. Edo 1450 floats. (3144.19127)

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 (3579.19417)

1974 CESSNA 172-M IFR w/Garman 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 (3579.19423)

100 - HOMEBUILT

VANS RV8 QUICK BUILD PROJECT All kits incl FWF Wings 35%, fuselage mostly complete except canopy. MRDA pre-cover inspection complete. Kits plus extras retail \$51,000+ US. Selling entire package for \$28,500 US. (3686.19344)



VANS RV-4 KIT Partially built RV-4 kit (empennage, wing, and fuselage. Wings (minus flaps and ailerons) by Phlogiston. Work supervised by structures AME. Does not include finishing kit. Numerous photos available. \$11,000USD mghiscok@hotmail.com (3692.19380)

100 - HOMEBUILT



PARTIALLY COMPLETED RV7 Empenage and wing kits, located at CYKF. \$6500USD but open to negotiation. I will cover crating for shipping, you pay the freight costs. Additional photos/videos available on request. Contact: rraw@rogers.com or 519-654-3256 (2896.19388)

KITFOX PROJECT Ready for test flight. BMW R100 engine planetary drive and Princetip propellor. Good winter project. Estate sale. \$19k. Must be seen. cbcherring@gmail.com or 819-674-1646 (3332.19395)

110 - LUSCOMBE

LUSCOMBE 8E imported in 2005 and assembled at Brampton for \$28,000. Rigging, fittings, spare wings \$3,500USD. TTSN 780. Hangared at Owen Sound Billy Bishop. \$29,900USD Bill 519-534-1570 or wylie@interlog.com (3705.19356)

120 - MOONEY

MOONEY M20A TTSN 2589, SMOH 2, SPOH 988, Icom Com, King xpdr, FGP. One owner since 1975, always hangared. All logs since new. One electronic mag, many spares available. \$34,900. c2000@sasktel.net or ph: 306-421-1421. (3629.19308)

135 - PIPER

1974 PA-28-140 Always hangared. TTSN 3260, TTE 2135, MOGAS STC, VHF, VOR, ADF, Auto Mixture C. Compression 72,74,73,73. \$29,000. Located Shoal Lake, Manitoba. (3640.19270)

1977 PIPER TURBO ARROW III (PA28R201T) TTSN 2696, fully equipped. Intercom, GPS, oxygen, long range fuel tanks. Very nice. Recent annual. \$85,000 Ph: 514-624-3301 (3685.19366)

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 (3686.19348)

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 (3579.19418)

152 - SCOUT

2008 SCOUT 450 hrs. TT, 180hp Lycoming, MT prop. 31" tundra tires, Garmin 496 GPS, SL 40 radio, 327 GTX xpdr & encoder, VGs, 70gal tanks, metal belly, extended baggage. \$130,000 rhmachin@twincomm.ca or 604-41-49360 (3667.19288)

214 - AIRCRAFT FOR SALE

1980 PEZETEL M18 DROMADER TT 982, 1st run engine. Annual Nov 2018. Pezetel prop TTSO 0 April 2018. Based in St Thomas ON \$60,000 USD Ph: BC 250-738-0056 (2676.19326)

226 - AVIATION SERVICES

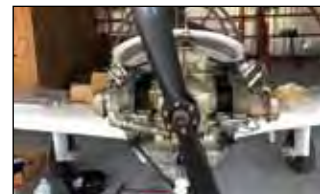
AEROPLANE FABRIC REPAIRS Repair or replace, our staff have over 40 yrs experience working on certified and owner-built, fabric covered aircraft. Recent photos of work quality available on request. Brewer Aviation Contact: jbrewer@eastlink.ca or 902-626-5262. (2564.19416)

230 - AVIONICS FOR SALE



HYBRID CELLULAR & SATELLITE AIRCRAFT TRACKING! Affordable high rate GPS tracking. Advanced 2-way messaging. Accurate flight time reports, EFB, manifest, & custom form. External sensor inputs. Book in for a free trial at www.v2track.com (2481.19351)

270 - ENGINES FOR SALE



C-85 CONTINENTAL ENGINE 1,050 SMOH. 200 STOH. Cylinders averaged 75/80 psi (cold). Pull electric start. Overhauled (95%) tagged prop from McCauley. Full exhaust systems. Engine/prop logs up-to-date, carburtor rebuilt. 1 spare cylinder included. \$16,000 Contact: activaeroservice@gmail.com or 705-306-9416 (2639.19398)

CONTINENTAL TSIO-520 BN(17)

Engine damaged in Mooney crash. Video showing straight crank is available. included is heat safe kit, GAM1 injectors, turbo w/controller and more. \$6500. Contact: 450-577-1051 or casair@cooptel.qc.ca (2747.19408)

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. (2350.18431)

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 (3608.19324)

AMPHIB FLOATS EDO 2790 w/struts, spreader bars, pump, up/down-lights, cross wires, rudders. Bottoms smooth-clean. 705-849-1100 (Ontario, Canada) lauzonav@onlink.net (2290.19361)

285 – FLOATS FOR SALE

CERTIFIED FORWARD BOTTOM SKINS for most Edo Float. Ed Peck 902-467-3333 fax 902-467-3136 sales@peckaero.com (2350.18423)



EDO 3430 FLOATS FOR CESSNA 206 Very good condition, no dock rash or patches. Complete as removed from aircraft. Complete U\$14,000 Ken Wilson, 647-227-6996, kenwilsonac@gmail.com (586.19306)

FLOAT BRACE WIRES Tie Rods Most popular lengths in stock new certified new surplus and some used wires. Ed Peck 902-467-3333 sales@peckaero.com (2350.18415)



CLAMAR 2200 AMPHIB FLOATS With all fittings for Smith Super Cub. New main wheel shock update installed. Located at Orillia Aviation, ON. \$13,000 OBO. Contact Bob: cowboysa@icloud.com or 819 237-9507 (3713.19391)

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 (3699.19325)

CZBA T-HANGAR FOR SALE 40 ft, insulated, heated, electric door, full floor, workshop. Well lit with lots of storage. \$38K. Call 289-259-6460 (3617.19357)

340 – PARTS FOR SALE

MGK AERO: Airframe parts from spinner to tailwheel for many singles. Large stock of engines and parts, propellers, avionics, undercarriage, instruments, excellent control surfaces. Parting 1976 C185. Call re: project planes. **For Sale:** Beautiful 1967 235 Cherokee, low times, fresh annual. 204-324-6088 (2576.19428)

TWO WINGS FOR SALE From Cessna 182. For a homebuilt aircraft. Make an offer 819-623-5741 (FR) Pierre Poulin (3645.19431)

AEROFAIRINGS
450+ new aircraft exterior
Vinylester fairings available on
the WEB at:
www.aerofairings.ca
819-375-1250
Ask for a quote by email at:
info@aerofairings.ca

340 – PARTS FOR SALE

BACKUP VACUUM PUMP AeroSafe 12 Volts vacuum pump. Use for IFR single engine backup or test bench for gyros. \$780. Contact: 450-577-1051 or casair@cooptel.qc.ca (2747.19407)

350 – PROFESSIONAL SERVICES

SAFETY PILOT/COACH Enjoy safe, practical real world flying in the GA system. Experienced pilot to ride R seat with you. IFR practice, cross country practice or Travel, cross border and large airport operations. Southern Ont. departures. Safely gain confidence, experience and knowledge on your schedule. Dave Fisher, Commercial, instrument, seaplane with over 4000 cross country hours in the GA system. **FERRY SERVICE,** 416-578-1303, fishayr@gmail.com (2830.18948)

365 – REAL ESTATE



CAJ7 HOME, HANGAR, AND AIRPORT FOR SALE This Estate Home has a 4200 square foot heated hangar, a 4500 foot paved runway, and a 5300 square foot home with an indoor pool and hot tub. This is a private airport registered with Nav Canada, it sits on 160 acres, and it is located south of Calgary Alberta. For additional details please call (403) 689-1548 or e-mail tom@donerightrealty.ca (3337.19311)



AVIATOR ALERT! Charming remote cottage in a pristine wilderness setting north of Sudbury. \$250,000. Fishing & hunting & relaxation par excellence. Call 905-714-2473 or visit www.tranquilitybaylodge.com (2392.19429)



NATURE LOVER'S PARADISE! 4-bed, 3-bath home on 88 acres w/pond, trout stream, 4km walking trails. 2 runways (1800' N/S + 1360' E/W), 27.5'x38' hangar w/10' bifold door. Shop, garages, studio/office, indoor swim spa. Back-up generator powers the whole property. 9 km N of Cobourg, 99 km E of Young and Hwy 401. Fly right up to the front door. MLS Asking, \$1,680,000. Call Michael J. Perry Owner/Broker of Record, RE/MAX Lakeshore Realty Inc. Brokerage 905-373-7653 or remax@eagle.ca (3684.19345)

365 – REAL ESTATE



300 ACRES, 2500' AIRSTRIP 40x60 steel hangar, trails, stream, pond, fenced garden, apple/pear/apricot trees, log home, paved tennis court, 30x60 heated workshop, 40x60 steel garage/storage, log storage, bunkie, log barn \$899,900, 613-756-6789 MLS#1163451 (3678.19330)



UNDER THE BIG ALBERTA SKY Home for Sale in Okotoks a 1 minute walk to the Okotoks Air Ranch Airport. 3 bedroom, 2.5 bath, 4-car garage. Joyce O'Neill, ReMax Southern Realty, joyceon@shaw.ca or 403-998-0879 (3715.19394)

370 – SHARE OR PARTNER



1/4 SHARE 1981 M20J MOONEY Always hangared. 2175TTSN, 1150 SMOH. King K-197 comms; Kx-155 Nav, KT-76C xpdr; KR-87 ADF, KNS-80 RNAV coupled to HSI; KFC-200 AP/FD w/alt hold; DME; dual VOR; Garmin 150XL GPS; Garmin 696 GPS; JPI-FS 450 fuel flow; Insight GEM, GAMI injectors, 406 ELT; electric gear, trim, flaps. Based at CYKZ. \$27,000CDN Contact: Steve, drsflew@sympatico.ca or 647-554-2001 (3698.19321)



1/4 SHARE FRACTIONAL OWNERSHIP of well maintained IFR, 1972 PIPER NAVAJO. Wing lockers, G430, Oxygen, 6-place intercom, full deice, recent paint/interior, low time engines, 0 time props. \$40,000 CDN. For details call Anthony 604-710-1501 (3701.19328)

375 – SKIS FOR SALE

AIRCRAFT SKIS Aero Ski MFG CO Excellent condition, complete as removed from P120. \$1500. Buyer to collect. (3656.19144)

AVIATION ABBREVIATIONS

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



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

COPA *Flight* CORPORATE Members

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

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

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

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

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

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

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

AÉROPORT DE SHERBROOKE
900 CHEMIN DE L'AÉROPORT
COOKSHIRE-EATON QC J0B 1M0
819-212-7728
www.aeroportdesherbroke.com
Ravitaillement (100LL Jet A1), Tie-down, Restaurant sur place, Pas de frais d'atterrissage.

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

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

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

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

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

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

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

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

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

BURLINGTON FLYING CLUB
2446 WOBURN CRES
OAKVILLE ON L6L 5E9

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

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

CANADIAN HARVARD AIRCRAFT ASSOCIATION
TILLSONBURG, ON, N4G 4H5
(519)842-9922
www.harvards.com
Demonstration, restoration and maintenance of Harvard aircraft. Formation displays for air shows, memorial and special occasions.

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

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

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

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

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

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

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

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

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

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

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

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

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

EXECUCOR FINANCIAL LIMITED
CORPORATE HEAD OFFICE
2 DIRECTOR COURT, SUITE # 102
WOODBRIIDGE, ONTARIO L4L 3Z5
(613)325-9713
belangerm130@gmail.com
Financial solutions for the long haul!

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

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

COPA *Flight* CORPORATE Members

GLOBALSTAR CANADA SATELLITE CO

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

HAMMOND AVIATION LIMITED

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

HIGHLANDS FLYING CLUB

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

IMPEL TRANSPORT LTD

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

INDIANA PAGING NETWORK, INC

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

KELLY PANTELUK

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

KINDERSLEY PLANE OWNERS INC

PO BOX 1555
KINDERSLEY SK S0L 1S0

MAGNES GROUP INC

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

MCMILLAN LLP. LAWYERS/ AVOCATS

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

MAXCRAFT AVIONICS LTD

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

MISSION AVIATION FELLOWSHIP OF CANADA

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

NEAR NORTH AVIATION

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

OCTANT AVIATION

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

OGL ENGINEERING

1723 - 27th Ave NE
Calgary, AB T2E 7E1
403-250-7830
mail@OGLengineering.com
www.OGLengineering.com
OGL Engineering is a professional engineering company registered with APEGA and CEA. We have full in-house execution capabilities for a wide variety of geomatics engineering, air survey and GIS projects. Our head office is located in Calgary, Alberta, Canada, with hangar facilities located at Springbank Airport (CYBW).

OUTAOUAIS FLYING CLUB

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

PARACHUTISME ATMOSPHAIR

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

PASSPORT HÉLICO

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

PRAIRIE AIRCRAFT SALES LTD.

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

PROVINCIAL AIRWAYS

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

PURPLE HILL AIR

22678 PURPLE HILL RD
THORNDALE ON N0M 2P0
(519)461-1964
www.purplehillair.com
Aircraft painting, structural repairs, annual inspections. Transport Canada AMO74-98. Builder assist in amateur built aircraft. Aircraft interiors.

REPOLOGIX INC.

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

RICHARDSON BROS (OLDS) LTD

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

ROTECH MOTOR LTD

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

ROYCO AIR SERVICE

RANGE RD 234
THREE HILLS AB T0M 2A0
www.roycoairservice.com
We are a family owned aerial application company based in Central Alberta. Established in 1976, Royco Air Service aims to provide reliable and responsible service to our clients in the agriculture industry. Find out more about how we can help you.

STUDENT AVIATION FINANCIAL

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

ST. ANDREWS AIRPORT INC

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

SUMMERSIDE AIRPORT - SLEMON PARK CORP

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

TANIS AIRCRAFT PRODUCTS

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

THE ABBOTSFORD FLYING CLUB

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

THE NINETY-NINES INC.

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

VICTORIA FLYING CLUB

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

WATERLOO WELLINGTON FLIGHT CENTRE

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

WILSON AIRCRAFT

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

YORKTON AIRCRAFT SERVICE LTD

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



What do I get with my COPA membership?

Not only do you add your voice to our lobbying effort for your freedom to fly, but you also receive negotiated special discounts with suppliers of services. On top of getting hotel and car rental discounts...did you know that you also receive...

Insurance programs:

VIP Aviation Insurance Program – Through COPA and The Magnes Group Inc. you have access to preferred rates, enhanced coverages, and exceptional service. The VIP Aviation Insurance Product offers flexibility to meet your needs through three different plans; VIP Gold for full in-motion coverage, VIP Silver for liability and not-in-motion coverage and VIP Bronze for aircraft renters and borrowers.

Group Life Insurance Program – Get life insurance, designed just for COPA members, at affordable group rates. Most life insurance policies have a general aviation exclusion making it difficult for you to get coverage that covers you while you're travelling as a pilot or a crew member in a private plane. And, if you can find coverage, it's most likely going to be extremely costly. Now, through COPA and Sun Life Assurance Company of Canada, you can help protect your family's lifestyle with life insurance that fits the needs of Canadian pilots.

Health and Dental Benefits – COPA, working with Magnes Group, is pleased to introduce Greenshields Health Assist – Health and Dental Benefits for ALL COPA members looking for just Health and Dental coverage (no Life Insurance included in this program).

VIP Voluntary Accidental Death & Dismemberment Insurance – Now you can elevate your insurance with one of the broadest Accidental Death & Dismemberment Insurance products in Canada. This coverage protects aircraft owners and pilots 24/7, even when flying.

COPA Emergency Medical Travel Program – Puhl Employee Benefits Inc. is pleased to announce that the Emergency Medical Travel Program is now extended from age 69 to age 79! The Program, underwritten through SSQ Insurance has in addition to regular EMT plan coverages designed to cover emergency medical costs outside of your province of residence, coverage for the pilot and all dependent family members while you are piloting an aircraft in the event of an indiscriminate landing.

And...

The Personal Home and Auto Group Insurance – As a COPA member, you automatically qualify for exclusive group rates on home and auto insurance with The Personal.

BMO COPA Mastercard – Every time you use your card to make a purchase, a payment is made to COPA from BMO Bank of Montreal to support your freedom to fly. These funds also help COPA maintain the low annual membership fee.

VRef Evaluation – Looking for a value for your plane? Check out VRef Evaluation.

COSTCO – Get a \$10 Costco Cash Card when you sign up for a Costco Gold Star or Executive Membership.

Go to: www.copational.org

for further information about these benefits and others.



**SINGLE PISTON • TWIN PISTON
SINGLE TURBINE • TWIN TURBINE
JETS • HELICOPTERS • APPRAISALS**

*Certified Aircraft Appraisal
Member of National Aircraft Appraisers Association*

LORNE GRAY AGENCIES LTD.
TEL: 403-547-1024 FAX: 403-547-0037
EMAIL: INFO@AIRCRAFTCANADA.COM
www.aircraftcanada.com

SCHWEISS THE DOOR LEADER

DOORS

HYDRAULIC ONE-PIECE DOORS

— OR —

BIFOLD STRAP LIFT DOORS

CANADIAN CONTACT: 519-366-9986

• AVIATION • SHOP DOORS
• AG DOORS • BARN DOORS

SCHWEISSDOORS.COM 507-426-8273

Canadian Plane Trade

DECEMBER PRINT DEADLINE: NOVEMBER 1, 2019

BUDGET WORD CLASSIFIED AD (includes a 30-day online ad)
Members: \$40.50 + applicable taxes (35-word maximum)
Non-members: \$45.00 + applicable taxes (35-word maximum)

STANDARD PHOTO CLASSIFIED AD (includes a 30-day online ad)
Members: \$72 + applicable taxes (35-word maximum)
Non-members: \$80 + applicable taxes (35-word maximum)

In case of error or omission, COPA Flight will be responsible for one insertion only.
Ads received after deadline will appear in the next issue.
Additional words are permitted in the magazine at an additional cost.
COPA members - Add \$0.85 per additional word (over 35 words)
Non-members - Add \$1.00 per additional word (over 35 words)

FOR FULL ADVERTISING OPTIONS AND RATES PLEASE VISIT:

canadianplanetrade.ca

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

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

Payment is easily made online at canadianplanetrade.ca*

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

*Charges will appear on your statement as Canadian Aviator Publishing

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

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



Preferred Rates. Comprehensive Coverage for COPA Members!

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

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

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

Accident Death and Dismemberment Insurance:

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

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

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

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

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

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

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

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

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



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





AIRCRAFT SPRUCE

Everything For Airplanes



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



AVIONICS

Garmin • Artex • Dynon
Appareo • Icom • uAvionix



INSTRUMENTS

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



LIGHTING

Whelen • AeroLEDs
Aveo



BATTERIES

Concorde • Gill
Start Pac • True Blue



TIRES

Goodyear • Michelin
Specialty Tire



ENGINE ACCESSORIES

Champion • Tempest
Hartzell • Kelly



ENGINE PARTS

Lycoming • Continental
Superior



PILOT SUPPLIES

Jeppesen • ASA • Gleim • Rosen
Bose • Lightspeed



VISIT OUR BRANTFORD STORE

Aircraft Spruce Canada is at 150 Aviation Avenue on Brantford Municipal Airport. This 20,000 square foot facility serves as a fully stocked distribution warehouse for our Canadian customers!



FAA AERONAV
CHARTS IN
STOCK AT
AIRCRAFT SPRUCE!

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

www.aircraftspruce.ca
Call Toll Free 1-877-795-2278