

# Flight



The Journal of the Canadian Owners and Pilots Association

FEBRUARY 2020

## Lysander Mk IIIa

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**DE HAVILLAND TIGER MOTH**  
*JACK SCHOFIELD'S  
RECOLLECTIONS*



**COPA CHAIR VACANT**  
*SASKATCHEWAN'S SHANE ARMSTRONG  
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60

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## FEATURE

### LYSANDER MK IIIA

This not-so-well-known, ever-so-rare and made-in-Canada warbird risked being exported, as it is the only Lysander flying in North America. A group of Canadians came together and purchased the aircraft, ensuring that it stays in our country. Turn to page 21 and read what pilot Dave Hadfield says about it.

**ON THE COVER:** This outstanding photograph of the Lysander Mk IIIa over the skies of Southern Ontario was taken by aviation photographer Peter Handley.

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### COPA Flight



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## UNE NOUVELLE DÉCENNIE QU'APPORTERA-T-ELLE ?

Il y a vingt ans, on s'inquiétait du bogue de l'an 2000. Vous vous en souvenez ? Dans mon cas, j'étais gestionnaire de programmes pour des projets informatiques critiques en téléphonie internationale et j'avais des équipes partout dans le monde en état d'alerte. Nous étions à surveiller que tout se passe bien et que les appels transitent correctement. Je me souviens aussi que ma police d'assurance aviation avait encore une clause sur le bogue potentiel jusqu'à tout récemment, même si cela fait 20 ans. Nous ne pouvions certainement pas imaginer des drones, des iPhones ou ForeFlight — ou transporter le monde entier dans la paume de notre main, ou sur un petit écran. Je me promenais avec un Palm Pilot, qui n'avait rien à voir avec le pilotage si vous faites la recherche. Alors, de quoi pouvons-nous être certains et que pouvons-nous prévoir pour les 20 prochaines années ? De l'innovation et du changement. Beaucoup de changement.

L'essai en fin 2019 d'un de Havilland Beaver (DHC-2) électrique sur la côte ouest a été suivi par le monde entier. Même si les avancements en aviation certifiée évoluent à un rythme géologique, des innovations de ce type ouvrent la voie à plusieurs autres. Ce n'était que la pointe de l'iceberg pour ce qui s'en vient. Nous pouvons anticiper la couverture globale d'internet par satellites ou une autre technologie ; une amélioration de la sécurité grâce à des routes aériennes automatisées grâce à ces satellites, à l'avionique raffinée et à l'ADS-B satellitaire ; des carburants de remplacement, mais très certainement des avions électriques dont de plus petits pouvant transporter des passagers ;

systèmes d'aéronef télépilotés (SATP) ou drone partout. Il y a déjà plus d'avions télépilotés que pilotés dans le monde. Ces nouveaux SATP transporteront des gens et s'affaireront à des tâches auxquelles nous n'avons même pas encore pensé ; la seule limite est notre imagination.

L'aviation générale sera un mélange de nos systèmes du passé et des innovations qui inspireront d'autres à se joindre à nous, physiquement ou virtuellement, en plein ciel. Leur intégration doit être aussi transparente que possible ; la sécurité et la flexibilité réglementaire sont toutes nécessaires pour assurer un avenir brillant et prospère à tous les aviateurs.

Indépendamment de ce que cet avenir nous réserve, la valeur d'une association comme COPA est essentielle à notre mission et à notre passion. Soyez assurés que tant que je serai à la barre de notre organisation, je m'assurerai que nous puissions naviguer et évoluer en conséquence pour relever les défis et saisir les occasions qui nous attendent.

Maintenant, sommes-nous prêts pour le bogue de l'an 2038 à venir lorsque les systèmes 32 bits seront réinitialisés à l'année 1901 le 19 janvier 2038 à 03:14:08 UTC ? Les plus problématiques sont les systèmes embarqués, comme nous en trouvons dans certains de nos avioniques, qui ne peuvent pas être modifiés ou mis à niveau. Je suppose que nous avons encore pas mal de temps pour faire les corrections, mais c'est un bon sujet de conversation de hangar.

Si vous avez des questions ou commentaires, appelez ou écrivez-moi à [bgervais@copanational.org](mailto:bgervais@copanational.org).



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**FOR WELDING**

# GIRLS GO FLY

MORE FLYING OPPORTUNITIES FOR YOUNG WOMEN

BY BRIAN GEDDES AND SANDRINE GRESSARD



◀ Sandrine Gressard standing by her Piper PA-24 Comanche 250.

**The sky is majestic. It whispers of boundless freedom and the simple joy of becoming one with the heavens. Sandrine Gressard discovered this joy when she was five years old. A float plane pilot sat her in front of the controls and let her ‘fly’ the plane for a few minutes. From those moments, a lifetime passion was born. Fast forward and Gressard is now a licensed pilot and proud owner of a Comanche 250.**

One day she happened upon a statistic that changed everything for her; that just six percent of the world’s pilots were women. That is the same percentage as it was in 1929. It was akin to a slap in her face. She could not believe it but subsequent research proved it was true. This was the watershed moment that led to the creation of Girls Go Fly.

Girls Go Fly is dedicated to the dream of careers in aviation for women. By taking young women on free flights piloted by women, they hope to instill the joy and wonder of flight in young girls; to transfer the physical joy of soaring through the clouds

to girls so they can open their minds and imaginations to becoming pilots, aircraft mechanics or enter other careers in aerospace, and to combat the cultural bias against women in science and engineering careers.

Challenging the inherent cultural bias is high on Gressard’s list. She tours over 100 schools a year to impart her message of equality. She says that some of the beliefs she faces are daunting, such as a societal assumption that men can do the job until they prove they cannot and that it is the opposite for women.

“Women are assumed to not be able to do it until they prove they can,” says Cheryl Pitzer, a captain at FedEx Air. Another belief is that, according to Stephanie Wallach, co-founder of the International Society of Women Airline Pilots, teachers have been found to spend almost 40 percent more time addressing male students in math or science class than they do female students. These are examples of cultural and institutional bias that have made the path to becoming a pilot especially difficult for women.

The journey to help change this culture begins this coming summer. Girls Go Fly is targeting 40 airports throughout eastern Canada that have 2,500-foot runways or greater (to handle a Piper Comanche 250). At each stop Girls Go Fly founder, Sandrine Gressard, will personally take 10 young people up for a free flight.

The importance of connecting with smaller airports cannot be overstated. Like small businesses, small airports are the lifeblood of aviation. This must be a grassroots initiative that embraces rural and remote children. Their visions of the future must be expanded and injecting them with the joy of flight is a great way to start.

As part of that grassroots effort, Girls Go Fly is looking for smaller airports that are open to the program, especially if they are having fly-ins this coming summer. The plan is audacious, and the logistics are daunting. The planning of the route, logistics of ground crews, supplies and strict adherence to safety issues make this a tremendously complex task. The amount of work needed to accomplish its goals is sobering. However, the joy and excitement this project will deliver will make all the effort and planning worthwhile.

The world is changing and yet it often seems to stay the same. For women to excel, they need to release the preconceived notions many of them hold. Society still inculcates the idea that women are not inherently predisposed to be successful in the science and tech worlds. Girls Go Fly has been set up to fight that myth and empower women of all ages to pursue their dreams. 🌟

# COPA CHAIR RESIGNS FROM BOARD

SHANE ARMSTRONG CITES OUTSIDE COMMITMENTS



Saskatchewan director **Shane Armstrong**, elected to the role of chair of the COPA board of directors in February of 2019 after the resignation of British Columbia director **Dave McElroy**, has also announced his resignation, which came into effect on **December 30**.

In a letter sent to COPA board secretary **Jim Bell** (director for Manitoba and Nunavut), Armstrong cites an alternate vision for board development coupled with upcoming commitments that prevent him from working to serve as board chair.

"It has been a wonderful experience for me to meet with and serve the passionate people from the national office, Saskatchewan, and from across Canada," wrote Armstrong in his resignation

▲ Shane Armstrong addressing members during the 2019 AGM in Innisfail, Alberta last June.

letter. "In the coming elections I have no doubt that those people will step forward to bring their passion and vision to COPA for the future."

**Bill Mahoney**, director for Newfoundland and Labrador and the board's eastern vice-chair, will serve as interim board chair.

"On behalf of the board, we want to acknowledge Shane's dedication and innovative thinking to COPA. His genuine desire to focus on what's best of our association, for our collective strength, was an inspiration," said Mahoney. 🇨🇦

PHOTO CREDIT: STEVE DRINKWATER



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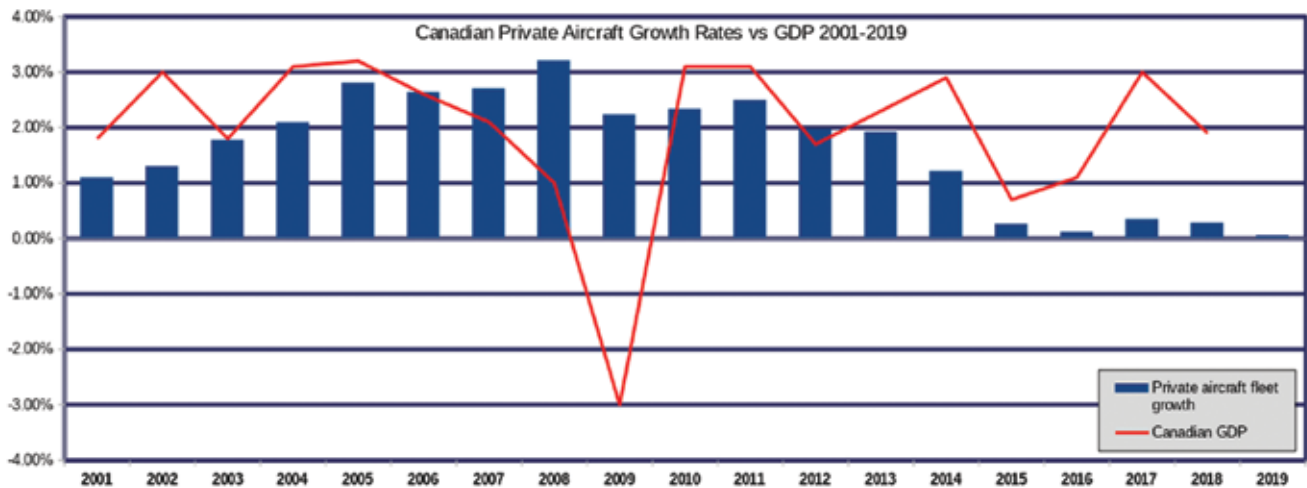
**FOR PROPELLERS**



# 2019 AIRCRAFT FLEET STATISTICS

## CANADIAN PRIVATE FLEET GROWTH DROPS TO ZERO

BY ADAM HUNT



**Growth declined to virtually zero in the Canadian private civil aircraft fleet in 2019. During the year the private fleet grew by only 15 aircraft (0.05 percent) while the overall civil aircraft fleet grew by 151 aircraft (0.41 percent).**

The 2019 numbers are a drop from the 0.28 percent growth seen in 2018 and far off the peak growth of 2008, just before the Great Recession hit, when the private fleet grew at a peak rate of 3.2 percent. As the accompanying graph shows, growth rates in the private fleet have been in general decline since the 2008-10 recession started. The graph shows a modest recovery in 2010-11, after the recession, but then drops rapidly and does not reflect the general recovery seen in the Canadian economy. The low Canadian dollar, compared to the U.S. dollar, has probably been a factor and its effect can be seen in the net number of certified aircraft exported.

The U.S. economy continued to do well in 2019 and its dollar remained fairly high against the Canadian dollar. The Canadian dollar ended the year at 77 cents U.S., up four cents since the end of last year. Once again, the low dollar resulted in a net flow of used certified aircraft out of Canada, mostly to U.S. buyers.

In 2019, the total Canadian civil fleet increased in size by 151 aircraft. In 2019, the private segment of the fleet increased by just 15 aircraft while the commercial aircraft fleet increased by 153 aircraft. The state fleet, those aircraft owned by the various levels of government in Canada, decreased by 17 aircraft.

### CERTIFIED AIRCRAFT

Certified aircraft had been leading the growth in private aircraft for a number of years when the Canadian dollar was high, but that trend changed in 2015 when we lost 103 certified aircraft and

▲ The graph above shows the effect the Great Recession of 2008 had on what was then an upward growth trend in private aircraft in Canada.

accelerated in 2016 with the falling Canadian dollar, as we lost 161 certified aircraft. In 2017, we lost 69 certified aircraft and, as the dollar fell in 2018, that increased to 117. In 2019, that accelerated to a loss of 132 aircraft.

In 2019, the changes to the private certified fleet were made up of a reduction of 135 airplanes, while helicopters increased by 17 and gliders decreased by two. Private certified balloons were down by 12. The 2019 decline included 137 single-engine aircraft and one four-engine aircraft, while twins increased by 20 aircraft.

There were 15,814 private certified aircraft at the end of 2019, out of a total of 29,468 private aircraft registered, or 54 percent of the private fleet.

## BASIC ULTRALIGHTS

BULAs were once again where the growth was in private aviation in Canada in 2019, as the case has been for several years. During the year, the category increased by 95 aircraft, down from the growth of 118 in 2018. There were 6,431 BULAs registered at the end of 2019.

The attraction of this category undoubtedly remains its low cost.

## OWNER-MAINTAINED

The O-M category added 17 aircraft in 2019, the same number as in both 2017 and 2018. This makes it the category with the third best growth for 2019, behind basic ultralights and amateur-builts. All the growth this year was in airplanes, with no changes to the number of gliders. By the end of 2019 there were 758 O-M aircraft on the registry, made up of 741 airplanes and 17 gliders.

It is worth noting that aircraft are not built in this category, but are mostly existing Canadian certified aircraft that are moved to O-M. Some may be certified aircraft imported from other countries into the O-M category as well.

The O-M category has continued to suffer from low numbers of aircraft being moved from the certified category ever since the American FAA announced that O-M aircraft will never be allowed to fly or be sold in U.S. airspace.

## AMATEUR-BUILTS

Amateur-builts were in the number-two growth position again in 2019, increasing by 64 aircraft, a large jump from the 37 aircraft added in 2018. In 2019, the aircraft added were made up of 59 airplanes, six helicopters and three amateur-built balloons, minus the loss of one glider and three gyroplanes.

Amateur-builts now number 4,344 in Canada and include a wide variety of aircraft, from fixed wing airplanes, helicopters, gliders, gyroplanes to

balloons and even one ornithopter, although the latter is in a museum.

## ADVANCED ULTRALIGHTS

In a trend never seen before, in 2019 the number of advanced ultralights decreased by two airplanes. Their drop this year brought the total number of AULAs on the civil register to 1,252. By its category definition, AULAs are all powered, fixed-wing aircraft.

The AULA category was introduced in 1991 and therefore 2019 was its 28th year in existence. The category has increased its numbers at an average of

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*"WITH THE CONTINUING LOSS OF CERTIFIED PRIVATE AIRCRAFT EXPORTED MAINLY TO THE U.S., THE PRIVATE CIVIL AIRCRAFT FLEET SAW ESSENTIALLY ZERO GROWTH IN 2019."*

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45 aircraft per year since its inception and so can hardly be considered the success that was anticipated when it was started. It will be interesting to see if the category recovers in 2020, or if it sees further shrinkage.

## COMMERCIAL FLEET

In 2019 the commercial aircraft fleet increased by 153 aircraft, bringing the number up to 7,165. The numbers show an increase of 126 airplanes and 25 helicopters, with the addition of two commercial balloons.

In round numbers, at the end of 2019, the private fleet made up 80 percent of the aircraft in Canada, with the commercial fleet at 19 percent and the state fleet at 1 percent, all basically unchanged in recent years.

## IMPORTS & EXPORTS

Aircraft imports into Canada in 2019 numbered 568, which was up from 552 in 2018, but well below the 968 imported during the pre-recession days of 2008.

In 2019, 894 aircraft were exported, an increase from the 790 aircraft exported last year. There were 326 more aircraft exported than imported, a net loss that was much higher than the 238 in 2018.

## CONCLUSIONS

With the continuing loss of certified private aircraft exported mainly to the U.S., the private civil aircraft fleet saw essentially zero growth in 2019. This was a continuation of the trend seen over the last five years, despite the national economy doing well in this period. The growth that has been seen in the private fleet has been in the lowest-cost end of the fleet, while many higher-value certified aircraft are being exported. Factors such as increasing aircraft ownership costs, including high avgas prices; Transport Canada's over-regulation of personal aviation; airport closures; increasing public concern about climate change and burning fossil fuel for recreational activities; low interest in aviation careers by young people, due to low wages and increasing automation, despite a growing commercial pilot shortage; and an aging private pilot population, are all contributing to the lack of growth in the field.

*Note: Aircraft data for this report was taken from the Transport Canada Civil Aircraft Register and reflects the difference between the number of aircraft registered in Canada on 31 December 2018 and 31 December 2019. These statistics reflect the net number of aircraft built and imported, minus the number destroyed, scrapped and exported. Just because an aircraft is registered in Canada does not mean it is being flown and therefore the number of registered aircraft should not be confused with the amount of flying activity.* ✈️

# INCIDENTS + ACCIDENTS

## ATLANTIC REGION

**At approximately 0630Z, a Moncton Flight College Diamond DA 20-C1 (C-FDYW) from Greater Moncton/Romeo LeBlanc, NB (CYQM) to Greater Moncton/Romeo LeBlanc, NB (CYQM) made a forced landing onto Highway 8, approximately 30 miles north of Blackville, NB. Both occupants reported safe.**

## QUEBEC REGION

**An Air Inuit de Havilland DHC-8-102 (C-FDAO/AIE624) from Kuujuaq, QC (CYVP) to Kangiqsualujuaq (Georges River), QC (CYLU) reported a possible remotely piloted aircraft system (RPAS) at 1 700 ft southeast of CYVP. No description was possible due to nightfall. Regional police and the shift manager were notified. No impact on operations.**

**A telephone report indicated that 40 silver-coloured objects in the sky in Ste-Angèle-de-Mérici, QC were observed December 26, 2019 at night (around 0100Z, on December 27). The objects were moving and followed one after the other until they disappeared as they climbed higher. Duration: approximately 10 minutes.**

**Loss of communications with a foreign-registered Diamond DA-62 (OEUDA) from Sept-Îles, QC (CYZV) to London, ON (CYXU). North American Aerospace Defense Command (NORAD) was notified. Communications were re-established at 1641Z, 4549N 07506W. No impact on operations.**

## ONTARIO REGION

**The Quebec (CYQB) Flight Information Centre (FIC) advised that an American corporately registered Cessna 152 (N48522) on a local flight from Ottawa/Rockcliffe, ON (CYRO) to Ottawa/Rockcliffe, ON (CYRO) crashed at the CYRO at the threshold of the run-**

**way. NOTAM issued for runway closure until 2359Z. The aircraft landed short of Runway 27 and the aircraft flipped. One person on board, not injured. NAV-CANADA did not provide any service to the aircraft.**

**Aviation Incident Report #16471:** Received radio transmission from a privately registered Titan Tornado II ultralight aircraft stating that there had been an incident on Taxiway Alpha at Ottawa/Carp, ON (CYRP). Upon arrival at the scene, it was discovered that the pilot was not injured. However, the aircraft had skidded off Taxiway Alpha, taking out the Alpha-04 Intersection signage, as well as destroying the right side main landing gear and damaging the right wing tip of the ultralight. According to the pilot, one of the brakes on the aircraft locked as they were making the turn from Runway 10/28 onto Taxiway Alpha. The aircraft's resting place was clear of all runways and taxiways and was not obstructing or inhibiting operations. Arrangements were made to move the aircraft back to its hangar for assessment and repairs.

**Aviation Incident Report #16475:** At Toronto/Buttonville, ON (CYKZ), a 1450748 Ontario Limited Piper PA-39 (C-FGMM) was observed taxiing to the main apron and was marshalled to Gate 1. The aircraft did not shut down and the passenger disembarked from the plane. C-FGMM was then observed taxiing to take off from Runway 21 without being marshalled. Another aircraft had just taken off and was climbing off at the threshold of 03. It is alleged that C-FGMM proceeded to take off right behind and radioed the other aircraft that they will be passing them on their right.

## PRAIRIE AND NORTHERN REGION

**A privately registered, amateur-built Stits SA-11-A from Lethbridge, AB (CYQL)**

**to Lethbridge, AB (CYQL) departed Runway 23 for circuits at 1936Z. Landed in a field just outside airport boundaries. Precautionary landing as engine was not developing power. No damage. No injuries. No impact to operations.**

**Multiple aircraft in the vicinity of Medicine Hat, AB (CYXH) reported multiple unidentified objects above them. The Air Traffic Operations Specialist (ATOS) was notified. No impact to the operation.**

**A Montair Aviation Piper PA-34-200T (C-GYPD) on a flight from Red Deer, AB (CYQF) to Red Deer, AB (CYQF) landed Runway 17 at 0035Z with reported ground visibility 1/8 mile and then taxied to base.**

## PACIFIC REGION

**While on approach for instrument landing system (ILS) 16 into Nanaimo, BC (CYCD), a privately registered Piper PA-60-602P on a flight from Bishop, CA (KBIH) to Nanaimo, BC (CYCD) reported an equipment issue and deviated from the approach prior to dropping off of radar. Victoria Joint Rescue Coordination Centre (JRCC) reported that the aircraft had crashed on Gabriola Island.**

**An authorized remotely piloted aircraft system (RPAS) operator reported another RPAS flying over the Chevron Station, Vancouver Harbour Flight Centre (airplace docks) at 0010Z. They believed the RPAS originated from the Downtown side of Coal Harbour, possibly around the base of Thurlow. Reported to emergency communications (ECOMM). No flights were affected.**

**Aviation Incident Report #16473:** While taking off southbound from Earl Creek in Egmont (which is very remote and only accessible by water), the pilot of a Gulf Island Seaplanes de Havilland DHC-2 MK.



I (C-FOCN) from Egmont/Earl Creek, BC to Sechelt, BC noticed a high powered strobe light from a boat shining into the plane, preventing the pilot from taking off. Pilot taxied back to the float plane dock and was able to speak to the boat operator. The boat operator was exhibiting confrontational and hostile behavior. The pilot informed officials of the incident, and apparently police subsequently spoke with the boat operator. The next day, the boat operator was shining the high powered strobe from their deck as the pilot circled around to land. The pilot reported the incident to the Royal Canadian Mounted Police (RCMP) on December 6, 2019.

### RÉGION DE L'ATLANTIQUE

**Vers 0630Z, un Diamond DA 20-C1 (C-FDYW), exploité par le Moncton Flight**

College, de Grand Moncton/Roméo LeBlanc (CYQM), NB, à Grand Moncton/Roméo LeBlanc (CYQM), NB, a fait un atterrissage forcé sur l'autoroute 8, à environ 30 NM au nord de Blackville, NB. Les deux occupants sont indemnes.

### RÉGION DU QUÉBEC

**Un de Havilland DHC-8-102 exploité par Air Inuit (C-FDAO/AIE624), de Kuujuaq (CYVP), QC, à Kangiqsualujuaq (Georges River) (CYLU), QC, a signalé un possible véhicule aérien non habité (UAV) à 1700 pieds au sud-est de CYVP. Aucun descriptif possible en raison de la nuit tombée. Police régionale et gestionnaire de quart avisés. Aucun impact sur l'exploitation.**

**Rapport téléphonique indiquant une quarantaine d'objets argentés dans**

le ciel de Ste-Angèle-de-Mérici, QC, observés le 26 décembre 2019 au soir (vers 0100Z, le 27 décembre). Les objets se déplaçaient et se suivaient jusqu'à disparaître en montant plus haut. Durée d'environ 10 minutes.

**Perte de communications avec un Diamond DA-62 d'immatriculation étrangère (OEUDA), de Sept-Îles (CYZV), QC, à London (CYXU), ON. Commandement de la défense aérospatiale de l'Amérique du Nord (NORAD) avisé. Communications rétablies à 1641Z, 4549N 07506W. Aucun impact sur l'exploitation.**

### RÉGION DE L'ONTARIO

**Le centre d'information de vol (FIC) de Québec (CYQB) a indiqué qu'un Cessna 152 (N48522), d'entreprise et d'immatriculation américaine, effectuant**



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un vol local d'Ottawa/Rockcliffe (CYRO), ON, à Ottawa/Rockcliffe (CYRO), ON, s'était écrasé à CYRO au seuil de la piste. NOTAM émis pour la fermeture de la piste jusqu'à 2359Z. L'aéronef s'est posé avant le seuil de la piste 27 et s'est renversé. Une personne à bord; personne n'a été blessé. NAVCANADA n'avait fourni aucun service à l'aéronef.

**Rapport d'incident d'aviation no 16471:** transmission radio reçue d'un ultraléger, un Titan Tornado II, d'immatriculation privée, indiquant qu'un incident était survenue sur la voie de circulation Alpha à Ottawa/Carp (CYRP), ON. En arrivant sur les lieux, on a appris que le pilote était indemne. Par contre, l'aéronef avait dérapé sur Alpha et emporté le panneau d'intersection Alpha-04, en plus de détruire le train principal droit et d'endommager l'extrémité de l'aile droite de l'ultraléger. Aux dires du pilote, l'un des freins de l'aéronef s'est bloqué alors qu'il tournait de la piste 10/28 vers Alpha. L'endroit où l'aéronef s'est immobilisé n'obstrue aucune piste et aucune voie de circulation, et ne bloque ni ne gêne les opérations. Des dispositions ont été prises pour ramener l'aéronef à son hangar pour évaluer les dégâts et faire des réparations.

**Rapport d'incident d'aviation no 16475:** à Toronto/Buttonville (CYKZ), ON, un Piper PA-39 (C-FGMM), exploité par 1450748 Ontario Limited, a été observé qui circulait vers l'aire de trafic princi-

pale et il a été guidé jusqu'à la barrière 1. L'aéronef n'a pas coupé ses moteurs et le passager a débarqué de l'avion. C-FGMM a ensuite été observé qui circulait pour décoller piste 21 sans être guidé. Un autre aéronef venait de décoller et montait depuis le seuil de la piste 03. C-FGMM aurait continué de circuler en vue de décoller juste derrière et communiqué par radio avec l'autre aéronef pour l'informer qu'il allait le dépasser par la droite.

## RÉGION DES PRAIRIES ET DU NORD

**Un Stits SA-11-A d'immatriculation** privée et de construction amateur, de Lethbridge (CYQL), AB, à Lethbridge (CYQL), AB, a quitté la piste 23 à 1936Z pour faire des circuits. Il a atterri dans un terrain juste en dehors des limites de l'aéroport. Atterrissage de précaution, le moteur ne donnant pas de puissance. Aucun dommage. Aucun blessé. Aucune incidence sur l'exploitation.

**Plusieurs aéronefs dans les environs de** Medicine Hat (CYXH), AB, ont signalé de multiples objets non identifiés au-dessus d'eux. Spécialiste d'exploitation de la circulation aérienne (ATOS) informé. Aucun impact sur l'exploitation.

**Un Piper PA-34-200T (C-GYPD),** exploité par Montair Aviation, de Red Deer (CYQF), AB, à Red Deer (CYQF), AB, a atterri piste 17 à 0035Z avec une

visibilité au sol signalée de 1/8 SM, puis a circulé jusqu'à la base.

## RÉGION DE PACIFIQUE

**Alors qu'il effectuait une approche au** système d'atterrissage aux instruments (ILS) 16 vers Nanaimo (CYCD), BC, un Piper PA-60-602P, d'immatriculation privée, de Bishop (KBIH), CA, à Nanaimo (CYCD), BC, a signalé un problème d'équipement et dévié de l'approche avant de disparaître du radar. Le Centre conjoint de coordination des opérations de sauvetage (CCCOS) de Victoria a indiqué que l'aéronef s'était écrasé sur l'île Gabriola.

**L'exploitant d'un système d'aéronef** télépilote (SATP) autorisé a signalé qu'un autre SATP avait survolé la station d'essence Chevron et le Vancouver Harbour Flight Centre (quais réservés aux aéronefs) à 0010Z. Selon lui, le SATP provenait du centre-ville de Coal Harbour, probablement des environs de la base de Thurlow. Signalé aux communications d'urgence (ECOMM). Aucun aéronef concerné.

**Rapport d'incident d'aviation no 16473:** alors qu'il décollait en direction sud depuis Earl Creek à Egmont (qui est très éloigné et seulement accessible par l'eau), le pilote d'un de Havilland DHC-2 MK. I (C-FOCN), exploité par Gulf Island Seaplanes, d'Egmont/Earl Creek, BC, à Sechelt, BC, a remarqué qu'un feu stroboscopique puissant provenant d'un bateau éclairait l'aéronef, empêchant ainsi le pilote de décoller. Le pilote est revenu au quai de l'hydravion et a pu parler au conducteur du bateau qui s'est montré agressif et hostile. Le pilote a informé des responsables de l'incident, et la police a apparemment parlé par la suite au conducteur du bateau. Le lendemain, celui-ci faisait briller son feu stroboscopique depuis le pont de son bateau alors que le pilote décrivait des cercles en vue d'atterrir. Le pilote a déclaré l'incident auprès de la Gendarmerie royale du Canada (GRC) le 6 décembre 2019. 🛩️

# ENFORCEMENTS

## QUEBEC REGION

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

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

## ONTARIO REGION

**A person operated a remotely piloted aircraft system (RPAS) when the RPAS was not registered in accordance with this Division.** The person also operated the RPAS under this Division without being the holder of the appropriate pilot certificate. (CAR 901.02, \$250; CAR 901.54(1), \$250)

**The Company 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. (CAR 601.08(1), \$3,750)

**A person operated an aircraft in Class F Special Use Restricted airspace** without being authorized to do so by the person specified for that purpose in the Designated Airspace Handbook. The

person also operated a remotely piloted aircraft system (RPAS) when the RPAS was not registered in accordance with this Division and the person was not the holder of the appropriate pilot certificate. (CAR 601.046(2), \$750; CAR 901.02, \$250; CAR 901.54(1), \$250)

**A person acted as a flight crew member in an aircraft registered in a contracting state other than Canada** when that person was not the holder of a valid permit or licence. (CAR 401.04, \$1,000)

## RÉGION DE QUÉBEC

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

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

## RÉGION D'ONTARIO

**Une personne a utilisé un système d'aéronef télépiloté** alors que l'aéronef télépiloté n'était pas immatriculé en vertu de la présente section. La personne a aussi utilisé un système

d'aéronef télépiloté alors que la personne n'était pas titulaire d'un certificat de pilote approprié. (RAC 901.02, 250 \$ ; RAC 901.54(1), 250 \$)

**L'entreprise 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 avant d'entrer dans l'espace aérien. (RAC 601.08(1), 3 750 \$)

**Une personne a utilisé un aéronef dans l'espace aérien de classe F à statut spécial règlementé sans en avoir reçu l'autorisation de la personne indiquée dans le Manuel des espaces aériens désignés.** La personne a aussi utilisé un système d'aéronef télépiloté alors que l'aéronef télépiloté n'était pas immatriculé en vertu de la présente section et la personne n'était pas titulaire d'un certificat de pilote approprié. (RAC 601.046(2), 750 \$ ; RAC 901.02, 250 \$ ; RAC 901.54(1), 250 \$)

**Une personne a agi en qualité de membre d'équipage de conduite au Canada à bord d'un aéronef immatriculé dans un contractant autre que le Canada,** alors que la personne n'était pas titulaire du permis ou licence pertinents et valide. (RAC 401.04, 1 000 \$)



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## YOUNG GUYS TO OLD GUYS: HERE ARE WAYS TO PAY IT FORWARD



◆ Annie with her mentors. From left, Mark McDermott, Rob McLaughlin and Al Plaunt.

**A**s a COPA member I imagine you, the reader, as an adventurer; a world traveller, someone with a lot of stories and experience. Someone who has seen the best and the worst of the world and can relate to the fear of new beginnings and an uncertain future. Your first step into aviation perhaps more like a big leap, especially for those without family members in the industry to guide them. We all have our stories, the challenges we experienced along our aviation journey. We understand the financial hardships that come along with pursuing our greatest passion. So, as we cross into a new decade, how can we help future generations of aviators to come?

I posted a question to my Instagram page asking my followers what I should write about in my next column. One reply that got my attention, courtesy of @stiflyer7, was “How us old guys can encourage the next generation of flyers.” It’s a good question that deserved a follow-up, so I opened it up for discussion and you wouldn’t believe the response I received. Doz-

ens of aviators had a lot to say about how to encourage the next generation of pilots.

With the help of my friends, I’ve put together a list of three ways GA pilots can encourage the next generation of aviators:

### TAKE THEM FLYING

There should never be an empty seat in an aircraft. What a waste! There is nothing more impactful on a young mind than the magic of flight. Many airports have flight schools where flight students are studying in between flight training. Stroll in there and say loudly, “I’m going flying, who wants to come?” If there isn’t a flight school at your airport, maybe you have children, grandchildren, nephews and nieces who don’t have an interest in aviation yet but have never been up. What a great opportunity to get family and friends involved.

### TAKE SOMEONE UNDER YOUR WING

There are so many great ways to get people involved in aviation without

actually going flying. If you have a hangar project you’re working on, invite a young person to join you. It is a great way for you to get free labour while also passing on your experience and knowledge to someone who is looking to grow.

### INVOLVE THEM IN THE COMMUNITY

Making someone feel welcomed encourages them to become contributing members of our community. Invite young people to your airport barbecues, social gatherings, fly-ins, airshows, etc. Half the joy of aviation is sharing it with others, such as standing in a circle and exchanging flying stories.

It’s not about a monetary donation; it’s about investing your time, something much more precious. It might be uncomfortable at first. You may be a solitary person who likes tinkering in your hangar by yourself, but challenge yourself to do something different in this new year. What you may find is that the experience becomes more rewarding for you than you ever anticipated.

When I met my mentor, he didn’t ask if I needed help; he grabbed me by the shoulders and pointed me in the right direction. He took the time to explain the intricacies of his aircraft and taught me how to fly it. We took apart a Cardinal RG together for the purpose of re-upholstering it and repainting the interior and it was an incredible learning opportunity. He introduced me to a group of GA pilots who are now my very good friends. He took me on my first trip to Oshkosh and walked through the rows of aircraft with me explaining the differences between all of them. The time he invested in me was more valuable

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than I knew at the time and I'm so looking forward to the day that I too can pay it forward.

## THIS IS MY PLEA TO YOU

Make an effort to reach out to young people who are expressing an interest in aviation, and don't shut out youth who are turning to you for help. You would be surprised if I told you how many times I have had conversations with people telling them how eager I am to learn, how I would love to help out in their hangar, contribute to their homebuilt project. And how many times I don't even get so much as a reply. How can we expect youth to take

*"HOW CAN WE EXPECT YOUTH TO TAKE INTEREST IN GENERAL AVIATION WHEN WE DON'T TAKE AN INTEREST IN THEM?"*

interest in general aviation when we don't take an interest in them?

Aviation can often be a community of exclusivity, privilege and one that shuts people out. I understand it is expensive, and that every hour of airtime decreases the value of your aircraft, but if we don't give back, the hangar rows will become empty over time. GA needs new blood to breathe life into our flying clubs and contribute new ideas to motivate us in the years to come.

How do YOU think we can encourage the next generation of flyers? E-mail me and let me know [aviatrixannie@gmail.com](mailto:aviatrixannie@gmail.com).

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Photo by Mike Reyno

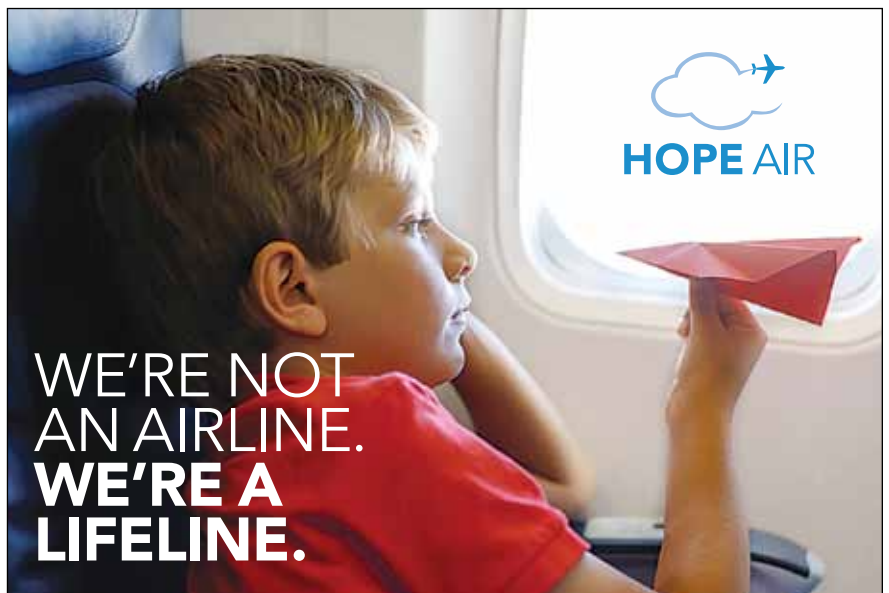
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## PERSONAL PILOT SAFETY

GEAR THAT INCREASES YOUR CHANCES OF WALKING AWAY



Like many things in life, we usually don't think about personal health until something bad happens. In my previous PlaneTech articles we discussed topics like the impact of hypoxia, vision protection and carbon monoxide poisoning. What about what we wear while in-flight? A number of manufacturers have tech designed to be worn, including hats, shoes, clothing and helmets. Many aviation hat manufacturers have removed the centre button to help protect the pilot from head injuries caused by headset bands.

Ultralight, aerobatic and helicopter pilots often wear helmets on every flight. Transport Canada requires that very ultralight pilot wear a helmet. Some pilots don leather helmets while others purchase aircraft grade helmets, adding a certain cool, Maverick factor.

The analogy is much like cars versus motorcycles, with helmets becoming the norm for cycling, skiing and water sports, but not typically worn by GA pilots flying Pipers and Cessnas. Wearing a helmet will help reduce head injuries caused by sudden impact and deceleration forces. Aviator helmets have seen a gradual improvement in the technology since the 1960s, driven by the military. Manufacturers such as Lift Aviation and FlightHelmet.com, fabricate helmets for both general aviation and the military. Prices range from U\$700 to U\$3,500, depending on options and installed headset.

Helmets are typically made from lightweight Kevlar with integrated chin and nape straps, leather edge roll and a bungee visor. Flight helmets are available with or without headsets and can be customized with various ear cups,

▲ Flight Outfitters' Bush Pilot Jacket is warm and made of duck cotton, blocks out wind and rain.

ANR electronics and oxygen mask attachment fittings. Flight helmet shell sizes are medium, large, and extra-large, and may be customized with a variety of options including custom painting and graphics. A size large helmet weighs 20.5 ounces including a bungee visor but not including ear cups or communications. Configured with basic earphones (not ANR), the weight is approximately 39 ounces (1,103 grams). Configured with ANR earphones, the weight is approximately 44 ounces (1,219 grams). Adding ANR electronics into the helmet doubles the price. However, using Clarity Aloft's Pro Plus or Flex headsets provides a cost-effective alternative. Typically weigh-





ing under 2 ounces, with no batteries required, they are TSO'd and deliver ANR performance. They're a perfect fit for a helmet combination, with the total cost roughly U\$2,000.

Footwear is part of our everyday life. Whether we're talking about dress shoes or sneakers, or anything in between, shoes are a very individual need; one size does not fit all. Lift Aviation has been manufacturing aviator clothing and flight helmets since 2006, with their roots as an orthopedic company which started in 1985. Their aviator shoes are designed to provide better rudder control over sneakers. Lift's pilot shoes feature a unique rudder control heel slider. The heel slider is an injection-molded frictionless cleat which slides along the aircraft's floorboards, adding better rudder control. The shoes are form-fitting and made from materials designed to protect against fuel, oil and other unfriendly chemicals. I have wide flat feet, typically very hard to fit. Lift's Air Boss shoes fit me perfectly while providing me with an entirely different flight experience than my sneakers. Like an athlete, our aviator performance is improved by attention to detail, including our shoes. Lift has a variety of models ranging from U\$79 to U\$139. Exhibiting at Sun 'n Fun and AirVenture, you're able to try on a pair of their shoes for fit and comfort.

Flight planning begins when you wake up and get dressed. The selection of your attire should match not only the weather but also the cockpit environment. With typical Canadian weather, temperature swings can easily reach 15°C, especially during the spring. Layering allows control over your body temperature and reduces perspiration. Natural fibres such as cotton help with regulating your body temperature through their ability to

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*"SURVIVAL GEAR IS WHAT YOU'RE WEARING; THE STUFF IN THE BACK OF THE AIRPLANE IS FOR CAMPING."*

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breathe. Man-made fibres such as spandex, nylon and rayon should be avoided as they will melt (potentially on to your skin) when heated. During the course of a cockpit fire, cotton will provide more time and act as a natural barrier against the flames, while nylon will melt, increasing your level of pain. That's where a cotton jacket may be better. Flight Outfitters' Bush Pilot Jacket is warm and made of duck

▲ Lift Aviation has been manufacturing aviator clothing and footwear since 2006.

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cotton, blocks out wind and rain and retails for U\$99.95. It looks good and does not overly state that you're a pilot.

Many military flight suits are manufactured with Nomex, which was developed by DuPont during the 1960s and brought to market in 1967. Nomex is a heat- and flame-resistant fibre that, when exposed to extreme heat, undergoes a special reaction, changing its properties to capture more energy in the fabric. This gives the aviator valuable extra seconds of protection from heat transfer. This heat- and flame-resistance is built into the Nomex fibre and cannot be washed out or worn away, and it won't melt, drip or support combustion. Mark Glassmeyer of Flight Outfitters says, "Survival gear is what you're wearing; the stuff in the back of the airplane is for camping. The point is, what's on your body matters. If you're flying over snowy terrain, wear a coat. If you're flying over water, wear a life vest or have it really close by."

Personal safety during flight should not be taken lightly. The clothing, shoes and headgear that we wear are part of that incident chain that, when broken, changes the outcome. As with many other survival accessories which we carry, let's hope for the best, but plan for the worst. 🙏

# TRAINING IN A TIGER MOTH

## FLYING AT 10 INCHES PER HOUR

**F**ollowing the Second World War there were hundreds of Tiger Moths, basic trainers left over from Canada's wartime training program. Some of those 1919-designed biplanes that escaped the wrecker's axe were given to the flying clubs across the country by a grateful government appreciating the vital role played by these schools during those critical war years.

I learned to fly in one of these donated Moths. The new paint job didn't quite hide the old military markings, and the blue and white stripes on the vertical stabilizer were left there for sentimental reasons.

You flew a Moth from the rear cockpit for weight and balance reasons. The magneto switches were dime-store toggle switches mounted outboard on the fuselage section between the cockpits. There was a joystick, rudder pedals, a throttle and mixture control, a parking brake and a weird trim control in the cockpit and that was it. The trim control was a lever that simply warped the elevators—nobody dared touch the thing.

The basic flight panel was built by Sperry and the compass was mounted on the floor between your legs. The bucket seat was for a parachute-equipped pilot, so in peacetime a leather cushion had been added. The 100-horse Gypsy Major engine was mounted in an inverted configuration and, since the original design had been British, the prop turned the wrong way. There was no carburetor ice control as the engine had some ingenious system known as a glow-pot that heated the induction air before it got to the carburetor.

You hand-bombed the Moth, of course, and the procedure was to stand on the left side of the engine nacelle inboard of the prop and pull it through from there. Another dime-store item was the primer control, which was



a steel ring attached to piano wire hanging down from the engine—you pulled this ring until gas poured down onto the ground (19 cents per gallon those days). You then pulled the prop through, backwards, four times—once for each cylinder. This was done with the switches off before you yelled CONTACT! You hoped the guy in the cockpit was holding the hand-operated parking brake full on as you snapped the prop down and stepped back toward the leading edge of the lower wing. Like your lawn mower, chain saw and Weed Eater, the Moth always started on the first pull (they say).

On one occasion, I was going through this procedure while parked on the tarmac at Payne Field in Everett, Washington, sometime in the 1950s. As it was a Sunday, there was a huge gaggle of spectators who thought the Wright Brothers were doing a rerun and, of course, the hand brake chose that time not to hold, and I had to roll backwards over the lower wing, and scramble after the plane, jumping into the cockpit to a round of cheers from the amused spectators.

Part of the eight hours of ab initio flight training in those days required that you learn how to loop, barrel roll, stall turn and snap roll the Moth—'snap' was a bit of a misnomer on the Moth. The big lesson in these procedures was to keep your eyes and mouth closed as all the dirt on the cockpit floor flew into your face during aerobatics.

I understand the only reason the Moth isn't now in use as a trainer is because there is no room for the GPS or inertia guidance system, and if you load a copy of air regulations aboard it puts the plane over its allowable gross weight.

Oh, about airspeed: there was a funny thing on the outboard wing strut that sort of told you your airspeed, but we had a better means to check on that — Mercator projection charts of the day were scaled at eight statute miles per inch. The Moth flew at ten inches per hour unless you had a head wind. 🐛

*The above is an excerpt from *Flights of a Coast Dog*, by Jack Schofield. His book, and others by him, are available for purchase. See the Bookshelf section in this issue for ordering details. — Ed.*



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# WESTLAND LYSANDER IIIa

HISTORIC WARBIRD TO STAY IN CANADA

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An extremely rare, Canadian-built, Second World War aircraft has been purchased by Canadians and will not be leaving the country. The Westland Lysander IIIa was built in Malton in 1942 and has been restored to flying condition. It will continue to appear at events in Southern Ontario.

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The Lysander Funds (a Toronto investment firm) and John Carswell of 'Canso Funds', together with Tim Hicks, have combined to purchase the extremely rare aircraft from collector Michael Potter of Ottawa. The Lysander Funds draws its company name and philosophy from the unusual aircraft and its independent, remarkable, stealthy flying history.

This is the only Lysander flying in North America. Aircraft enthusiasts may have been concerned that this wonderful piece of Canada's aviation history would be sold and taken overseas, but it's staying where it was built and where it began its RCAF career. The pre-purchase flight was conducted by pilot Dave Hadfield, taking off from Rockcliffe airport

# LYSANDER

## “LIZZIE”



Lizzie was the nickname given by many who knew the Westland Lysander. Designed and put into production just prior to the outbreak of the Second World War by Westland Aircraft of the United Kingdom, the Lizzie was known for its exceptional short-field performance. After the outbreak of war, it was often used for clandestine missions behind enemy lines, especially in France. Some of the British Lizzies saw service in the Middle East, Madagascar and in Burma.

Powered by an 890-hp British Mercury air-cooled radial engine, the Lysander was typically equipped with either a Lewis or a Browning machine gun and could carry small bombs under its fabric-covered wings. Stall speed was 56.5 knots.

The British sent 104 domestically built Lysanders to Canada, adding to the 225 that were built under licence by National Steel Car of Malton, Ontario. Like the British RAF, the RCAF operated many of the Lysanders in an army-support role, replacing the Westland Wapiti, a 1916 design.

The Lysander saw wartime action in Saint John, New Brunswick and at various locations on Vancouver Island, primarily in anti-submarine patrols and search and rescue operations.

After the end of hostilities, some surplus Lysanders were obtained by Westland Dusting Service of Alberta for crop spraying.

A total of 1,786 Lysanders were built, a figure that includes 225 Canadian-built versions. Primary users were the Royal Air Force, the Royal Canadian Air Force, the Egyptian Air Force and the Indian Air Force.



(CYRO) in October 2019. “The aircraft performed perfectly — it’s an amazing aircraft to fly,” said Hadfield. “[It’s] totally unique!”

The intention is to build a hangar for the Lysander (and to support an outreach program) at an airport in the Toronto area in 2020. No firm location has yet been decided. Once established in the new facility, the aircraft will be flown to support Lysander Funds activities as well as some airshows. Until then, it will be kept at the Gatineau airport (CYND) with the Mike Potter Aircraft Collection.

Carswell has been involved with the iconic aircraft before; he sponsored its Outreach Flight Program in 2015 and 2016 in which the Lysander was displayed at many airshows and events in Southern Ontario and ‘wowed’ many Air Cadet first-time flyers. A retired RCAF officer, his commitment to Canada’s aviation history is clear; he is a generous supporter of Veteran’s House, which provides homeless vet-

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*“THE AIRCRAFT WILL BE FLOWN AND MANAGED BY VINTAGE AIRCRAFT SPECIALIST PILOT DAVE HADFIELD.”*

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erans with a place to stay, as well as the Birchall Leadership Awards and many other commemorative activities.

The aircraft will be flown and managed by vintage aircraft specialist pilot Dave Hadfield, who flew the aircraft during the 2015-16 seasons, and who is often seen in the cockpits of the rare fighters of the Mike Potter Aircraft Collection, including the Spitfire and Mustang.

The iconic Lysander was built in Malton, Ontario in 1942 under licence from National Steel Car as a Westland Lysander IIIa, and saw service in Canada as a bomber and gunnery trainer. Post-



▲ The Lysander will be kept in flying condition and join the airshow circuit.

war, it was sold and allowed to deteriorate until it was bought by collector and restorer Harry Whereatt of Assiniboia, Saskatchewan. The final restoration and return-to-flight was completed by Vintech Aero of Gatineau in 2010.

Overseas, Lysanders achieved fame during the Second World War for the mission to land and pick up agents in Occupied France. Flying into small unprepared fields on moonlit nights, Lysanders used their unique slow-flight and short-field capabilities to land using the flashlight-beams of the Resistance fighters, often under the noses of the Gestapo.

This Lysander is currently dedicated to Sgt. Cliff Stewart of Charlottetown, Prince Edward Island, who successfully undertook a number of such clandestine missions in 1943-44, training the French Resistance in the use of radios, demolitions, sabotage and tactics. 🇫🇷

## ADMIRAL LYSANDER



Westland Aircraft often named their products after historical figures, so just who was Lysander? Son of Aristocleitus, who claimed descent from Heracles, Lysander was a Spartan 'navarch', which loosely translates to admiral. His claim to fame was defeating the Athenians at a battle in 405 BC, which eventually ended the Peloponnesian War. He continued to play a leadership role during Sparta's dominance of Greece until he died during the Battle of Haliartus in 395 BC.

PHOTO CREDIT: PETER HANDLEY (TOP PHOTO)



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## HEIDELBERG YOUTH AWARDED \$2,400 COPA FLIGHT ANNOUNCES SCHOLARSHIP WINNER



Aaron Crawford of Heidelberg, Ontario, was selected to be awarded the 2019 Fly the Dream scholarship. Presenting the award at the COPA Flight 177 – Exeter Christmas gathering was the scholarship committee, comprising representatives of COPA Flight 177 and the Jeremy Mason Memorial Fund.

The Fly the Dream pilot licence scholarship program was created in memory of Jeremy Mason and his love of flying, who passed away in 2001 at the age of 29. The \$2,400 bursary provides assistance to a worthy young person to help with the cost of earning a recreational pilot permit (RPP) or private pilot licence (PPL).

Crawford, at twenty years old, is apprenticing to become an electrician at Conestoga College. He currently holds

an ultra-light pilot permit and is planning to get a flight instructor rating. Crawford has over 30 hours of dual towards his PPL and plans to finish training by spring at Stratford Air Services Ltd., located at Stratford airport (CYSA).

This is the fifth year that the Scholarship has been awarded. The first award went to Emily Dennis, who is now well into her career as a commercial pilot.

Training for a Transport Canada pilot licence can begin at the age of 14, with the potential to obtain an RPP by the age of 16. COPA Flight 177 – Exeter and the Jeremy Mason Memorial Fund, through the Fly the Dream Scholarship Committee, is actively looking to financially support local youth who are interested in aviation. Anyone between the ages of 14 and 21 who has



▲ Top (L-R): Chris Redfearn, Kathy Martin (Mason), Doug Richards, Aaron Crawford (recipient), Darren Mason, Mike Ash and Tom Hartai.

ever dreamed of flying an airplane are strongly encouraged to apply. For more information on the scholarship, visit [copaexeter.ca](http://copaexeter.ca).



# SAINT-JEAN-SUR-WOW!

## LE CONGRÈS ET FOIRE COMMERCIALE DE COPA SAINT-JEAN-SUR-RICHELIEU (CYJN), QUÉBEC, 25-27 JUIN 2020

Inscrivez-vous et réservez vos places **dès maintenant** pour l'ultime aventure qui va au-delà du rendez-vous aérien. Visitez les restaurants et boutiques du Vieux-Montréal, jouez au golf sur les plus beaux terrains de la province, survolez la vallée du Saint-Laurent. Le congrès COPA a tout pour l'aviation : en plus d'une démonstration de montgolfières, des séminaires, des ateliers et une foire commerciale.

### L'AVENTURE VOUS ATTEND - RÉSERVEZ DÈS MAINTENANT.



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pour l'enregistrement et le spécial  
inscription hâtive





## YVR TAKES A GREEN LEAP FORWARD

SUSTAINABLE AVIATION FUELS INITIATIVE ANNOUNCED



Yet another significant green initiative has been announced in B.C.: BioPortYVR has been formed to increase the availability of sustainable aviation fuel (SAF) across Canada, starting initially with the Vancouver airport (CYVR) and then expanding to other B.C. airports. Joining with the Vancouver Airport Authority are the Green Aviation Research and Development Network (GARDN), SkyNRG and the Waterfall Group.

Currently underway is a comprehensive feasibility study that is looking at how a SAF supply chain can be implemented in B.C. It is due to be completed in March, 2020.

According to the website of GARDN, a Montreal-based not-for-profit funded by the government of Canada and the Canadian aerospace industry, the GARDN community brings together

more than 50 companies, universities, colleges and research centres from the Canadian aviation industry to collaborate on green projects, including the reduction of the environmental footprint of air travel in Canada.

“Since 2009, GARDN has funded more than 35 collaborative projects, including projects on sustainable aviation fuels, that have led to groundbreaking innovations all along the supply chain, reducing the environmental impact of Canada’s aerospace industry,” said GARDN’s director of strategy and sustainability Kateryna Derkach. “We are proud to commission the BioPortYVR project and work with industry-leading partners to assess the future of locally produced SAF in Canada and shape a more sustainable air transportation industry.”

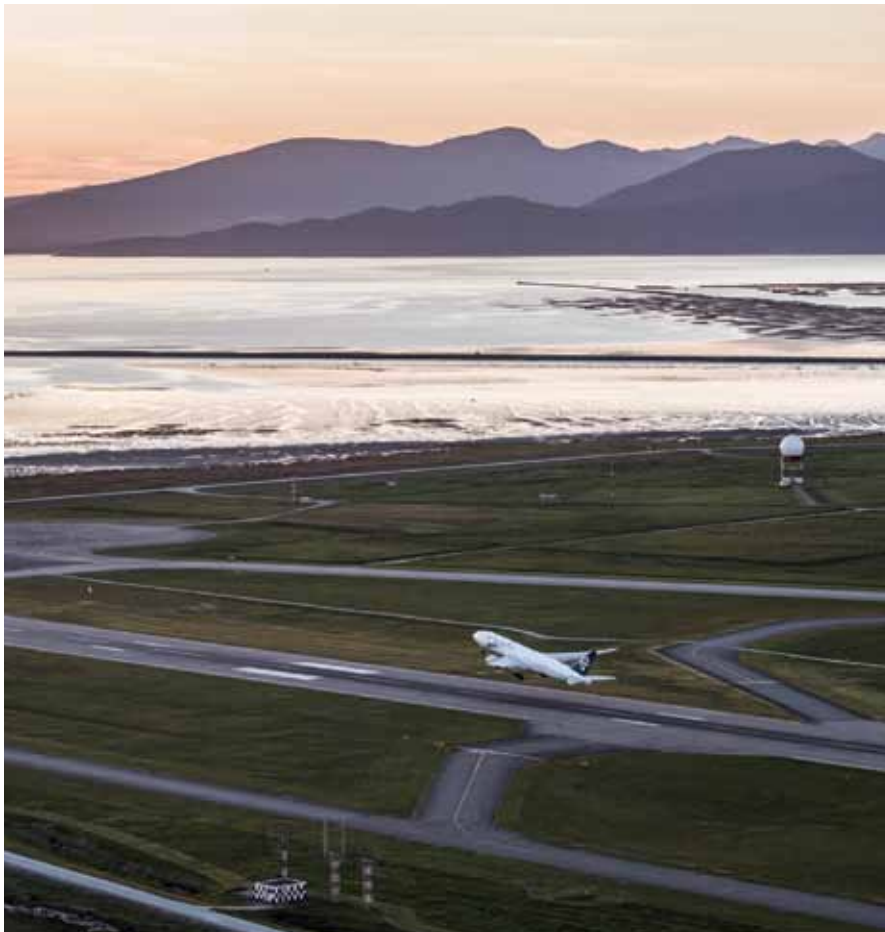
▲ YVR and its sustainable fuel partners are leading the way in getting sustainable aviation fuel infrastructure to Vancouver, throughout B.C. and across Canada.

SkyNRG is a Dutch company that bills itself as the global market leader in sustainable aviation fuels. They source, blend and distribute SAF, and have supplied SAF to over 30 airlines around the world. SAF was first used by Dutch airline KLM in 2011 and they have since made more than 150,000 flights using the fuel. Up until now, the SAF produced by SkyNRG has been a blend consisting of fossil jet fuel and used cooking oil. However, they are exploring alternate sources such as agricultural residues and CO<sub>2</sub> that’s not of fossil origin.

“We are proud to be a part of BioPortYVR and to help advance the use

PHOTO CREDIT: YVR





production of sustainable alternative fuels in Canada,” said Air Canada’s Teresa Ehman of their environmental department. WestJet’s director of environment and fuel Geoffrey Tauvette added, “As the ultimate end-user in the sustainable aviation fuel value chain, WestJet congratulates

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*“WE ARE PROUD TO BE A PART OF BIOPORTYVR AND TO HELP ADVANCE THE USE OF SAF IN CANADA.”*

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Vancouver Airport Authority and its partners in helping airlines identify a cost-effective and long-term Canadian-made SAF supply option.”

British Columbia is gaining a reputation as both an innovator and an early adopter of green initiatives that help bring down emissions of harmful greenhouse gases and particulate matter in the aviation sector. Two years ago, James Douma imported and registered the first production all-electric airplane in Canada, a Slovenian-made Pipistrel Alpha Electro (C-IZAP). The aircraft joins Douma’s electric-powered motor-glider in his hangar at Pitt Meadows airport (CYPK) in Metro Vancouver.

Most of our readers have also heard the story of how Vancouver’s Harbour Air flight-tested in December of 2019 the world’s first commercial aircraft to be equipped with an electric motor as the only means of propulsion. Though not ready for commercial service, Harbour’s CEO Greg McDougall predicts he’ll have electric Beavers in commercial service by the end of 2022. 🇨🇦

of SAF in Canada together with such strong partners,” said Misha Valk, head of future fuels for SkyNRG. “Building new industries is all about partnering with the right people and organizations. For us, this is an important milestone in growing the market for sustainable aviation fuel and in ensuring a sustainable future for commercial aviation.”

The B.C.-based Waterfall Group provides consulting services to industry to minimize their carbon footprint through the use of SAF and other carbon-based fuel alternatives.

“Our firm is focused on creating the conditions for economically viable production and use of renewable fuels in Canada,” according to Fred Ghatala, a partner in the Waterfall Group. “This partnership and BioPortYVR is an im-

portant evolution of our work in the aviation sector.”

Says Vancouver Airport Authority’s director of environment Marion Town, “We pride ourselves on being a leader in sustainability and are thrilled to be at the forefront of exploring SAF in Canada alongside GARDN, SkyNRG and Waterfall Group. As Canada’s second busiest airport, we look forward to contributing to real and visible actions that have the potential to significantly reduce carbon emissions from air travel.”

Both Air Canada and WestJet have made statements in support of the initiative. “We are fully supportive of the BioPortYVR project as it will help develop a viable framework for the implementation of a regional and collaborative approach to the

## UN SOUPER POPULAIRE !

CLUB COPA 160 — ST-JEAN-SUR-RICHELIEU FÊTE NOËL

TEXTE : NORMAND PRENOVEAU



**Le Club COPA 160 est réputé pour être l'un des plus actifs du Québec. Nous avons fait honneur à notre réputation en tenant notre traditionnel souper de Noël pour terminer l'année 2019 en beauté.**

Puisque tout le monde était ravi de la formule de l'an dernier, il fut décidé de retourner à la Bergerie de l'Acadie. Alexandra, superviseure de la place, décore toujours la salle à la saveur du temps des Fêtes. C'est une des raisons qui nous avait fait choisir cette entreprise familiale l'an dernier.

C'est plus de 70 membres qui ont accepté l'invitation et qui sont venus savourer ce que la Bergerie fait de mieux. Vous aurez deviné que l'agneau est la spécialité de la maison. Toutefois, ils nous proposent également des alternatives pour ceux et celles dont l'agneau n'est pas leur « tasse de thé ». Cet excellent re-

pas de cinq services fut précédé d'un cocktail avec des bouchées au choix du chef. D'ailleurs, cette année le chef s'est surpassé dans la confection de ces amuse-gueules.

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*« C'EST TOUJOURS  
UN GRAND PLAISIR DE  
NOUS RETROUVER  
ENTRE PILOTES ET  
ENTHOUSIASTES DE  
L'AVIATION. »*

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Au-delà de la nourriture et de l'ambiance générale des Fêtes, c'est toujours un grand plaisir de nous retrouver entre pilotes et enthousiastes

◀ C'est plus de 70 membres qui ont accepté l'invitation et qui sont venus.

de l'aviation. Nous n'avons pas beaucoup d'occasions pour échanger sur nos expériences et nos projets et ça « jase en masse » lors de cet événement. Pour plusieurs, c'était la première fois qu'ils faisaient connaissance avec les gens autour de la table. D'ailleurs, cette année, nous avons eu beaucoup de nouveaux noms sur la liste des participants.

À l'arrivée, ce qui devient une tradition, Mimi et David accueillent les couples/groupes pour faire une photo souvenir. Vous pouvez les voir sur notre site dans la section photos ([www.apphyjn.com](http://www.apphyjn.com)). Vous remarquerez la bonne humeur de tout le monde.

Cette année, nous avons convié les invités à un petit concours qui a été conçu par Linda St-Laurent. Il fallait déterminer les noms des compagnies aériennes à partir de leurs cocardes. Pas si facile que ça, il fallait faire travailler nos neurones. Nous avons aussi des rébus qui étaient très amusants. À la fin, tout le monde avait trouvé la réponse, mais je suspecte que certains ont un peu triché en cherchant sur Google.

Le C.A. du Club COPA 160 devra travailler fort pour continuer à améliorer la formule l'an prochain.

En terminant, nous avons hâte de recevoir le Congrès annuel COPA des 25 au 27 juin prochains. Une première au Québec depuis environ 20 ans. Les détails suivront prochainement dans la revue et le site web COPA. Au plaisir de vous compter parmi nous !

Sur ce, nous vous souhaite une excellente année 2020. 🍷

# A VERY POPULAR DINNER

## COPA FLIGHT 160 – ST-JEAN-SUR-RICHELIEU CELEBRATES CHRISTMAS

**COPA Flight 160 is reputed to be one of the most active in Quebec. We have honoured our reputation by holding our traditional Christmas dinner to end 2019 on a high note.**

Since everyone was delighted with last year's formula, it was decided to return to the Bergerie de l'Acadie. Alexandra, supervisor of the place, always decorates the room with the flavour of the holiday season. This is one of the reasons that made us choose this family business last year.

More than 70 members accepted the invitation and came to savour the best of La Bergerie. You may have guessed that lamb is the house specialty. However, they also offered us alternatives for those whose lamb is not their 'cup of tea'. This excellent five-course meal was preceded by a cocktail with appetizers chosen by the chef. In fact, this year the chef outdid himself in making these appetizers.

Beyond the food and the general holiday atmosphere, it's always

a great pleasure to meet with pilots and aviation enthusiasts. We don't have a lot of opportunities to share our experiences and our projects and so were talking in droves during this event. For many, it was the first time

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*"WE LOOK FORWARD TO HOSTING THE COPA CONVENTION FROM JUNE 25 TO 27 – A FIRST IN QUEBEC FOR ABOUT 20 YEARS."*

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they got to know the people around the table. Besides, this year, we had a lot of new names on the list of participants.

On arrival, which has become a tradition, Mimi and David invited couples and groups to take a sou-

venir photo. These can be viewed on our website in the photos section ([www.apphyjn.com](http://www.apphyjn.com)). Notice everyone's good humour.

This year we invited the guests to participate in a small game which was designed by Linda St-Laurent; names of airlines had to be determined from their roundels. It was not that easy; we had to work our brain cells. We also had 'rebus' puzzles which were very fun. In the end, everyone had found the answer, but I suspect that some people cheated a little by searching on Google.

The Flight's organizing committee will have to work hard to improve upon the formula next Christmas.

In closing, we look forward to hosting the COPA Annual Convention from June 25 to 27 – a first in Quebec for about 20 years. Details will follow shortly in the review and the COPA website. We look forward to having you with us.

With that, we wish you a Happy New Year 2020. 🍷

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## SOUTH SHORE REGIONAL AIRPORT

LOCAL FLYING CLUB KEY TO CONTINUED OPERATIONS

BY GLENN PARLEE, PRESIDENT, SOUTH SHORE FLYING CLUB



In December of 2015 the Region of Queens Municipality was just days away from voting on a motion to close the South Shore Regional Airport (CYAU) permanently (also known as the Liverpool airport, near Greenfield, Nova Scotia). Upon hearing this news, a group of five concerned aviators quickly formed a registered non-profit society and petitioned the municipal council to try to find a better solution than closing a very important piece of infrastructure for the South Shore of Nova Scotia; once an airport is closed, it isn't coming back.

The current council had no interest in running the small airport so our only option was to negotiate an agreement that would turn over operation for CYAU to the South Shore Flying Club (SSFC) which included the club being responsible for insurance costs of the

facility. The Club did what any reasonable group would do when faced with a decision to either watch a major piece of infrastructure fail or step up to the plate and make it happen; the

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*"THE CLUB SIGNED  
A LEASE AGREEMENT  
TO OPERATE THE  
AIRPORT FOR A 15-YEAR  
PERIOD."*

---

Club signed a lease agreement to operate the airport for a 15-year period. The SSFC invited any concerned citizens to join them in an effort to keep

▲ South Shore Regional Airport, also known as Liverpool airport (CYAU), seen from the air.

the airport as a viable operation.

For the Club, it meant an immediate membership drive and much needed fundraising activities. The Club grew steadily and today has about 35 members, 40 percent of whom are not pilots; they simply have an interest in General Aviation and want to see the airport remain open for any number of reasons.

Eventually the Club entered into two additional lease agreements with the Region of Queens, one for use of the terminal building as a clubhouse and a land lease agreement on which the Club or its members can build a hangar or hangars as demand dictates. These leases have been aligned with the



operational lease to end on the same date in the future. If both parties agree, these leases can be continued.

Once the terminal building lease was signed, SSFC members rolled up their sleeves and began refurbishing the building, which hadn't seen use for a few years — its age was showing. The clubhouse was given a new look with fresh paint, broken windows were repaired and a general touch-up here and there was performed. All the labour was donated by talented Club members, and all the building supplies and materials were donated. On July 8, 2018, a hot and sunny Sunday afternoon, we held an open house and invited the public to attend for coffee and donuts. The turnout was very encouraging. We managed to attract three levels of government, the mayor for the Region of Queens, David Dagley, the MLA for the area, Kim Masland, and the Member of Parliament, Bernadette Jordan, all attended the open house. The Maritime Director of COPA, Brian Pound also flew in in his Twin Cessna to congratulate the Club on our continuing efforts.

We continue to raise funds where and when we can to keep the airport viable. We have an annual fundraiser in the form of a themed dance with a live band, a silent auction and a 50/50 draw.

▲ COPA Maritimes director Brian Pound was on the ground at CYAU to help with its survival.

We've had wonderful support from our own membership, the general public and our friends at The Bluenose Flying Club (COPA Flight 196). Mayor David Dagley has been an avid supporter of our activities and he, along with several councillors, believe the South Shore Regional Airport is an important resource for Queens County and area.

We will attempt to keep growing the Club. We now have members from as far west as Alberta as far south at Bermuda. We count many American friends among our membership as well. Most of these members have summer homes in the area and appreciate having a municipal airport in their midst.

In the future, we would like to offer av-gas to our members and visitors as well as a hangar or hangars, as necessary. These items are costly to implement, but we remain optimistic and hopeful, and our fundraising efforts are ongoing.

"We have a great relationship with the flying club and look forward to continuing our support," said Mayor Dagley. "We hope to find room in our budget to help toward getting an av-gas facility installed in the future".

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# ON THE HORIZON



## UPCOMING EVENTS

FEB 5

### WATERLOO, ON (CYKF) FLIGHT 26 PILOT DECISION-MAKING WORKSHOP

19:00 - Free The Pilot Decision-Making Workshop is a monthly meeting of pilots to watch video scenarios and discuss decision making on the ground and in the air. Middle classroom upstairs at Waterloo-Wellington Flight Centre. Pilots of any experience level are welcome. More info: [stevenmcdowell@rogers.com](mailto:stevenmcdowell@rogers.com)

FEB 15

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

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

FEBRUARY 22

### HAWKESBURY, ON (CPG5) FLIGHT 131 SKI FLY-IN / DRIVE-IN

11:00 - 13:00 Ski planes only / L'atterrissage sur skis seulement. Sloppy Joes, coffee & soft drinks will be served / du cafe et boissons gazeuses seront servis. More info: [hawkesburyflyingclub@gmail.com](mailto:hawkesburyflyingclub@gmail.com)

APRIL 25

### KELOWNA, BC (CYLW) FLIGHT 36 FLY-IN RUST REMOVER

T-Hangars 9 - 08:00 coffee, snacks and lunch provided for pre-registered attendees. Program 09:00 - 14:30. Fly-ins, please request the "T-Hangars" with Kelowna Ground, then look for the marshal at the entrance to the T Hangers or contact them on 135.9. Fly-in the night before and join us for complementary burgers, hotdogs, tie downs (NC) and stories 17:00-20:00. Shuttles available. More info: 250-215-3585, [aerialchef@gmail.com](mailto:aerialchef@gmail.com), [kelownaflyingclub.com](mailto:kelownaflyingclub.com)

## REGULARLY HELD EVENTS

AIRDRIE, AB (CEF4)

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

ARNPRIOR, ON

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

BANCROFT, ON (CNW3)

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

BEAVERLODGE, AB (CYQU)

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

BONNYVILLE, AB (CYBF)

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

BORDEN, ON (CNV8)

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

BOUNDARY BAY, BC (CAK3)

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

BRANTFORD, ON (CYFD)

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

BURLINGTON, ON (CZBA)

Flight 28 - Monthly Pizza dinner 19:00. Meeting and program 19:30 on the 2nd

PHOTO CREDIT: J-P BONIN

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# ON THE HORIZON

Tuesday (except July and December).  
[www.copaflight28.ca](http://www.copaflight28.ca)

## BUTTONVILLE, ON (CYKZ)

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

## CALGARY, AB (CYBW)

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

## CARLETON PLACE, ON (CNR6)

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

## CHARLOTTETOWN, PEI (CYYG)

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

## CHATHAM-KENT, ON (CYCK)

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

## CLARENCE-ROCKLAND, ON

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

## COLD LAKE, AB (CEN5)

Flight 205 — Monthly meeting bi-weekly



Thursday 16:30, Terminal building.  
[jayconlin@hotmail.com](mailto:jayconlin@hotmail.com)

## CORNWALL, ON (CYCC)

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

## DAWSON CREEK, BC (CYDQ)

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

## DRAYTON VALLEY (CER3)

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

## EDMONTON, AB

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

## ESTEVAN, SK (CYEN)

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

## EXETER, ON (CSX7)

Flight 177 — Monthly meeting 2nd Tuesday  
19:00. [Flight177.copanational.org](http://Flight177.copanational.org)

## FREDERICTON, NB

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

## GODERICH, ON (CYGD)

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

## GRAND FALLS-WINDSOR, NL

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

PHOTO CREDIT: J-P BONIN



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# ON THE HORIZON



## **GUELPH, ON (CNC4)**

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

## **HANOVER, ON (CYHS)**

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

## **HAVELOCK, NB (CCS5)**

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

## **HAWKESBURY EAST, ON (CPG5)**

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

## **HINTON, AB (EE4)**

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

## **INNISFAIL, AB (CEM4)**

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

## **IRON CREEK, AB (CEK6)**

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

## **KAMLOOPS, BC (CYKA)**

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

## **KELOWNA, BC (CYLW)**

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

## **KINGSTON, ON (CCE6)**

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

## **KITCHENER, ON (CYKF)**

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

## **LAC LA BICHE, AB (CYLB)**

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

## **LETHBRIDGE, AB (CYQL)**

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

## **LINDSAY, ON (CNF4)**

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

## **LONDON, ON (CYQS)**

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

## **MAPLE CREEK, SK (CJQ4)**

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

## **MEDICINE HAT, AB (CYXH)**

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

## **MIRAMICHI, MB (CYCH)**

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

## **NANAIMO, BC (CYCD)**

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

## **NELSON, BC (CZNL)**

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

## **NORTH BAY, ON (CYYB)**

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

## **OLDS DIDSBURY (CEA3)**

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

## **OKOTOKS, AB (CFX2)**

Flight 81 — Monthly meeting 19:30 last Monday, Okotoks Elks Hall.  
[foothillsflyingclub.com](http://foothillsflyingclub.com)



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# ON THE HORIZON

## **OLDS-DIDSBURY, AB (CEA3)**

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

## **OSHAWA, ON (CYOO)**

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

## **PONOKA, AB (CEH3)**

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

## **PENTICTON, BC (CYF)**

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

## **PETERBOROUGH, ON (CYPQ)**

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

## **PONTIAC, QC**

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

## **PRINCE GEORGE, BC (CYXS)**

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

## **QUALICUM BEACH, BC (CAT4)**

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

## **QUEBEC, QC**

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

## **RED DEER, AB (CYQF)**

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

## **RUSSELL, MB (CJW5)**

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

## **SASKATOON, SK (CYXE)**

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

## **SARNIA, ON**

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

## **SEDGEWICK, AB (CEK6)**

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

## **SHOAL LAKE, MB (CKL5)**

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

## **SUNDRE, AB (CFN7)**

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

## **TISDALE, SK (CJY3)**

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

## **VAL D'OR, QC (CYVO)**

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

## **VERNON, BC (CYVK)**

Flight 65 — Vernon Flying Club monthly meeting 19:00 3rd Tuesday, VFC Clubhouse. [flyingclubvernon@gmail.com](mailto:flyingclubvernon@gmail.com)  
Flight 65 — Vernon Flying Club monthly pancake breakfast, 09:00-11:00 4th Sunday. Fly-in, drive-in, or walk in. Everyone is welcome. [flyingclubvernon@gmail.com](mailto:flyingclubvernon@gmail.com)

## **VERMILLION, AB (CYVG)**

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

## **VICTORIA, BC (CYYJ)**

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

## **WELLAND, ON (CNQ3)**

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

## **WESTLOCK, AB (CES4)**

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

## **WETASKIWIN, AB (CEX3)**

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

## **WETASKIWIN, AB**

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

## **WIARTON-GEORGIAN BLUFFS, ON (CYVV)**

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

## **WHITECOURT, AB (CYZU)**

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

## **WOODSTOCK, NB (CCD3)**

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

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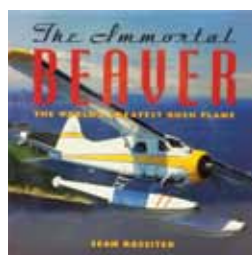




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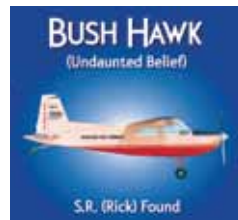


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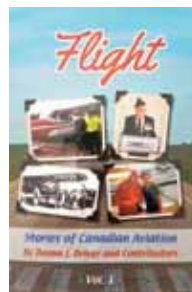


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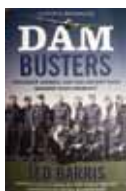


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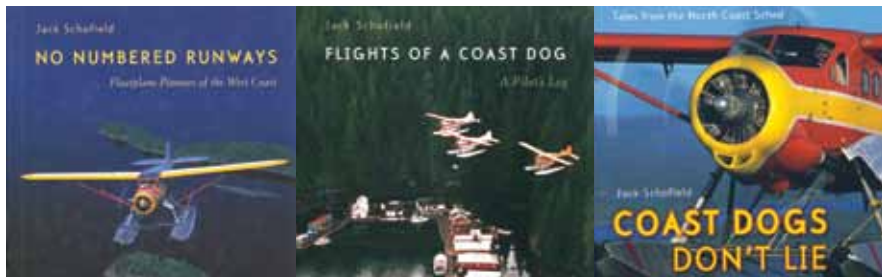
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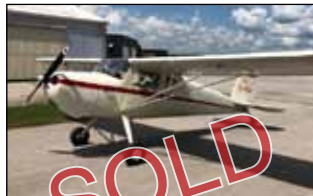
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**1964 IFR C172E** Manual flaps. TTSN 4200, SMOH 650, prop SNEW 550. compressions 77+. Flown regularly, IFR. Dual ILS's w/GNS430W and a KX155. Garmin stereo audio panel w/4-place intercom, older Garmin mode C. Annual was Sept. 2019. Paint is terrible. Interior fair. Glass is good. Incredible value, cheap to own, fly, and insure. NDH. Logs back to new. Sarnia, ON, at CYZR. See online ad for more. 45K CAD. (519) 332-6455 (3768.20455)



**1980 PIPER P28B-236 DAKOTA** 1280TT, 705SMOH, 160SPOH. Meticulously maintained, new paint 2014. No accident/incident history, no corrosion, immaculate interior. Always hangared. Collins Micro-Line COM251/NAV351, ADF 650A, DME 451, TDR 950, Autocontrol IIIB, Storm Scope, new 406 ELT, annual completed October 2019. Useful 1178 lbs. \$134,900 CAD Contact: 289-440-4568 or alan@bell.net. Located CYFD (3456.19618)



**1999 A36 BONANZA** 2350 TT, 450 SMOH by Powermaster, Tornado Alley TN system, A/C, 20G Tips, TKS de-ice, built-in oxygen, useful load 1210 lbs. Always hangared, NDH. Complete logs. KFC 225 AP w/alt pre-select, G530W, GTX 345 xpr, ADS-B in/out, GMA 345 audio, Flightstream 210, JPI 730/FF, B & C, HSI, dual G/S, 497 Skywatch TCAS, WX 500 Stormscope, 2 gear-up warning systems, GDL 69 weather, 406 ELT, Tanis pre-heat. \$360,000US Contact: 604-377-0901 (3763.20364)



**1986 B36TC BONANZA** IFR, 1697 TTAF, 723 hrs since Ram, 122 hrs since top. New cam, cam gear, hoses. GTX-335, GNS-530W, Aspen Pro w/GPSS. Tanis engine heater. Annual completed Nov 2019. Always hangared, NDH. Complete logs. \$255,000USD. Contact: 519-822-0279 or mfcbrooker@gmail.com (2806.20367)



**1971 CESSNA 172L SUPERHAWK** 2800 TT, 1554 SMOH (Lyc 0-360 Penn Yan 180H), 836 SPOH. Garmin GTR 225 com, GTX 327 xpr C, and 796 GPS. PK B2300 hatch kit, Horton/Robertson STOL kits. \$99,000. Martin 819-536-9803 (3772.20468)



**WILL TRADE FOR CESSNA 172.** TTAF 140 hours. Yr - 2013. Zero-time C 90 rebuilt by Aerotec engines. Rebuilt landing gear. New Cleveland brakes, wheels and tires. Recovered wings. New certified Wag Aero sealed wing struts. New custom exhaust. All new glass. New 406 ELT. New electrical system. Float attachments. All new Randolph paint w/Ranthane finish. \$79,500 Cdn. Brewer Aviation Contact: 902-626-5262 or jbrewer@eastlink.ca (2564.20453)



**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 (3710.20366)

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**1978 BEECHCRAFT DUKE** 2688 TT 990/1228 SMOH. Garmin 530, 430 WAAS. Props overhauled 2015. Annual June 2019 BrantAero. \$195,000USD London, ON Contact: 519-851-7104 or brian@londonfoods.com (3762.20457)



**2005 GLASTAR** 180 hp Lycoming. 415TTSN. Czech floats. SKis. Cato float prop. Autopilot EFIS TRUTRAK. ModeC xpdr. Garmin 695GPS. 406 ELT. AME maintained. Hangared in winter. \$99,000 Joe 705-720-0235 (3736.20378)

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**1971 CESSNA 172L SKYHAWK** SN 172-59751. Beautiful aircraft inside and out. Fresh annual. 3020 TTSN, 147 SMOH Lycoming (overhauled by Okanagan Aero ), O-320-22B, 160 HP Ram conversion, new style powerful exhaust, new tires, wheel pants, Horton STOL, tail abrasion strips, articulating pilot seat, air strobe, new four-place intercom, ACK 406 ELT installed on last annual. Garmin Pilot III GPS, King KMA 12B audio panel, I COM IC-A210 Comm, Mode C King KT 78 xpdr, Narco ADF, Pilots PPT, OAT gauge, pitot heat, 38-gal fuel, EGT gauge, new no maintenance battery and battery tender. View more pictures and video online at canadianplanetrade.ca. Aircraft highly maintained and in pristine shape. \$67,000 USD (3735.19566)



**1969 CESSNA U206D** 3500 TT, 870 SMOH, 66 SPOH. Flint tips tank extension, Horton STOL kit, wheel gear w/pants, strobe lights, S.T.C exhaust pipe extension, engine IO-550 Bonaire conversion in 1995! \$119,000 Martin @819-536-980 (3772.20467)



**1976 ROCKWELL COMMANDER** 112TC IFR TTSN 2640, SMOH 1050, Prop SNEW 0, All 76+. Interior 2016, annual & IFR Dec. 2019, dual ILS, GNS 430 W & KX155, GARMIN stereo, EGT CHT, ELT 406 Mhz. \$110,000 418-806-1475 (3772.20469)

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## 040 – CESSNA

**1978 CESSNA 172 XP \*Reduced\*** Sale or Partnership, Hangared @ CSU3, IO360 6Cyl 210hp, ~3200TT, ~300SMOH ~20SPOH, IFR, Fuel Injection, CS Garmin avionics, AmeriKing ELT. Recent annual. \$105,000 Cdn. 514-721-1818 or 450-653-3922 (3247.20373)

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**1977 PA-28R-201T** 2642 TT, 950 SMOH w/fresh teardown, IFR, Garman gear, STEC auto pilot. New prop. Newer paint and interior. \$139,900. More details - [www.uppervalleyaviation.com](http://www.uppervalleyaviation.com). Ken Smith 604-991-4300 or email: [salesuva@telus.net](mailto:salesuva@telus.net). (3579.20230)

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

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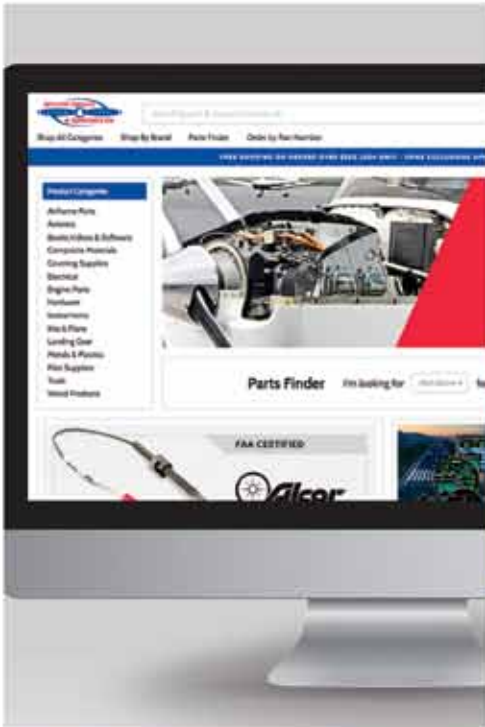






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