

Flight



The Journal of the Canadian Owners and Pilots Association

APRIL 2020

Lac La Biche 2020

*CANADA'S 'OTHER' BEST
WINTER FLY-IN*

**FROM SYRIA TO A
CANADIAN COCKPIT
NOUR UTAYIM'S STORY OF
PERSEVERANCE**

More than
100
Classified Ads
(p.44)

**QUEBEC FLY-INS
ENJOYING OUR COLD
WINTERS**

**NO OIL PRESSURE!
NOW WHAT? JC AUDET
ELABORATES**

PM#42583014



FREEDOM TO EXPLORE™

Since 1960, Wipaire® has been bringing the freedom of water flying to Canada. Wipline® floats deliver the innovation, quality, and reliability you deserve. **Where will they take you?**

+1.651.451.1205

wipaire.com/floats



60

ANNIVERSARY

1960 2020



26

FEATURE

LAC LA BICHE 2020

Way out west from the traditional hub of Canadian winter fly-ins is a small northern Alberta town of 2300 inhabitants. Lac La Biche was first settled around 1800 by French Canadians and Métis active in the fur trade, and its economy continues to be natural resource based. It is also home to one of Canada's biggest and best winter fly-ins.

ON THE COVER: Helicopters, twins and over a hundred single-engine aircraft participated in Lac La Biche 2020. Cover photo by Stacey Skyrpan.

DEPARTMENTS

- 4** PRESIDENT'S CORNER
WE ARE LISTENING TO YOU
- 6** MAILBOX
PICKERING MISPRINT
- 8** NEWSLINE
AN INNOVATIVE APPROACH TO APPROACH PLATES
- 16** INCIDENTS AND ACCIDENTS
A BRIEF COMPILATION FROM RECENT TCCA REPORTS
- 20** AVIATION ACCESSORIES
THE INTERNET AND THE COCKPIT
- 18** AVIATION SAFETY
WHAT TO DO WHEN THE GAUGE READS ZERO
- 24** EXCERPTS
MIKE DAVENPORT RECOUNTS HIS OSHKOSH EXPERIENCE
- 20** REGIONS
LOCAL NEWS AND MEMBER ACTIVITIES
- 38** ON THE HORIZON
MARK YOUR CALENDARS
- 42** BOOKSHELF
BOOKS BY CANADIAN AUTHORS ABOUT CANADIAN AVIATION

COPA Flight



EDITOR
Steve Drinkwater
steve@copaflight.ca
604.229.1629

GRAPHIC DESIGNER
Shannon Swanson

DISPLAY ADVERTISING SALES
Katherine Kjaer
250.592.5331
katherine@copaflight.ca

CLASSIFIED ADVERTISING SALES & PRODUCTION
Roberta Drinkwater
1.800.656.7598
admin@copaflight.ca

CONTRIBUTING WRITER
Janine Cross

ACCOUNTS RECEIVABLE Diana Topping
604.339.3612

FINANCIAL CONTROLLER Anthea Williams
ASSISTANT ADMIN Rajei Gill

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



COPA BOARD OF DIRECTORS

B.C. & Yukon
David Black
dblack@copanational.org, 604-351-6851

Kate Klassen
kklassen@copanational.org, 604-366-8211

Alberta & N.W.T.
Bram Tilroe, Western Vice-Chair
btilroe@copanational.org, 780-986-2601

Larry Biever
lbiever@copanational.org, 403-651-3048

Saskatchewan
- Vacant -

Manitoba & Nunavut
Jim Bell, Secretary
jbell@copanational.org, 204-293-5402

Northern Ontario
Lloyd Richards
lrichards@copanational.org, 705-267-7111

Southern Ontario
Kevin Elwood
kelwood@copanational.org, 705-444-9461

Doug Ronan
dronan@copanational.org, 705-327-4730

Clark Morawetz
cmorawetz@copanational.org, 905-809-4835

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

Mathieu Delorme
mdelorme@copanational.org, 514-248-5379

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

Maritimes
Brian Pound
bpound@copanational.org, 902-652-2822

Debbie Brekelmans
dbrekelmans@copanational.org, 902-499-7941

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

Canadian Owners and Pilots Association
75 Albert Street, Suite 903,
Ottawa, ON K1P 5E7
613-236-4901 | www.copanational.org
Find us on Facebook and Instagram
@copanational #allforflight

COPA Members \$15 per year
Non-Members \$30 per year
Single Copy Price \$4.95
(includes mailing in Canada)



MARK YOUR CALENDARS

COPA CONVENTION COMING UP SOON

In late June this year, just after the Saint-Jean-Baptiste holiday in Quebec, we'll be holding the COPA Convention and Trade Show at Saint-Jean-sur-Richelieu airport (CYJN). Just south of Montreal, this ex-British Commonwealth Air Training Plan airport has three runways and a tower. Starting with a special barbecue on Thursday, June 25, our hosts, the CYJN Pilots and Hangar Owners Association (or COPA Flight 160, with over 200 members), are opening up their hangars and letting us use them for the seminars, demos and booths as well as the bistro and cold beverage areas. Come and join a whole community of pilots and volunteers. We will also invite our American friends from the northeastern U.S. to come on over. Aircraft Spruce will have a huge booth with lots of supplies so you can purchase whatever you need, and at a special price.

Under-wing camping with showers – everything will be available to have a first-class fly-in. We'll have our COPA booth with plenty of COPA and Red Canoe clothing, hats and other promotional items. We'll also have staff on hand to answer your COPA questions. Expect many aircraft on static display, many of them rarely seen, including a few surprises. Exciting seminars, such as how to fly to the Bahamas, getting your engine to TBO and many oth-

ers. We'll also be holding our Annual General Meeting (AGM).

Located about 30 minutes from Montreal, you could plan a whole vacation around those dates and take in all that the surroundings have to offer. Register right away on copa2020.ca.

Better yet, you could extend your stay a little and attend the ice-breaking welcome reception evening of IAOPA2020 on Monday June 29 and to meet with an international crowd of general aviation pilots attending the biennial IAOPA World Assembly being held at the Fairmont Queen Elizabeth hotel in downtown Montreal. Visit iaopa2020.com for details and to register.

BOARD ELECTIONS – PARTICIPATE!

Last but not least, if you are reading this in early April, the election process for over half of our Board of Directors should be ongoing. The elections take place online. Go to copanational.org/about/elections to see who the nominees are and to vote. (If your regional director is not up for election, you will not see anyone, and you won't be able to vote.) If you still want a paper ballot, please call the office and we'll send you one.

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



B.A.S. Inc.
P.O. Box 190
Estonsville, WA 98328

RESTRAINT WITHOUT RESTRICTION
A four point inertia reel shoulder harness and lap belt system that is FAA-STC and FMA approved. Our current aircraft models and prices can be found on our web page.
www.basinc-aeromod.com

Contact Information
1-888-258-6566 (Pacific)
Or: 1-360-632-6566
Fax: 1-360-632-6466
jt@basinc-aeromod.com

 Beechcraft Bonanza - 33, 35, 36 Baron & Travel Air - 85, 96, 98, 99	 Piper Models PA 28, 32, 34
 Luscombe Models A, A-1, B, B-1, B-2, B-3, B-4, B-5	 Cessna Models 172, 172-179, 177, 180, 182, 185, 180-1, 185-200, 200-210 90w F, 210 R-H, 310, 320, 303

www.basinc-aeromod.com

MARQUEZ VOS CALENDRIERS POUR JUIN

CONGRÈS COPA ARRIVE BIENTÔT

À la fin du mois de juin de cette année, juste après la Saint-Jean-Baptiste, nous tiendrons le congrès et foire commerciale COPA à l'aéroport de Saint-Jean-sur-Richelieu (CYJN). Juste au sud de Montréal, cet ancien aéroport du Plan d'entraînement aérien du Commonwealth britannique compte trois pistes et une tour.

Débutant par un barbecue spécial le jeudi 25 juin, l'Association des pilotes et propriétaires de hangars de CYJN qui nous accueille (ou le Club COPA 160 avec plus de 200 membres), nous ouvre ses hangars et nous permet de les utiliser pour les séminaires, démonstrations et kiosques, ainsi que pour les zones bistro et boissons froides. Joignez-vous à toute une communauté de pilotes et de bénévoles, où nos amis américains du Nord-Est des États-Unis sont aussi invités à venir faire un tour. Aircraft Spruce aura un grand kiosque avec beaucoup de fournitures afin d'y trouver tout ce dont vous avez besoin, à un prix spécial.

Du camping sous l'aile avec douches, tout sera en place pour avoir un rendez-vous aérien de première classe. Nous aurons notre kiosque COPA notre collection de vêtements et des items Red Canoe, des casquettes et autres articles promotionnels, en plus du personnel sur place pour répondre à vos questions COPA. Attendez-vous à de nombreux avions en présentation statique, quelques surprises et des avions inusités. Des séminaires passionnants comme voler aux Bahamas, comment s'assurer d'amener votre moteur au TBO et bien d'autres, ainsi

que notre assemblée générale annuelle (AGA). À environ 30 minutes de Montréal, vous devriez planifier des vacances autour de ces dates et prendre avantage de tout ce que la région a à vous offrir.

Vous pouvez vous inscrire immédiatement sur copa2020.ca. Mieux encore, vous pourriez prolonger un peu votre séjour et assister à la soirée de réception de bienvenue de l'IAOPA2020 le lundi 29 juin, afin de rencontrer des pilotes d'aviation générale du monde entier qui assisteront à l'Assemblée mondiale biennale de l'IAOPA qui se tiendra à l'hôtel Fairmont Reine Élisabeth au centre-ville de Montréal. Rendez-vous sur iaopa2020.com pour plus de détails et pour vous inscrire.

ÉLECTIONS AU CONSEIL D'ADMINISTRATION – PARTICIPEZ !

Enfin, pour votre association, si vous lisez ceci au début d'avril, le processus électoral de plus de la moitié de notre conseil d'administration devrait être en cours. Les élections ont lieu EN LIGNE. Rendez-vous sur copanational.org/fr/elections-2 pour voir qui sont les candidats et pour voter (Si votre région n'a pas d'élections, vous ne verrez pas les candidats et vous ne serez pas en mesure de voter.) Si vous voulez un bulletin de vote papier, appelez au bureau et nous vous enverrons un.

Comme toujours, si vous avez des questions, s'il vous plaît me donner un coup de fil ou écrivez-moi à bgervais@copanational.org.

ZENAIR
Quality Aircraft Since 1974

SUPER DUTY STOL

3 SEATS!
CH 750 SD

The all new **SUPER DUTY STOL** series from Zenair!

Standard kits, quick builds
or factory assembled.
We make it easy!

call: 705-526-2871
Email: zenair.info@gmail.com
www.zenair.com

AVIATION
BL INC

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

YOUR SPECIALIST:

FOR WELDING

✉ KEEP VDF EQUIPMENT

As mentioned in a recent COPA eFlight newsletter, Nav Canada has proposed getting rid of their VHF Direction Finding (VDF) equipment in 28 locations across the country. Kingston is one of those 28. I don't want them to do it — that gadget is just too darn useful. I'll give you my reasons here.

It was originally designed to help pilots who are lost, but who're smart enough, and are close enough, to give Kingston Radio a call and ask for directions on how to get there. Works like a charm — but only for the handful of students each year who use the service (my stats are local to Kingston). However, there's a much larger use for the service than that, which no one seems to know about it.

The folks here in the cab use it for every single new radio contact to ensure the pilot is where they say they are. Specifically, pilots mixing up their location with direction of flight are really common. For example, in VFR weather, FSS averages several occurrences a week of pilots mixing up their east and west; if a pilot (typically a student) is 10 miles west flying towards Kingston, thus eastbound, the pilot may call up reporting, "10 east, inbound", but their DF provides a bearing of 270°. Given Flight Service's limited surveillance capability, if they did not have VDF displaying the pilot's actual bearing, FSS would be looking 180° in the opposite direction, scanning for the traffic and

wasting time. The higher the workload, the worse this scenario plays out.

By not passing pertinent traffic, FSS would be trusting that the pilot is where they say they are when in fact there could be multiple 'pieces' of traffic that would not be passed. This endangers more than the single pilot reporting an incorrect position.

Avery Wagg
Kingston, Ontario

✉ PICKERING MISPRINT

I enjoy reading each issue of COPA Flight. However, the recent article on Pickering airport, while a good source of information, was so fraught with errors and typos (counted 17 throughout article) that much of the benefit was lost. It read more like a first draft with numerous errors (redundant words, mixed up sentences, etc.). I'm not prone to nitpicking, and always appreciate the quality of COPA articles, but felt it important to address this one deficiency.

Bill McCully
Lantzville, B.C.

A glitch in the production process caused a corrupted form of the edited file to be inputted. Extra precautions have been implemented to prevent a repeat. The article is reprinted in the Regions section of this issue. — Ed.

✉ TOO MANY CODES

A difficult part of the publication is the Incidents and Accidents section, such as outback airport identifiers from 2,000 miles away which mean nothing to me. There are far too many abbreviations and information that are not relevant to the incident. I am a 12,000-hour pilot and I find these pages are very amateurishly written.

Geoff Gartshore
Waterloo, Ont.

The pages you cite are composed of items drawn directly from Transport Canada reports through the CADORS system, which are typically made by air traffic controllers. We have no authority or permission to modify the text in any way. — Ed.

eFLIGHT

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

To sign up, enter your name and email address in the appropriate boxes, found on the lower left side of our website (copanational.org).



3-2-1 OFFER

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

Learn more at: siriusxm.ca/aviation

SiriusXM AVIATION **COPA** Conditions apply. See offer details.

The DC ONE-X offers unmatched
comfort, performance and value.
By *any* standard.



DC ONE-X



The **DC ONE-X** ANR headset features outstanding Hybrid Electronic Noise Cancelling (ENC) technology for excellent ANR performance. With advanced comfort features like our Outlast® technology, heat-absorbing head pad. And a swivel-hinge stirrup design that evenly distributes its feather-light 12 ounces, virtually eliminating clamping pressure. Plush leatherette ear seals with memory foam for a perfect fit. Along with Bluetooth® wireless for seamless pairing with phones, tablets and other devices. You'll also get a 30-Day, Money Back Guarantee and our extraordinary customer service.

All of which ensures the DC ONE-X meets the most important standards of all—*yours*. For more information and to order online, visit **www.davidclark.com** or call us at **508-751-5800**.



WWW.DAVIDCLARK.COM

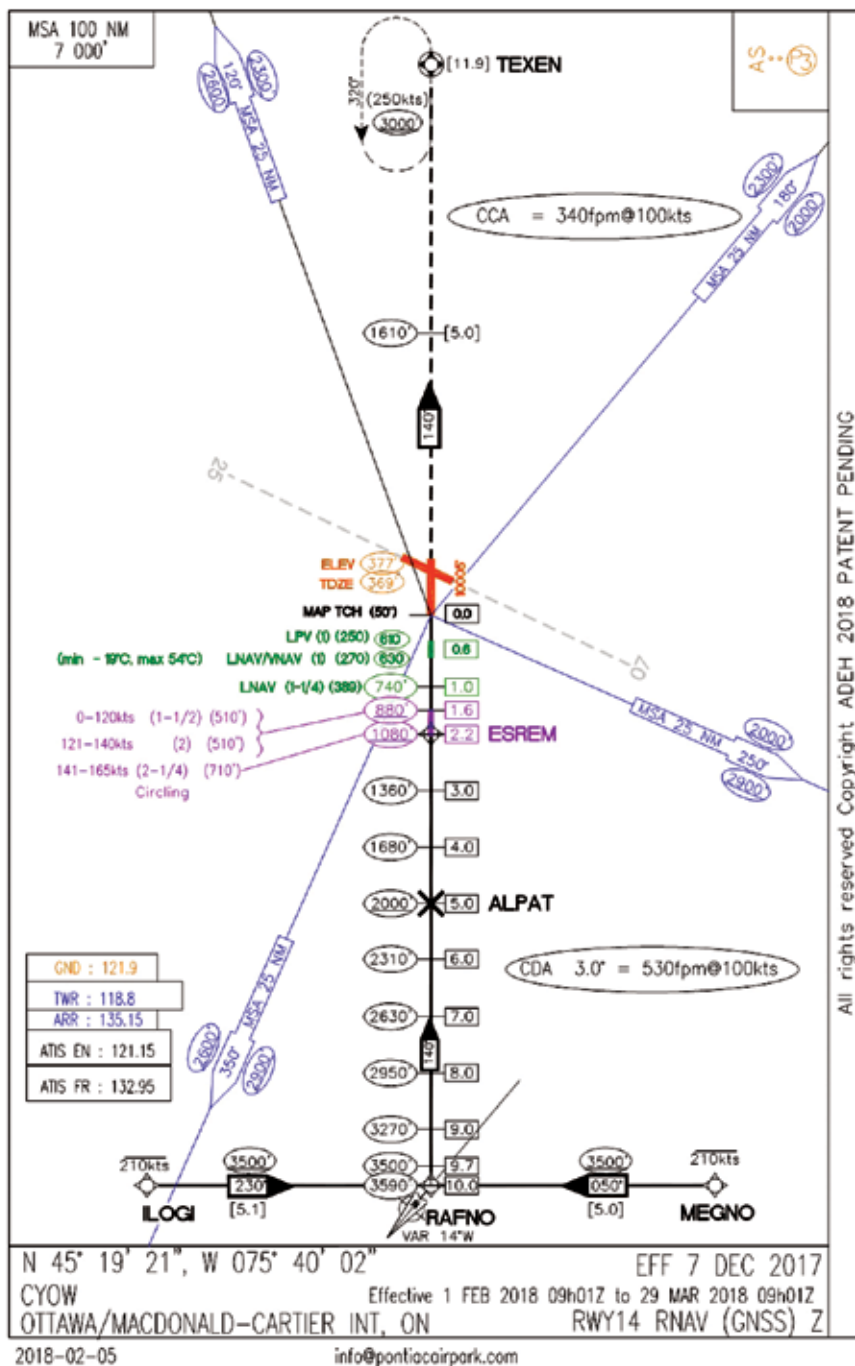


An Employee Owned
American Company

COPA MEMBER INNOVATES

NEWLY PATENTED IFR APPROACH PLATES ANNOUNCED

BY ANDRÉ DUROCHER

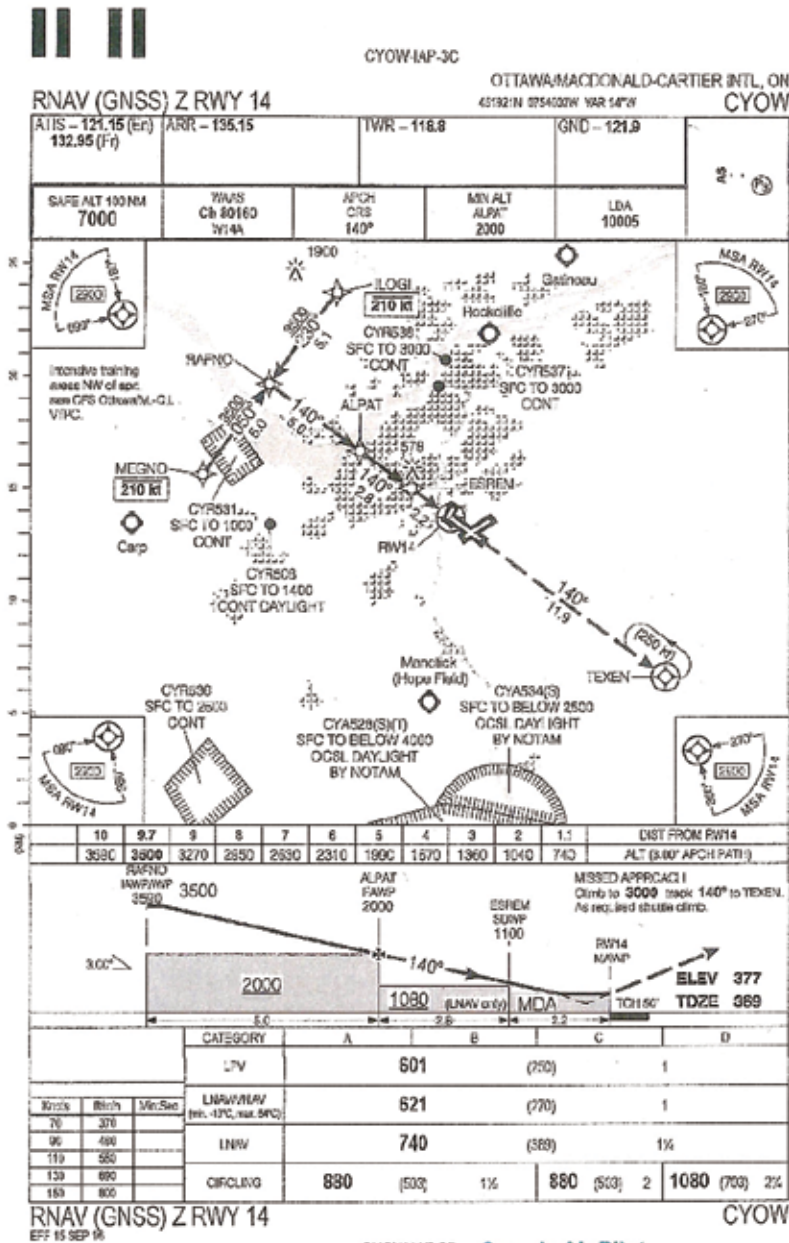


Back in 2013 I was renewing my IFR rating. I don't fly IFR often, so it is not easy for me to read and understand an IFR approach plate. When looking at a plate, I find it difficult to build a mental image that will represent the route I will have to fly. First, you need to look at the plan view and then search on the profile view for the minimum altitude for a waypoint and the distance between two waypoints. From those numbers you need to do mental calculations. For example, how many feet per minute to descend from 2,450 feet to 1,870 feet in 3-1/2 miles at 85 knots ground speed (GS). Your life depends on this, as do others.

While you are doing this, you aren't piloting, navigating or communicating. Add to this turbulence, bad weather and frenzied communication at night during a single-pilot flight and you are experiencing some challenges. Furthermore, some information is written two, sometimes three times, which overloads the plate. In other words, the current plates we use are full of questions. The ADEH plate has all the answers. As an example, 550 fpm @ 100 knots GS, information that is written only once.

Perhaps it is because I have been a professional land surveyor for almost 40 years, looking at plans every day, I was motivated to simplify standard approach plates. The first step I did was to write down the altitude from the profile view next to the waypoints (fixes) on the plan view. I am not the only one who is doing this. By making this small change, reading the plate is already a lot easier, and faster too. I was easily able to take all the information on the profile view and write it down on the plan view thereby negating the need

All rights reserved Copyright ADEH 2018 PATENT PENDING



CYOW-IAP-3C **Canada Air Pilot**

Effective 0901Z 17 AUG 2017 to 0901Z 12 OCT 2017

for the profile view anymore. I came to the conclusion that we don't need the profile view to make a safe approach. STARS, Low and High Altitude en Route and VFR Navigation Charts are all plan view only, and we have been flying safely with them for over 100 years.

I have tried to improve the approach plate even more. After removing the profile view, I rotated the approach chart to have the final leg directly in

front of me (track-up instead of north-up). Track-up is the way I, and I think most pilots, learn to navigate with a chart. Yes, on an approach, there are some legs (initial legs) that might not be track-up. However, we have more time to think, farther from any obstacles; track-up is less important on those legs. The final leg is the most important one, and the one that will be track-up. Also, what is on your left

Take Command of your Future

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

Your Foundation

Exam Preparation

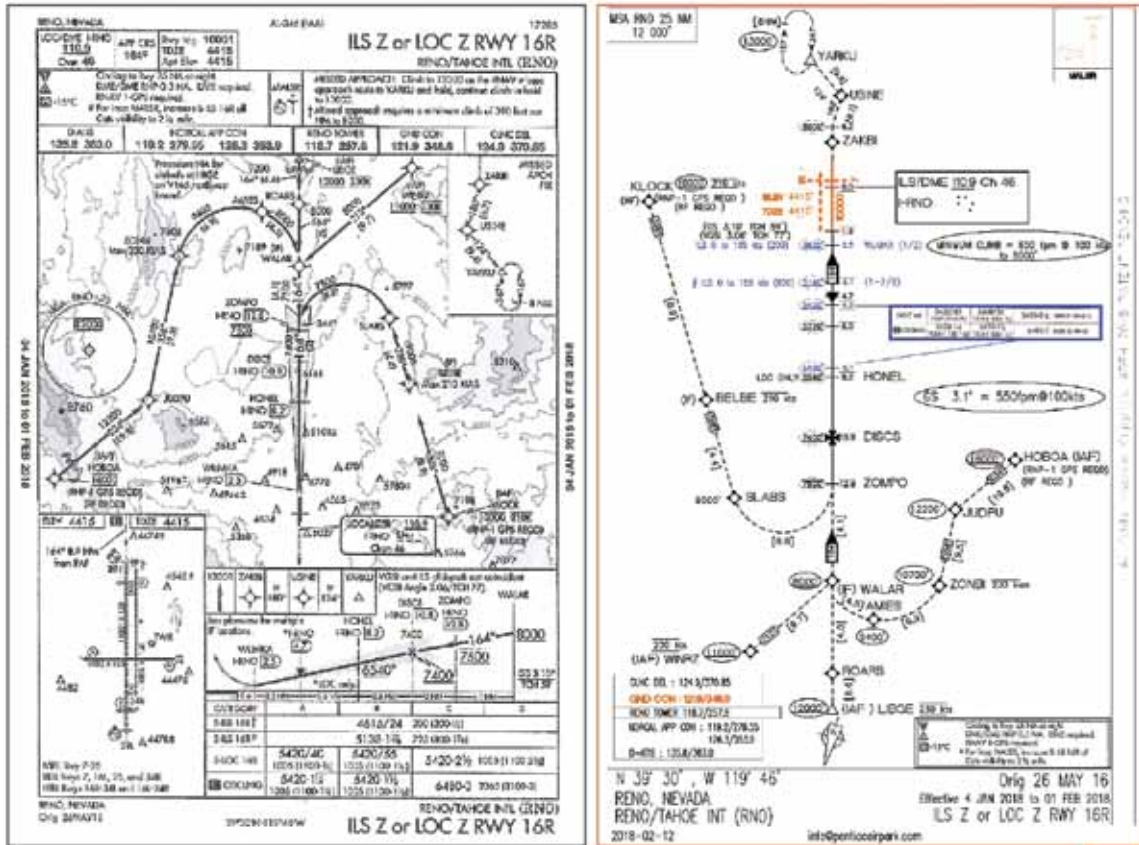
Career Consolidation

Follow us @

aviationpublishers.com

AVIATION PUBLISHERS

WHICH PLATE IS EASIER TO READ?



EASIER IS SAFER!

info@PontiacAirpark.com

in the real world is on the left on the plate and what is on your right is on the right; your destination runway will always be at the top of the chart.

I then transcribed all the information found on a standard plate and drew my own plate. I wrote down the information, from bottom to top, as if I were going to use it on an approach; airport name, approach type, radios frequencies, first leg with distance and altitude from the runway, the minimums, the runway with its altitude and length and the missed approach. Minimum safe altitudes are not drawn like the standard four-quadrant, oriented 0°, 90°, 180° and 270°, but oriented where the obstacles are found. For example, if there

were a high mountain on the right side of the airport, then a no-fly zone (maybe 30° wide) including this obstacle would be drawn on the right side of the chart and not inside a 90° or even 180° sector, as we find in a standard plate.

This way of drawing could save lives in case of icing conditions by, for example, allowing the pilot to descend lower than otherwise found on the standard plate.

The Reno ILS 16 approach is one of the most complicated plates in the U.S. I would not try to shoot an approach with this plate (Jeppesen and FAA), but I would with the ADEH plate.

When I show my plate to private pilots, even non-pilots, they all agree that the ADEH plate is more easily

readable and understandable. When I show the ADEH plate to airline pilots, most of them say they don't have a problem with the standard plate. My guess is, they don't have a problem because they are landing at the same airport maybe five or times per week for the last 10 years, and with the help of a co-pilot.

From there, I was convinced of the validity of my idea, so I hired a patent agent in March of 2017. After many discussions (and money spent) with the United States Patent and Trademark Office, my design was granted as an Aircraft Approach Chart under patent number 16 350 133 on January 15, 2020.



RED CANOE & COPA

CAPTURE THE FEELING OF FLIGHT.

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

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

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



his
Pour lui | hers
Pour elle

L'ESSENTIEL, C'EST LE CIEL!

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

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

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

COPA  1952

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

COPA  1952

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

FROM SYRIA TO CANADA

REFUGEE TURNED FLIGHT INSTRUCTOR

BY LAUREN NAGEL

Nour Utayim has always dreamed of being a pilot. It would follow in the footsteps of her late father, who was a captain for Syrian Air. After facing obstacle after obstacle, it seemed that this just wasn't in the cards for Utayim. Her passion and perseverance, however, carried her on. Now Utayim finds herself teaching others to fly at a flight school near Montreal.

Utayim's love of flight began at a young age, passed on by her father and grandfather, both of them pilots.

"Put on your seatbelt or go sit in the back," her father admonished her during one of her earliest memories of flying; Utayim was sitting in the jump seat during one of her father's commercial flights. Tragically, her father passed away when she was just five years old, but his legacy was shared with her through photos, family members and his colleagues in the airlines.

"I want to be a pilot, like my dad," Utayim always answered whenever she was asked what she wanted to do when she grew up.

The challenges facing her began early as there were no flight schools in her native Syria at the time she was finishing high school. Utayim called flight schools all over the world but her family could not afford the fees to enroll her. She therefore made the decision to enroll in university to pursue a career in architecture with the plan that, after working and saving money, she would then put herself through flight school. Not wasting any time, Utayim moved to Lebanon to attend university and began studying architecture before being forced to drop out because she couldn't afford tuition. She persisted and began working full-time in a restaurant in order to earn the difference, planning to return to her studies eventually.



It was during this time that the conflict in Syria grew increasingly precarious and it became too dangerous for Utayim to return home to visit her family. In 2017, the family decided it was no longer safe to live in Syria due to the constant threat of violence and limited opportunities, so they met Nour in Lebanon and decided to seek refugee status in Canada, which was granted.

It was a difficult decision and journey to make, but ultimately the right one for the family. Once settled, Utayim decided to revisit her dream of becoming a pilot. Soon after voicing her aspiration, she was discouraged and incorrectly informed that there were no Muslim pilots in North America and was unfortunately convinced to forget about her goal.

After spending more time in Canada, Utayim began to rethink what she had been told and expressed to her mother that she wanted to try again to become a pilot. "Why not?" her mother responded. This brought Utayim to the doors of Montreal's Cargair flight school where she found that no such religious limitations existed, and she was able to take her first discovery flight. She was immediately hooked and went home to start planning her trajectory. Money

was the biggest problem, so she started looking into loans and how to earn and save to pay for her training.

Since that first flight, Utayim has glided through the training process, getting her PPL, night rating, CPL, IFR rating and finally instructor rating. At present she is working as an instructor at A.L.M. Par Avion, saving money and applying for scholarships in order to get her multi-engine rating. Her goal is to eventually work in the airlines like her father. Utayim is not rushed, wanting to take her time and enjoy each phase of the process.

"It's unfortunate that we had the war in Syria but it's what brought me to where I am today," said Utayim, looking back on her journey so far; she is nothing but grateful.

Utayim is one of many student pilots helping to alleviate Canada's pilot shortage, with qualified pilots lacking at every level from flight schools to the airlines. Going forward, she is thankful for her role models and mentors and she hopes to give back to those who may also look up to her. Despite many hurdles and the need for great courage, it seems Nour Utayim was destined to realize her dream of becoming a pilot. 🌟

DE LA SYRIE AU CANADA

UNE RÉFUGIÉE DEVIENT INSTRUCTEUR DE VOL

PAR LAUREN NAGEL

Nour Utayim a toujours rêvé de devenir pilote et suivre l'exemple de son défunt père qui était un capitaine chez Syrian Air. Face à des obstacles interminables, c'était possible que ce rêve ne soit jamais atteint. Pourtant, sa passion et sa persévérance l'ont menée jusqu'au siège de droite en tant qu'instructeur pour une petite école de vol près de Montréal.

L'amour de vol de Mme. Utayim est né quand elle était très jeune, transmis par son père et grand-père qui étaient tous deux pilotes. L'un de ses plus anciens souvenirs de vol était d'être assise dans le strapontin pendant un des vols commerciaux de son père, et se faire dire sévèrement, « Boucle ta ceinture ou va t'asseoir en arrière. » Tragiquement, son père est mort quand elle avait seulement cinq ans, mais sa mémoire lui a été transmise par des photos, les membres de familles et ses collègues de la compagnie aérienne. Dès la première fois qu'elle s'est sérieusement demandée ce qu'elle voulait faire dans la vie, elle a répondu, « Je veux être pilote comme mon père. »

Les défis auxquels elle a dû faire face se sont présentés assez tôt, car il n'y avait pas d'écoles de pilotage vol dans sa Syrie native, quand elle terminait son secondaire. Elle a appelé des écoles tout autour du monde, mais sa famille n'avait pas les moyens de payer les frais pour sa formation. Elle a donc pris la décision de s'inscrire à l'université pour poursuivre une carrière en architecture afin de pouvoir travailler dans ce domaine et économiser de l'argent pour financer sa formation de pilotage. Sans perdre de temps, elle a déménagé au Liban pour aller à l'université et étudier l'architecture. Malheureusement après deux ans elle

a été forcée d'abandonner l'école à cause grands frais de scolarité. Elle a alors pris un emploi dans un restaurant pour gagner de l'argent, voulant retourner à l'école par la suite.

Pendant ce temps, la situation en Syrie est devenue de plus en plus précaire et elle ne pouvait plus retourner pour y visiter sa famille. En 2017, la famille a décidé que ce n'était plus sûr d'y demeurer non plus en raison du danger constant et le manque d'opportunités, alors ils ont décidé de fuir au Canada. C'était une décision et une traversée difficiles, mais nécessaires pour la sécurité de la famille.

« SON BUT EST DE SUIVRE L'EXEMPLE DE SON PÈRE ET DE TRAVAILLER COMME PILOTE DE LIGNE... »

Une fois installé au Canada, Mme. Utayim a décidé de retourner à son rêve de devenir pilote. Peu de temps après avoir exprimé son but, elle a été découragée et mal informée par des gens qui disaient qu'il n'y avait pas de pilotes musulmans en Amérique du nord. Malheureusement ces gens l'ont convaincue et elle a encore abandonné son objectif.

Après avoir passé plus de temps au Canada, Mme. Utayim a commencé à repenser ce qu'on lui a dit et elle a exprimé une autre fois à sa mère son but, qui a répondu, « Pourquoi pas ? » Cela a mené Mme. Utayim aux portes de l'école de vol Cargair

à Montréal où elle a appris qu'il n'y avait aucune limite n'existait et elle a pu prendre son premier vol de familiarisation. Elle était immédiatement convaincue que c'était là son avenir et elle est retournée chez elle pour planifier la suite. Son manque d'argent était le plus grand obstacle alors elle a cherché des bourses et des façons pour gagner et économiser de l'argent pour sa formation.

Depuis ce premier vol, Mme. Utayim a progressé dans sa formation, obtenant sa licence privée, sa qualification de nuit, licence professionnelle, qualification aux instruments et finalement sa qualification d'instructeur. Présentement, elle travaille comme instructeur chez ALM par Avion, économisant de l'argent et postulant pour des bourses afin de financer sa formation multi-moteurs. Son but est de suivre l'exemple de son père et de travailler comme pilote de ligne, mais elle n'est pas pressée. Elle dit qu'elle veut prendre son temps et profiter de chaque étape du processus.

Réfléchissant sur son parcours jusqu'à présent, elle est très reconnaissante de sa situation, « C'est dommage qu'il y ait eu une guerre à Syrie, mais c'est cela qui m'a amenée ici aujourd'hui. » Mme. Utayim est une des étudiantes qui aident à pallier la pénurie de pilotes au Canada, où il y a un manque de pilotes qualifiés à chaque niveau de l'industrie. Face à l'avenir, elle est reconnaissante pour ses modèles et mentors et elle espère pouvoir en aider d'autres à progresser dans le domaine. Malgré les obstacles qu'elle a rencontrés et le courage qu'elle a dû rassembler, on a l'impression que Mme. Utayim était destinée à réaliser son rêve de devenir pilote. ✈️

U.S. AGENCY HONOURS CRASH VICTIM

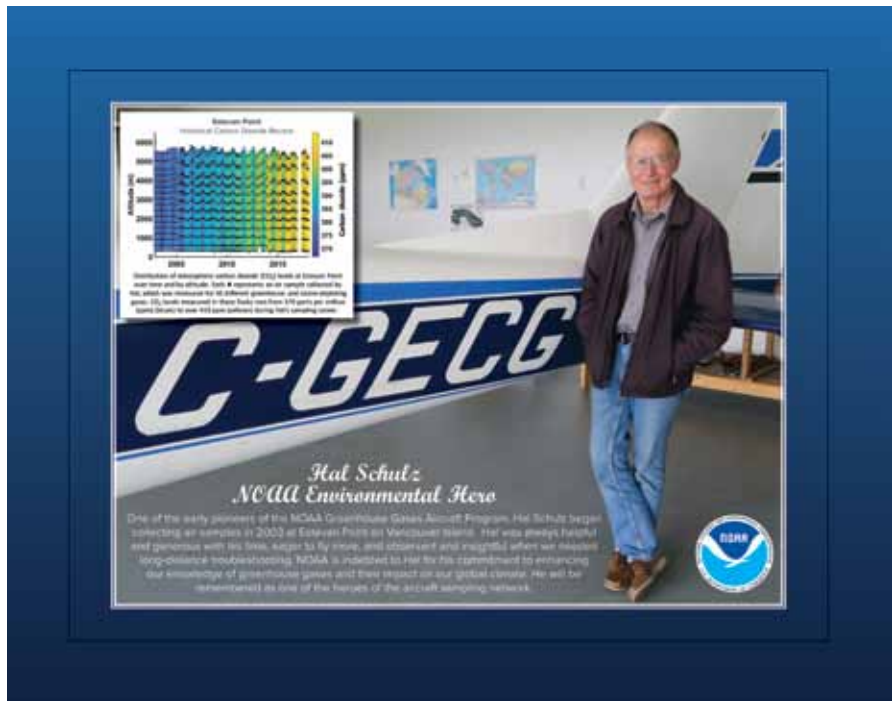
HAL SCHULZ WAS FLYING SURVEYS FOR THE NOAA

Courtenay, British Columbia-based pilot Hal Schulz was the lone victim of a plane crash on December 21, 2019 that occurred north of Tofino on Vancouver Island. According to fellow Courtenay Airpark Association member Darwin Dzuba, Schulz was in his 70s and flew almost every day.

“He was probably our single most-active pilot. He flew almost every day,” said Dzuba. “He’s also probably one of our longest-standing members.”

Schulz was on contract to the National Oceanic and Atmospheric Administration, an American government agency. His missions were to collect air samples from up to 18,000 feet in altitude using a modified Cessna 172H equipped with oxygen. The NOAA contracts pilots around North America for similar missions.

“He would take high-altitude air samples, bring them back and ship them off to NOAA,” added Schulz. The Transportation Safety Board is conducting a Class 4 investigation, limit-



ing it to presenting the facts with limited analysis and without findings or recommendations.


The NOAA prepared and sent a plaque (pictured above) to Schulz’s family in Comox. 

IMAGE: NOAA



CERTIFIED LYCOMING & CONTINENTAL PISTON ENGINES & ACCESSORIES



REPAIR • OVERHAUL • NDT COMPONENT PAINTING • AIRCRAFT SERVICE

1-800-667-0522 WWW.PROAEROAV.COM



PROGRESSIVE AIR SERVICES

GLOBAL DISTRIBUTOR OF CERTIFIED PISTON ENGINES & PARTS



1-800-264-6019 WWW.PROGRESSIVEAIR.COM



SAINT-JEAN-SUR-WOW!

THE COPA CONVENTION AND TRADE SHOW

SAINT-JEAN-SUR-RICHELIEU (CYJN), QUEBEC, JUNE 25-27, 2020

Register and book your accommodations **now** for the ultimate flying adventure that includes more than just flying. Visit the restaurants and shops of Old Montreal, golf at some of the best courses in the province and fly the scenic St. Lawrence Valley.

The COPA Convention has it all, along with a balloon demonstration, seminars, workshops and trade show presentations.

THE ADVENTURE AWAITS – REGISTER NOW.



Visit COPA2020.ca

To Register NOW for
Early Bird Savings



Spruce
will be on site!
Come and get
your supplies.

INCIDENTS + ACCIDENTS

ATLANTIC REGION

At Greater Moncton/Romeo LeBlanc, NB (CYQM), a vehicle (STAFF 23) was given permission to cross Runway 29 by the ground controller when a Government Of Canada, Royal Canadian Mounted Police Pilatus PC-12/47E (C-GMPM/SST011) from Deer Lake, NL (CYDF) to Greater Moncton/Romeo LeBlanc, NB (CYQM) was cleared to land by the air controller.

A Moncton Flight College Diamond DA 20-C1 (C-FDYW) from Fredericton, NB (CYFC) to Fredericton, NB (CYFC) reported possible drone sighting in the area of Ripples, NB, at 1000 ft.

A Government Of Canada, Department Of National Defence Lockheed C-130 (TSK343) from Greenwood, NS (CYZX) to Miramichi, NB (CYCH) requested VFR flight following back to CYZX, diverting due to de-ice equipment failure.

QUEBEC REGION

Information received from the Sûreté du Québec. While on a local flight in the Montreal/Les Cèdres, QC (CSS3) region, a privately registered Cessna 150M hit power lines and crashed. The two people on board died. There was significant damage to the aircraft. The National Operations Centre (NOC), the Aviation Operations Centre (AOC), the Joint Rescue Coordination Centre (JRCC) Trenton (TR), and the Transportation Safety Board of Canada (TSB) were notified.

The Joint Rescue Coordination Centre (JRCC) in Trenton received a distress signal at 1844Z. Sûreté du Québec (SQ) notified JRCC TR of the crash of a privately registered, amateur-built Christen A-1B on a frozen lake in the La Sarre, QC (CSR8) area.

The National Operations Centre (NOC) notified the shift manager that a private-

ly registered Cessna 150F had crashed near Joliette/Saint-Thomas, QC (CJO2). The Aviation Operations Centre (AVO-PS), Joint Rescue Coordination Centre (JRCC) Trenton, the Transportation Safety Board of Canada (TSB), the manager of area control centre operations (MACCO), and the general manager (GM) were notified.

ONTARIO REGION

While taxiing for departure at Dryden for Sioux Lookout, a Bearskin Airlines flight (BLS344) struck something that caused the propeller to detach and strike the fuselage. One passenger on board suffered minor injuries. The aircraft was reported to be C-GJVB, a Fairchild SA227 Metroliner registered to Perimeter Aviation. Transportation Safety Board (TSB) advised.

At Cornwall, ON (CYCC), a Cornwall Aviation (1979) Ltd. Cessna 172N (C-FLTV) on final (on the “flares”) had to go around, because a 2737-5633 Québec Inc. Cessna 172P (C-GUMQ) made an incursion on the runway. An Exact Air Inc. Beech A100 (C-FLTS) said it passed a few feet above C-GMUQ. Then, 5 minutes later, after a Cornwall Aviation (1979) Ltd. Piper PA-44-180 (C-GLRS) landed on Runway 28 and went up the runway to leave it, C-GMUQ landed on the runway while C-GLRS was still there. C-FLTV found that C-GMUQ's actions posed a security threat.

PRAIRIE AND NORTHERN REGION

An Ahmic Air Ltd. Cessna A185F (C-GPHO) from Yellowknife, NT (Water) (CEN9) to Whati, NT (CEM3) departed from the ice strip for CEM3. Shortly after takeoff, the pilot issued a mayday call and reported that they were crashing, and 30 seconds later the pilot reported that they were down about a mile Northwest of the Yellowknife golf

course and were evacuating the aircraft. It was reported that there were no injuries, and that the aircraft was in bad shape. There was no good position report to give as they were non-transporter and pilot was not sure of their position. The Royal Canadian Mounted Police (RCMP), City Fire and ambulance all responded.

PACIFIC REGION

The pilot of a Victoria Flying Club Cessna 172P (C-GINH) from Victoria, BC (CYYJ) to Victoria, BC (CYYJ) reported smoke in the cockpit and declared MAYDAY. The pilot subsequently landed the aircraft in a field. Emergency services responded. Minor injuries to passengers and crew. The pilot of C-GINH had called Victoria Tower and advised that they were inbound with oil on the windscreen. C-GINH made two transmissions and then went off the radio. Audio for both Victoria Inner Harbour (YWH) and Victoria (YYJ) available.

An Airsprint Cessna 525A (ASP510) from Calgary, AB (CYYC) to Vancouver, BC (CYVR) reported hearing a MAYDAY call on 121.5. The call was from a PG Aviation Services Robinson R44 II (C-FGAN) from Pitt Meadows, BC (CYPK) to Pitt Meadows, BC (CYPK) which had crashed at the Southwest end of Widgeon Lake. There were no injuries to souls on board. Joint Rescue Coordination Centre (JRCC) Victoria was advised and North Shore Search and Rescue responded.

The Kamloops Flight Information Centre (FIC) received a call from the Merritt, BC (CAD5) airport maintainer at 0915Z advising of a crash on the runway at CAD5 and that the runway will be closed until 1600Z. Aircraft involved was a privately registered advanced ultralight Zenair Stol CH 701. Emergency vehicles were already on site. Kamloops sector controller notified and NOTAM issued.

RÉGION DE L'ATLANTIQUE

À Grand Moncton/Roméo LeBlanc (CYQM), NB, un véhicule (STAFF 23) a été autorisé à traverser la piste 29 par le contrôleur sol alors qu'un Pilatus PC-12/47E, exploité par le gouvernement du Canada, Gendarmerie royale du Canada (C-GMPM/SST011), de Deer Lake (CYDF), NL, à Grand Moncton/Roméo LeBlanc (CYQM), NB, avait été autorisé à atterrir par le contrôleur aérien.

Un Diamond DA 20-C1 (C-FDYW), exploité par le Moncton Flight College, de Fredericton (CYFC), NB, à Fredericton (CYFC), NB, pense avoir vu un drone à 1 000 pi dans les environs de Ripples, NB.

Un Lockheed C-130 (TSK343), exploité par le gouvernement du Canada, ministère de la Défense nationale, de Greenwood (CYZX), NS, à Miramichi (CYCH), NB, a demandé un vol VFR après avoir demandé à revenir à CYZX, et s'est dérivé en raison d'une panne de l'équipement de dégivrage.

RÉGION DU QUÉBEC

Information reçue de la Sûreté du Québec. En vol local dans la région de Montréal/Les Cèdres (CSS3), QC, un Cessna 150M d'immatriculation privée aurait heurté des lignes électriques et s'est écrasé. Les deux personnes à bord sont décédées. Dommages importants à l'aéronef. Centre national de l'exploitation (NOC), Centre des opérations aériennes (COA), centre conjoint de coordination de sauvetage (JRCC) de Trenton (TR) et Bureau de la sécurité des transports du Canada (BST) avisés.

Le Centre national de l'exploitation (NOC) a avisé le gestionnaire de quart qu'un Cessna 150F d'immatriculation privée s'était écrasée près de Joliette/Saint-Thomas (CJO2), QC. Le Centre des opérations aériennes (AVOPS),

le centre conjoint de coordination de sauvetage (JRCC) Trenton, le Bureau de la sécurité des transports du Canada (BST), le gestionnaire, Exploitation du centre de contrôle régional (MACCO) et le gestionnaire général (GM) ont été avisés.

RÉGION DE L'ONTARIO

Alors qu'il circulait en vue de son départ à Dryden pour Sioux Lookout, un aéronef exploité par Bearskin Airlines (BLS344) a heurté quelque chose et l'hélice s'est ensuite détachée et a frappé le fuselage. Un passager a bord légèrement blessé. On a appris que l'aéronef était un Fairchild SA227 Metroliner (C-GJVB), exploité par Perimeter Aviation. Bureau de la sécurité des transports (BST) avisé.

À Cornwall (CYCC), ON, un Cessna 172N (C-FLTV) exploité par Cornwall Aviation (1979) Ltd. en finale (sur l'arrondi) a dû remettre les gaz, car un Cessna 172P (C-GUMQ) exploité par 2737-5633 Québec Inc. a fait une incursion sur la piste. Un Beech A100 (C-FLTS) exploité par Exact Air Inc. a dit être passé à quelques pieds au-dessus de C-GMUQ. Puis 5 minutes plus tard, après qu'un Piper PA-44-180 (C-GLRS) exploité par Cornwall Aviation (1979) Ltd., ait atterri piste 28 et remonté la piste pour la quitter, C-GMUQ a atterri sur la piste pendant que C-GLRS y était encore. C-FLTV a trouvé que C-GMUQ avait compromis la sécurité.

RÉGION DES PRAIRIES ET DU NORD

Un Cessna A185F (C-GPHO) exploité par Ahmic Air Ltd., de Yellowknife (hydrobase) (CEN9), NT, à Whati (CEM3), NT, a décollé de la bande de glace pour CEM3. Peu de temps après le décollage, le pilote a déclaré « Mayday » et a indiqué qu'il s'écrasait. Trente secondes plus tard, le pilote a dit que l'avion avait atterri à environ



WE DO PAINT!

Orillia Aviation has a new two bay dedicated paint facility. If your pride and joy, certified or experimental, is looking old and tired we can breathe new life into it with professional products and services. We can restore your pride of ownership.

info@orilliaaviation.com
705.325.6153

<http://www.orilliaaviation.com/services/aircraft-beautification/>

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

YOUR SPECIALIST:



FOR PROPELLERS

un NM au nord-ouest du parcours de golf de Yellowknife et que les passagers évacuaient l'aéronef. Il a été indiqué qu'il n'y avait aucun blessé et que l'avion était en bon état. L'avion n'ayant pas de transpondeur, aucune position valable n'a pu être donnée et le pilote n'était pas sûr de sa position. La Gendarmerie royale du Canada (GRC), les pompiers et les services ambulanciers de la Ville sont tous intervenus.

RÉGION DE PACIFIQUE

Le pilote d'un Cessna 172P (C-GINH), exploité par le Victoria Flying Club, de Victoria (CYYJ), BC, à Victoria (CYYJ), BC, a signalé de la fumée dans le poste de pilotage et déclaré « MAYDAY ». Le pilote a ensuite fait atterrir son aéro-

nef dans un champ. Intervention des services d'urgence. Passagers et équipage légèrement blessés. Le pilote de C-GINH avait appelé la tour de Victoria pour lui indiquer qu'il était en rapprochement et avait de l'huile sur le pare-brise. C-GINH a fait deux transmissions, puis extinction de sa radio. Enregistrements audio disponibles pour Victoria Inner Harbour (YWH) et Victoria (YYJ).

Un Cessna 525A, exploité par Airsprint (ASP510), de Calgary (CYYC), AB, à Vancouver (CYVR), BC, a entendu un appel de détresse (« MAYDAY ») sur 121,5. L'appel provenait d'un Robinson R44 II (C-FGAN), exploité par PG Aviation Services, de Pitt Meadows (CYPK), BC, à Pitt Meadows (CYPK),

BC, qui s'était écrasé dans la partie sud-ouest de Widgeon Lake. Aucun blessé à bord. Centre conjoint de coordination des opérations de sauvetage (CCCOS) de Victoria avisé et intervention du North Shore Search and Rescue.

Le centre d'information de vol (FIC) de Kamloops a reçu un appel du préposé à l'entretien de l'aéroport de Merritt (CAD5), BC, à 0915Z, l'informant d'un écrasement sur la piste à CAD5 et que la piste sera fermée jusqu'à 1600Z. L'aéronef impliqué était un Zenair Stol CH 701 ultra-léger de type évolué et d'immatriculation privée. Des véhicules d'urgence étaient déjà sur place. Contrôleur du secteur de Kamloops avisé et NOTAM émis. 📍

uAvionix

tailBeaconX

Your Passport to Global Airspace

Simplify airspace mandates by meeting them all with the transponder of the future.

Mode S Transponder | SBAS GPS | 1090 ADS-B OUT | LED Nav Light

LEARN MORE

uAvionix.com/tailBeaconX

Aireon COMPATIBLE

ENFORCEMENTS

ATLANTIC REGION

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

QUEBEC REGION

The owner operated an aircraft while not having subscribed for liability insurance covering risks of public liability. (CAR 606.02(8), \$1,000)

A person operating a power-driven aircraft failed to perform the pre-landing checks. (CAR 602.60(4), \$750)

The training conducted was contrary to the applicable flight instructor guide and flight training manual. (CAR 405.14, 24-month suspension)

ONTARIO REGION

A person operated a remotely piloted aircraft system (RPAS) when the RPAS was not registered in accordance with this Division. (CAR 901.02, \$250)

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. (CAR 601.04(2), \$750)

PRAIRIE AND NORTHERN REGION

A person failed to perform specialized maintenance on an aeronautical product in accordance with a Maintenance Policy Manual established by an Approved Maintenance Organization (AMO). (CAR 571.04, \$1,500)

PACIFIC REGION

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

RÉGION DE L'ATLANTIQUE

Une personne a utilisé un aéronef d'entraînement alors que celui-ci n'était

pas conforme aux normes de délivrance des licences du personnel. (RAC 405.23, 750 \$)

RÉGION DE QUÉBEC

Le propriétaire a utilisé un aéronef alors qu'il n'avait pas contracté une assurance-responsabilité couvrant la responsabilité civile. (RAC 606.02(8), 1 000 \$)

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

L'entraînement en vol dispensé n'était pas conforme au guide de l'instructeur de vol et au manuel de pilotage. (RAC 404.14, Suspension 24 mois)

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. (RAC 901.02, 250 \$)

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. (CAR 601.04(2), 750 \$)

RÉGION PRAIRIE ET DU NORD

Une personne a omis d'exécuter des travaux de maintenance spécialisée sur un produit aéronautique conformément à un manuel des politiques de maintenance (MPM) établi par le titulaire d'un certificat d'organisme de maintenance agréé (OMA). (RAC 571.04, 1 500 \$)

RÉGION DU PACIFIQUE

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

SEC & Co.

WE DESIGN AND BUILD HANGARS
Individual • Corporate • FBO's • T-Hangars



HERE'S WHAT WE CAN DO FOR YOU:
Architectural & Engineered Drawings
Municipal Applications & Permits
Airport Applications & Approvals
Transport Canada & NavCan Applications
Complete Construction

Questions? Phone 519.857.7639
or visit www.secandco.com

If you already have a design or drawings, send it along for a free estimate. Email/CAD or PDF to info@secandco.com

CANADIAN
Aviator

SUBSCRIBE
+ SAVE!



ONE YEAR SUBSCRIPTION
FOR COPA MEMBERS

ONLY \$12!*

* TAXES MAY VARY BY PROVINCE.

SUBSCRIBE TODAY!

1.800.656.7598

www.canadianaviator.com

AIRCRAFT IP HOTSPOTS

FROM THE COCKPIT TO THE WORLD



◀ The compact form factor of the Sat-Fi2 makes it very manageable in even small cockpits.

The past five years have seen an explosion of information streamed into an aircraft's cockpit, regardless of altitude. The airlines have been offering passengers Wi-Fi services with access to the Internet. Cabin Wi-Fi allows passengers to connect the aircraft's entertainment Wi-Fi network, stream movies from on-board servers, browse the Internet and stay connected to email, messaging and social media.

From a General Aviation perspective, we have seen technologies which provide both pilots and passengers with access to data and voice services while airborne. SiriusXM, Garmin and AirCell were the first on the scene to provide GA with products, beaming weather, voice and entertainment content into the cockpit. Garmin's NavTalk product, combined with AirCell's air-to-ground cellular network service, delivered cellular voice and GPS services into a single device with integration into the aircraft audio panel, all done in 2000.

SiriusXM weather was augmented by ADS-B IN (in the U.S.), providing

data supported by a variety of EFB applications, including ForeFlight and Garmin Pilot. Low Earth Orbit satellite networks from Globalstar and Iridium have added voice calling, SMS texting, email and access to data-driven applications. From an aviation perspective, there are a few players in the satellite marketplace: Globalstar, Iridium, Gogo Flight (formerly AirCell), Inmarsat, Telesat, Satcom Direct, Honeywell, Collins Aerospace, Garmin and others. Globalstar and Gogo are unique in that they manufacturer end-point hardware and own their own networks.

There are more than 2,200 satellites in earth orbit, comprising three types: Geostationary (GEO), Medium Earth Orbit (MEO) and Low Earth Orbit (LEO), with very Low Earth Orbit (vLEO) on the horizon. MEO satellites are situated between LEO and GEO. GEO satellites are stationed 22,300 miles above the earth and are fixed above a specific point, delivering greater bandwidth speeds, but at higher latency. A LEO satellite constellation is in orbit 485 miles above the earth, is in

constant flight and is designed to have a satellite fly by the user at all times.

Globalstar's Sat-Fi2 hardware is a small device which can easily fit in your flight bag or be temporarily mounted under the instrument panel. The hardware weighs 12.6 oz and is 2.9 in. (74.8 mm) wide by 1.5 in. (36.9 mm) high x 5.8 in (148.4 mm) long, incorporating a flip-up satellite antenna and built-in Wi-Fi antenna. Its built-in lithium polymer battery delivers up to two hours of talk time and standby time of 28 hours. A micro USB port is used to both charge the battery and update the device's firmware. Sat-Fi2 is dust- and water-resistant, with the ability to withstand a high force of shock and with an operating temperature of 4°F to 95°F (-20°C to 35°C) in direct sunlight. The device's operating altitude range is from -328 to +21,320 feet (SL). An additional hardware port provides connectivity for DC power.

Sat-Fi2's application for Android and iOS devices, as well as Windows and Mac operating systems, is called Sat-Fi and creates a 'walled garden' which allows access to the Internet, email, voice and SMS texting through the Sat-Fi app. To control bandwidth costs, applications native on your tablet/smartphone/laptop will not have access to the open Internet. With unrestricted access to the open Internet, bandwidth utilization and resulting cost could be quite heavy. This walled garden approach to containing application access to the Internet allows end-users to use their smart device without making any configuration changes. This is ideal when transitioning from aircraft to FBO to office to home, allowing the device to switch between satellite, LTE

cellular and terrestrial Wi-Fi networks. However, tech-savvy pilots are able to open up ports on the Sat-Fi2 appliance, providing smartphone app access to more data sources.


The Sat-Fi2 appliance is assigned a 10-digit telephone number aligning to the country in which it is registered. The physical location of the Sat-Fi2 device does not matter during the telephone call. However, with a Canadian telephone number calling an international telephone number, long distance rates will apply. Globalstar's LEO constellation delivers up to 72 Kbps of bandwidth (essentially a really fast dial-up modem, for those who remember them). The Sat-Fi2 device can be situated on the aircraft's glare shield with visibility to the sky. With unlimited voice and data packages at U\$50 per month (a special time-limited offer), it's an exceptionally cost-

effective alternative for flight crews wanting connectivity in the aircraft and while on layovers.

Garmin's approach to airborne connectivity is based upon their Connex platform. Essentially, their avionics suite is network-agnostic, supporting a variety of connectivity including ADS-B, SiriusXM, Iridium, Wi-Fi and Bluetooth. With an Iridium connection, speeds of 2.4 Kbps are provided, which is ideal for messaging, texting and voice calling. Garmin's Flight Stream 110/210/510 hardware provides connectivity into their panel-mounted avionics delivering Wi-Fi and Bluetooth connectivity for up to two connected devices. The GSR 56 satellite datalink hardware provides connectivity from the Iridium network into the panel. A free version of Garmin Pilot provides email, texting and voice calling for passengers and crew. Jessica

Koss of Garmin reports, "Connex has been widely accepted throughout the industry and continues to be in strong demand across all market segments, including experimental, general aviation and business aviation. Pilots enjoy the simplicity and cohesiveness that Connex brings to their cockpits."

Satellite companies like OneWeb, Telesat and SpaceX are launching new LEO and vLEO constellations which will add more than 10,000 new birds into orbit. These new dense constellations should greatly improve bandwidth speeds, using lightweight compact hardware, with competition driving more reasonable monthly costs. Hopefully GA adoption will be driven by lower bandwidth costs. Certainly Globalstar's inexpensive unlimited offering is a step in the right direction.

Check out my podcast 'PlaneTalk' on Apple, Google and at PlaneTalk.ca. 



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

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

Liability Insurance for COPA Members!

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

Benefits of the program include:

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

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

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



Assurance Responsabilité pour les membres de la COPA!

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

Les avantages du programme incluent entre autres:

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

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

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



NO OIL PRESSURE

WHAT TO DO WHEN THE GAUGE READS ZERO



The conditions were perfect for a summer afternoon flight. I was taking a friend for her first flight in a small aircraft and she was enjoying it very much. In parallel with enjoying the scenery and the conversation, I was keeping an eye on things, doing the usual panel scan. Although I always do my instruments scan, I must admit it is not necessarily the best of scans, lacking in frequency as it were. After years of flying and nothing untoward happening, one eventually gets lulled into a sense of security, often called complacency, and things lose some of their thoroughness.

Suddenly, I notice my oil pressure had gone to zero. The reader will readily understand my immediate reaction. Thoughts of impending engine seizure, followed by the inevitable off field landing, dead-stick, severely damaged

aircraft, personal injuries, and on and on. Or, if I am lucky enough to find a reasonably good landing surface, then considerations of getting the airplane out of there later, how far are we from help, how do we get back to the airport, to our cars, and on and on. Under any circumstances, my reflex is always to protect my airplane. If I succeed, then odds are that all on board will be fine. The above thoughts go through one's mind in a matter of seconds.

We all remember that the first thing to do when the oil pressure goes south is to shut down the engine to protect it from self-destruction, then put the airplane on the ground as carefully as possible. As my hand moved to the mixture control, stories of aircraft that were put down in fields under emergency conditions for what turned out to be no good reason flashed through my mind. At that point,

I took the time to think about the situation. First, I had no idea how long my oil pressure gauge was indicating zero. Remember how exemplary my scan is? One thing I know is that the engine will not run very long without oil pressure.

At this point I am hoping — praying — willing to bet — that the oil pressure situation has existed long enough for the engine to have seized should this be the real thing. My dilemma is now this: do I shut down the engine to protect it and perform an emergency landing with all it entails because this is the procedure, or do I let the engine run until it seizes and then perform that same emergency landing? I will let the readers reflect and pick their preferred option.

By then, I figured that given the engine is still running fine, this is more than likely an issue with the oil pressure gauge. This is certainly a situation where an oil temperature gauge could have provided additional information to help in the decision process. I did not mention the incident to my passenger so as not to scare her and I continued the flight to its successful conclusion. Subsequent investigation revealed that a wire had come loose on the oil pressure sender.

This story is not intended to entice pilots to disregard proper procedures, but rather to entice pilots to avoid panicking, to take the time to think and analyse the situation before making rash, irreversible decisions with dire consequences. We all learned how to deal with emergency situations, we practiced them during training and had to demonstrate some of them on our flight test. We should strive to remember them all, and we should review them and practice them regularly.

Dealing with an emergency does not necessarily always imply to blindly go through a memorized drill without analyzing the situation. Do not turn a bad situation into a worse one, look and think before you act. 🛩️

PANNE DE PRESSION D'HUILE

EST-CE BIEN LE CAS ?

Les conditions étaient parfaites pour un vol en ce bel après-midi d'été. Je prenais une amie pour son premier vol dans un petit avion et elle appréciait beaucoup. Parallèlement à profiter du paysage et de la conversation, je gardais un œil sur notre environnement, faisant le scan habituel du tableau de bord. Bien que je fasse toujours le scan de mes instruments, je dois admettre que ce n'est pas nécessairement le meilleur des scans, manquant de fréquence pour ainsi dire. Après des années de vol et rien de fâcheux, on finit par se laisser emporter dans un sentiment de sécurité, souvent appelé complaisance, et les choses perdent une partie de leur minutie.

Soudain, j'ai remarqué que ma pression d'huile était tombée à zéro. Le lecteur comprendra facilement ma réaction immédiate. Pensées de saisie imminente d'un moteur, suivies de l'inévitable atterrissage hors aéroport, bâton mort, aéronef gravement endommagé, blessures corporelles, et ainsi de suite. Ou si j'ai la chance de trouver une surface d'atterrissage raisonnablement bonne, alors pensons à sortir de l'avion plus tard, à quelle distance sommes-nous de l'aide, comment pouvons-nous retourner à l'aéroport, à nos voitures, et ainsi de suite. Mon réflexe initial est toujours de protéger mon avion. Si je réussis, il y a de fortes chances que tout le monde à bord s'en tirera bien. Les images ci-dessus traversent notre esprit en quelques secondes.

Nous nous souvenons tous que la première chose à faire lorsque la pression d'huile descend vers le sud est d'arrêter le moteur pour le protéger de l'autodestruction, puis de mettre l'avion au sol le mieux possible. Alors que ma main se déplaçait vers le



contrôle de mélange, des histoires d'avions qui ont été déposés dans des champs dans des conditions d'urgence pour ce qui s'est avéré ne pas être une bonne raison ont traversé mon esprit. À ce moment-là, j'ai pris le temps de réfléchir à la situation. Tout d'abord, je ne savais pas combien de temps mon manomètre indiquait zéro. Rappelez-vous à quel point mon scan est exemplaire ? Une chose que je sais, c'est que le moteur ne fonctionnera pas très longtemps sans pression d'huile.

À ce stade, j'espère, en priant, prêt à parier, que la situation de la pression d'huile existe depuis assez longtemps pour que le moteur se soit grippé, si cela devait être le cas. Mon dilemme est maintenant le suivant : dois-je arrêter le moteur pour le protéger et effectuer un atterrissage d'urgence avec toutes ces implications, ou dois-je laisser le moteur tourner jusqu'à ce qu'il se bloque, puis effectuer ce même atterrissage d'urgence ? Je laisserai les lecteurs choisir leur option préférée.

À ce point, je me suis dit qu'étant donné que le moteur tourne toujours bien, il s'agit fort probablement un problème avec le manomètre d'huile. Il s'agit certainement d'une situation où

une jauge de température d'huile aurait pu fournir des informations supplémentaires susceptibles d'aider au processus de décision. Je n'ai pas mentionné l'incident à ma passagère pour ne pas lui faire peur et j'ai poursuivi le vol jusqu'à sa conclusion. Une enquête ultérieure a révélé qu'un fil s'était détaché du transmetteur de pression d'huile.

Ce récit n'est pas destiné à inciter les pilotes à ignorer les procédures appropriées, mais plutôt à inciter les pilotes à éviter de paniquer, à prendre le temps de réfléchir et d'analyser la situation avant de prendre des décisions irréfléchies et irréversibles, aux conséquences désastreuses. Nous avons tous appris comment faire face aux situations d'urgence, nous les avons pratiquées pendant la formation et avons dû en démontrer certaines lors de notre test en vol. Nous devons nous efforcer de nous souvenir de ces procédures, et nous devons les revoir et les pratiquer régulièrement.

Cependant, faire face à une urgence n'implique pas obligatoirement de passer aveuglément par un exercice mémorisé sans analyser la situation. N'aggravez pas la situation, regardez et réfléchissez avant d'agir. 🛩️

AIRVENTURE 2019

THE LONG HAUL FROM VANCOUVER TO OSHKOSH



Detailed planning for the trip to AirVenture 2019 started in early January with a booking at the dorm (and yes, all the air-conditioned rooms were already gone) and new maps ordered and, yes, I still use paper maps as well as the trusty GPS (belts and suspenders thinking).

Into that plan I also was considering the intimidation factor. The 2018 attendance numbers were awe-inspiring. Over 10,000 aircraft on the ground mixed in with 601,000 visitors. What am I doing planning a trip into that zoo? Rumour had it that most would arrive on Sunday, so it would be best to plan to get there early Saturday. Looking at the previous year's NOTAM and trying to picture how it all worked helped, but having done it once before as well as having another experienced pilot who

had done it three times before took some of the fear and trepidation out of it. The 2019 copy of the Oshkosh NOTAM arrived in the mail and, after looking through it, we saw that little had changed; a sure sign that the "If it ain't broke, don't fix it." policy was in effect.

The charts and the customs decal arrived in the mail and the decal was attached to the Stinson and the maps were duly marked with the flight plan.

A very thorough annual inspection was completed on the Stinson by mid-June to ensure that there was adequate time to resolve any deficiencies that may occur. The back seats were removed and a cargo net installed. The plane was washed and the windows cleaned; there was nothing left to do except pack.

Right off the bat, I got weather-delayed by the better part of a day. While the rest of the world was 'clear and a

▲ This image of the Oshkosh (KOSH) control tower during AirVenture is well known by attendees.

million' the area from the town of Hope, B.C. to the Hope Slide was below VFR until around 4 pm. It was, however, important to make a start on this epic so I decided to go as far as I could that day. That turned out to be Castlegar, B.C.

Tailwinds provided a significant boost for all of the trip to Winnipeg. In one instance, I saw a ground speed of 154 mph, but I also knew that there would be a bill to pay for that later on. The following day I continued on to Regina and made an overnight stop there due to high winds; 25 gusting 34 across the runway. This made not only for an interesting landing; taxiing the Stinson was near impossible. The foreman at the Shell FBO took pity on me and put the

old girl in the hangar for the night. I was concerned that she might expect more of this in the future — having spent the night in a high-rent district, parked between a Citation and a Gulfstream.

On the morning of Day Three, I picked up my buddy Werner in Winnipeg and, as planned, we cleared customs in Pembina, North Dakota. From there we had to overnight in Eau Claire, Wisconsin, as there were severe lightning and windstorms reported in the Oshkosh area. Eau Claire had had a similar storm the night before that was to have some consequences for us the next day. It took us to three airports before we could find one with electricity to run the gas pumps.

It was on to Oshkosh Sunday morning, arriving at 11 am. This was not part of the plan but worked for us as most of the large groups of aircraft were being held in outlying airports due to the flooding at Oshkosh during heavy rains on Saturday. Some aircraft, such as the Stinson Club's 27 planes, weren't able to get in until Tuesday morning.

Just like in 1986, the show was outstanding and also overwhelming. Statistically, air traffic control reported similar numbers to 2018 with 16,807 movements of some 10,000 plus aircraft during the week, and 5,500 volunteers supported over 642,000 attendees.

It was impossible to see everything in the four days that we had. Most of our time was spent with the classics and antiques; logical when you remember that both of us are antiques and definitely classics. Rooms at the university dorms were adequate but the meals in their cafeteria were outstanding and reasonably priced. Bus transportation to and from the show was a bargain at \$5 daily.

Every vendor who ever even saw an airplane was there. Forums were held on every possible aviation topic and the airshows were spectacular. I had never seen so many Harvards/T-6s in the air at one time; I lost count at 24. Warbirds galore, old and new, from Mustangs to Mitchells, to a B-29, to F-22s and F-34s. Providing rides all day,



every day were a variety of helicopters, a B-17 and two Ford Trimotors.

Canadian participation included 10 pilots from our home field of Langley (CYNJ). Viking Air in Victoria demonstrated their CL-215 aerial firefighter and TV and YouTube celebrity Mikey McBryan and his dad Buffalo Joe were

"FORUMS WERE HELD ON EVERY POSSIBLE AVIATION TOPIC AND THE AIRSHOWS WERE SPECTACULAR."

also in attendance from Yellowknife with their latest DC-3.

We had made the decision early on to leave on the Thursday morning in order for Werner to meet his connecting flight on Friday, so we managed to pack and were in the air by noon.

The trip to Winnipeg was routine. We both remained overnight for Werner to catch an airliner home and for me to get an early start home to Langley.

▲ The author's 1946 Stinson 108-1 on proud display at Oshkosh.

Winds, as expected, were now on the nose mandating an extra gas stop in Brandon and then on to Regina where, once again, the winds were 26 gusting 35+, creating havoc with taxiing. I made a decision to quit while I was ahead and once more remained overnight there.

A 4 am call started the day at dawn, followed by a 6 am departure from Regina eventually reaching Langley at 6 pm local. In between, it was a nine-hour fight battling with headwinds. I did, however, develop an increasing proficiency in crosswind landings and take-offs climaxed by an arrival and departure from Pincher Creek that was not only truly educational, but eminently forgettable. A total of 3,400 miles were flown on this trip and some 35 hours logged for an overall average speed of 100 mph. 🌪️

The above is an excerpt from People, Places and Planes, by Mike Davenport. This book is available for purchase. See the Bookshelf section in this issue for ordering details. — Ed.



LAC LA BICHE ONICE

CANADA'S OTHER 'BEST WINTER FLY-IN'

By Annie Rusinowski



Bright blue skies and snow-covered fields lined our flight path to the Lac La Biche Ice Fly-in. Organized by The Lac La Biche Flying Club — COPA Flight 165, the weekend-long event, which took place February 22 and 23, was run in collaboration with the Winter Festival of Speed, and plays host to hundreds of people who fly and drive in to watch the ice races and enjoy the outdoors. The 4,000-foot-long by 100-foot-wide runway was built days before the event to ensure the ice was thick enough to hold the weight of the incoming air traffic. This year, the runway ice was thirty inches thick, more than enough for what was needed. Visiting aircraft included Piper Cherokees and Super Cubs, Van's RVs, Beechcraft Bonanzas, a Cessna Caravan, Mooneys, various piston Cessnas, a Rans Coyote and many more.

Our intrepid crew of young pilots departed Parkland airport (CPL6) in the early afternoon. A few friends who were planning on joining us weren't able to make it, so we shifted passengers between three aircraft to ensure a safe and cozy journey. The forecast for the day was clear skies with some convective clouds and moderate winds. For many of us, it was our first time landing on ice. A little apprehensive, but confident in their ability, each pilot touched down successfully, one after the other. With gusty wind conditions, the approach was challenging, and

taxiing was a little more difficult with less traction, but all three aircraft made it to the apron safely. Upon arrival, each pilot received an Ice Pilot certificate and a hat to celebrate their achievement followed by a hot chocolate by the fire.

As we stood around the firepit with hot dogs cooking and the wind howling behind us, everyone drew a little closer to each other. Pilots and friends exchanged stories and laughed together as the sun shone down and warmed our frozen cheeks. The volunteers did an excellent job managing traffic, reporting ice and wind conditions and ensuring the event ran smoothly. This year was the biggest turnout yet with 39 aircraft arriving on Saturday and 69 aircraft on Sunday.

"At one point we had eleven aircraft in the circuit," said event organizer Ken Zachkewich. Although things got a little tense at one point, the team managed the traffic excellently and the pilots did a great job keeping safe separation.

The Winter Festival of Speed, which focuses primarily on ice racing, has been taking place for 37 years. In 2010 Ken approached the organizers and asked if they would be interested in adding an ice runway to the event. They happily obliged and the fly-in has been run annually ever since with only two cancellations due to ice conditions. Planning starts

FROM ALABAMA TO ALBERTA

BY SAMANTHA DAVIS



The moment we got to the airport I knew I was in for a different kind of flying. I stepped into the original crushed velvet interior of the Piper Cherokee 180 and greeted my fellow passengers. They were from all over Alberta and, like me, none of them had been to Lac La Biche before. As a student it was nice to listen to radio calls in Class Charlie airspace, something I'd not yet experienced. It was also nice knowing that the guys in front of me had been practising their ice landings recently.

Forgive me, but I am from Alabama. On the rare occasion that snow sticks here, the whole state goes to hell in a handbasket. None of us are experienced with any kind of ice, except the kind that comes out of a fridge. I'd seen northern winters, and driven in them a time or two, but never flown in them.

Anyhow, back to the topic at hand. We come in for the landing, and it got a little gusty on us. Needless to say,

our PIC, David, handled it like a champ. Once we landed, we convened with our group of Canadian pilots from all different backgrounds, and little ol' Alabama me. I felt like a toddler learning how to walk again as we made our way across the ice to the car races.

Now, I've seen monster trucks, gone muddin' on ATVs and watched people race lawnmowers...but watching cars drift on studded tires was pretty new to me and fun to watch. I also had my first maple-syrup-on-a-stick experience. Truly delicious. I'm not saying that you should mail me some syrup, but if some mysteriously appeared in my mailbox, I would not question it. Everyone I talked to was super-friendly and nice, and I learned a lot. For example, I learned how to say, "You betcha!" with proper enthusiasm, to identify icing in the brakes, the differences between our airspace classifications and how to execute a teardrop pattern entry.

It was truly the full Canadian experience!

three months in advance, but construction starts the week of the event so as to better manage the snow load.

COPA Flight 165 is comprised of 18 dedicated members who, along with family and friends, put a lot of effort and time into making every year exceptional. Their passion and dedication were evident to everyone who came through and with big smiles on their faces it couldn't help but rub off on those around them.

Putting together such a specialized event takes a lot of hard work and it really is a community effort. With the clearing of the runway and four taxiways sponsored by local company Swamp Cats, Lac la Biche County clearing the apron and helipad while the Cozy Cats company pushed back large snowbanks to spread out the heavy snow load, it was 'all hands on deck' to bring the event together.

"Without the corporate sponsorship this event could not happen," says Zachkewich. "We started the event when the oil and gas industry was very strong in the community. Sadly, in the last few years that has not been the case." Although it is hoped the event has many more successful years ahead of it, the concern is that if the economy continues the way it has been, they may not be able to host it in future years.

This event really has so much to offer, and it would be such a shame to see it come to an end. The car racing, snowmobile drags, and a vintage snowmobile ride were enough to grab the attention of onlookers. The booths that included maple syrup snow candy and axe-throwing only added to the ambiance.

I looked over at a friend of mine visiting from Alabama and couldn't help but credit her for having the most authentically Canadian experience any tourist has ever had. As I watched the incoming traffic, I couldn't help but be grateful to live in a country where people enjoy our cold climate so much. 🇨🇦

✉️ aviatrixannie@gmail.com

📷 @pilotannie

🐦 #allforflight



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.



Allez sur COPA2020.ca
pour l'enregistrement et le spécial
inscription hâtive

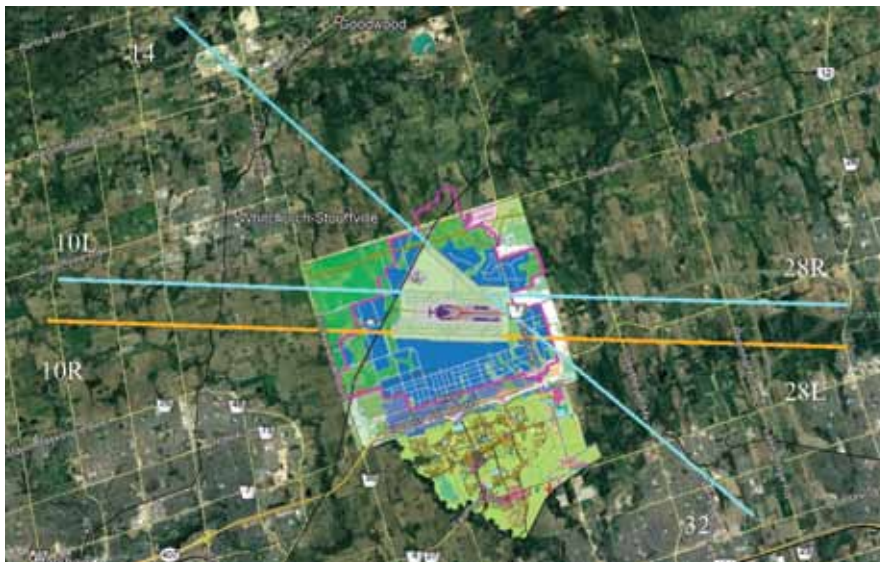


Spruce
y sera!
Venez faire le
plein de fournitures

THE CASE FOR A PICKERING AIRPORT

NOT JUST A REGIONAL ISSUE, BUT A NATIONAL ONE

BY MARK BROOKS AND PHIL LIGHTSTONE



◀ This diagram illustrates the potential runway alignments.

This is a reprint from the March issue, the original file for which was corrupted during the production process. -Ed

In 1973, the Canadian government foresaw the need for the expansion of aviation services in the Greater Toronto Area (GTA). Eighteen thousand acres of mostly farmland was expropriated and leased back at below market rates. Fast forward to 2020 and the dream of a new airport serving the GTA, nestled in green space, is on the horizon. There are anti-airport groups who, in the current political culture, disseminate misinformation. How can we cut through these self-serving inaccuracies and, in certain cases, completely wrong information? As the character played by Jack Webb said on the TV show *Dragnet*, “Just the facts, ma’am.”

This is not a new problem. There are always those folks who have a not-in-my-backyard approach, putting their own interests before the greater good. Toronto is running out of both aviation

capacity and time. The GTA is served by the following airports, all with their own challenges: Pearson (CYYZ), approaching capacity; privately owned Buttonville (CYKZ), closing in five to 10 years; Brampton (CNC3), heavily used for

“TO MAKE PROGRESS ON FIGHTING CLIMATE CHANGE WE NEED TO ADDRESS ANXIETY OVER THE NEW PICKERING AIRPORT.”

flight training; Toronto Island (CYTZ), dominated by Porter, a small GA presence and with jets prohibited; Downsview (CYZD), owned by de Havilland Canada, no GA operations permitted, prior permission required; and Oshawa (CYOO) has flight training restrictions with no runway expansion allowed.

Ten years ago, motivated by a passion for aviation and civic duty, a small group of pilots, members of COPA Flight 44, decided to take action. Today they are volunteering their time and knowledge to realize the new Pickering airport dream. Their activities include educating other pilots and the public. Known as the Friends of Pickering Airport (pickeringairport.org), they actively educate and support federal, provincial and municipal officials. Pickering’s Mayor Dave Ryan is spearheading the increase in political enthusiasm for the airport. There is a complex set of issues which, when discussed in a dispassionate manner, leads to the conclusion that a new airport is needed. Air travel in the last decade has been growing dramatically in the GTA; however, airport infrastructure has not kept pace.

Aviation limitations create more environmental emissions and are a real problem in the GTA. To make progress on fighting climate change we need to address anxiety over the new Pickering airport by dispelling myths and misinformation. In Canada, aviation is often more emissions-efficient compared to driving. The average Canadian new car’s fuel consumption has improved to 8.9 litres per 100 kilometres. That is more than double the 3.4 litres per 100 km per seat of a Bombardier Q400 flown by the airlines on regional routes. If Porter is allowed to upgrade to the latest jet aircraft, that consumption could be cut to as little as 2.0.

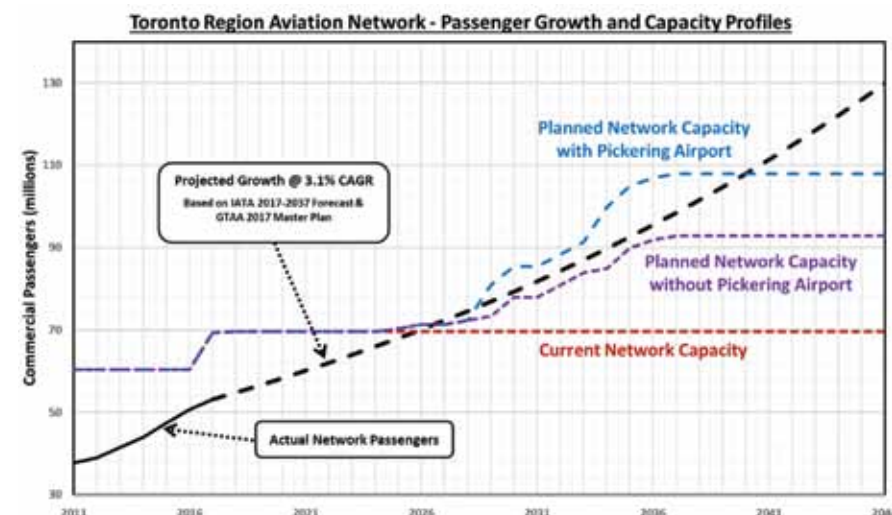
Aviation does not make up the largest segment of transportation emissions. That honour belongs to the increasing number and size of large

fossil fuel SUVs now dominating our highways. Automotive transportation created 20 percent of Canada's emissions in 2017, producing 144 megatonnes out of the 716 megatonnes of total Canadian emissions. Domestic aviation comprised less than one percent of Canada's total, at 7.1 megatonnes. International air travel added an additional two percent at 14 megatonnes.

For travel between most cities in Canada further apart than a few hundred kilometres, aviation is often the most emissions-efficient way for an individual or small family to travel. It is also the fastest and safest way to travel. A seat on a Porter Airlines Q400 from Toronto to Thunder Bay creates 106 kg of emissions. Driving an average car the 1,400 kilometres between these two cities burns 125 litres of gasoline, creating 261 kg of emissions. Each Porter flight is twice as emissions-efficient, reducing emissions by 6,100 kilograms.

GA pilots are not great emission emitters. Many GA aircraft are comparable or better than driving an SUV, especially if you consider that an aircraft can fly straight to its destination.

Another environmental concern is persistent contrails. GA aircraft and most regional flights do not create persistent contrails. These are short lived micro clouds, sometimes created above 25,000 feet. They are not carbon emissions, but the science around them has often been misinterpreted as adding



significantly to aviation emissions.

Pearson airport is now landlocked and does not have the ability to increase meaningful aircraft movement capacity. Pearson is listed by ICAO as a Class 3 congested airport (their highest level). While it can handle current traffic levels in good weather, the moment the weather becomes IMC, Pearson's hourly capacity drops and Toronto's link to the global economy becomes more fragile. The question is not how many more aircraft Pearson can handle, it is what's the cost of congestion, wasted fuel and the impact to economic efficiency.

A time slot crunch at Pearson illustrates the problem. As aircraft miss their slots (due to weather), flow control constraints can cause flights to

divert or be cancelled. GA airports, such as Buttonville, Toronto Island and Oshawa are ill-equipped to handle the pressure from business jets and regional carriers. Many international airlines that would like to open up routes into Toronto are prevented due to the lack of capacity. These gaps will be supported by a new Pickering airport.

A Pickering airport makes sense for a lot of reasons. Using a model like Ottawa MacDonald-Cartier (CYOW), GA and scheduled airlines are able to co-exist. This model is well known and used in many airports in North America. With the population growth in the northern and eastern ends of the GTA, Pickering will become an epicentre for both air travel and aviation-related economic growth. Once fully developed, Pickering airport would handle 16 million passengers, create 50,000 jobs, add \$13 billion in economic activity and \$500 million a year in income tax revenue.

With a decade-long build time, 2020 is the time to approve and begin the Pickering airport. The funding model will be provided by a public-private partnership (PPP). GA would be the first to activate Pickering, followed by an expansion of the airport's facilities to serve scheduled air carriers. The time is now to make Pickering airport a reality.

Mode of Transport	Speed / fuel per hour 60% cruise @6000 ft	Fuel burn: litres per 100 km	Emissions: kg per 10,000 km
Cessna 172	185 km/h @ 30 litres/hr	15	3150
Diamond DA40 XLT	231 km/h @ 31 litres/hr	13.4	2814
Diamond DA40 NG	231 km/h @ 19.7 litres/hr	8.6	2304
Cirrus SR20	268 km/h @ 33 litres/hr	12.3	2583
Bombardier Q400	-	3.4 litres per Pax seat	912
Average Car	-	8.9	1869
Jeep Grand Cherokee	-	18	3780

WAYPOINT AVIATION CONNECTIONS

ANNUAL EVENT CONNECTS INDUSTRY TO AVIATION-MINDED STUDENTS



◀ Cindy Pang, West Canada Section 99s governor, interviews The Blues Brothers, the costume category winners.

As a newly minted private pilot and a member of the Ninety-Nines — and an occasional poker player — seeing for the first time the British Columbia Coast 99s annual Poker Run in action in 2019 made me remember how fun and exhilarating recreational flying really is. After spending so much time learning the ropes, perhaps I'm not alone in almost forgetting the underlying joys and passions that propels one to keep flying, on both good and not-so-good days, in order to finally get that little blue booklet. But seeing so many interesting aircraft coming through Pitt Meadows airport (CYPK) for the final poker run leg, as well as the camaraderie between the participants, our organizers, the BC Coast 99s, the Aero Club of BC and our loved ones at the barbecue got me thinking about how awesome it is to have an event like this, one that brings together the flying community, and for a good cause to boot.

For the uninitiated, this is how the poker runs work. Pilots, as well as their

passengers, pay for a sheet of paper that has a grid of all cards arranged by suit. This is their hand. For every designated airport they visit, participants visit a table, which is staffed by our members, and pick a random card. That card is presented to one of our volunteers, who stamps that card on their hand. Participants can purchase multiple hands as the rule is the same: one stamp per hand per airport. As traditional poker rules go, five cards make up a hand and therefore participants visit five of the eight designated airports. This year the eight airports were Langley (CYNJ), Squamish (CYSE), Victoria (CYYJ), Delta Heritage Air Park (CAK3), Boundary Bay (CZZB), Abbotsford (CYXX), Chilliwack (CYCW) and Pitt Meadows, which was the terminus airport where all pilots gathered to get their poker hands scored using the traditional poker hand rankings.

Prizes provided by many generous sponsors are awarded to the highest hands. Some amazing prizes that were

up for grabs in 2019 included an Underwater Egress Training Course provided by Pro Aviation Safety Training, \$100 of Avgas with a t-shirt and hat from the Aero Club of BC, and a Tantalus Ice Falls air tour courtesy of Squamish's Glacier Air. Additionally, everyone had the opportunity to bid on free labour for their annual inspection from Coast Dog Aviation during the silent auction.

Besides having the chance to win door prizes, the poker run offers experienced pilots the chance to brush off any rust, new pilots a challenge, all pilots and enthusiasts an avenue to connect and, above all, supports the BC Coast 99s in providing scholarships for women to achieve their aviation goals.

Founded in 1972, the BC Coast 99s is one of the many chapters around the world that make up The Ninety-Nines International Organization of Women Pilots, founded by pioneering female pilots Amelia Earhart, Fay Gillis Wells and Ila Loetscher in 1929. While a fraction of the money raised during the poker run goes towards sustaining operations of the BC Coast 99s chapter, the majority of the funds go toward a variety of aviation scholarships for female pilots, ranging from subsidizing flight training to education and advancement in aviation- and aerospace-related fields.

The chapter also organizes social events throughout the year to encourage networking and friendship in a fun and light-hearted atmosphere. Overall, seeing how the annual poker run brought together so many people who were having such a blast made me realize that, unlike poker, everyone wins here. 🍀

PORT HAWKESBURY'S AIRPORT

THE POTENTIAL FOR COMPETITION HAS THE TOWN SCRAMBLING



Cape Breton Island's Port Hawkesbury airport (CYPD) is once again in the news as the local town council looks for a new business model to move forward with. The Town of Port Hawkesbury, owner of the airport in nearby Port Hastings, passed a motion recently calling for the town to explore 'alternative ownership models'.

As we reported a few months ago, Cabot Links has approached both the provincial and federal governments for funding assistance toward the construction of an airport closer to their golf resort. Should an airport be built close to Cabot Links, the facility would divert much of the high-end traffic to the newer location as it would reduce the travel time to the resort. This would result in a substantial reduction in revenue for the existing Port Hawkesbury airport.

"A letter was drafted and sent to all the neighbouring municipalities, as well as the Mi'kmaq communities and

so we're going to look for input from them to talk about what this could look like," said airport management committee chair Trevor Boudreau.

The airport, officially named the Allan J. MacEachen Port Hawkesbury Airport to honour the late Cape Breton politician, is currently operated by Celtic Air Services, who signed a 10-year contract with the town in 2017 to manage the airport.

"It is important that we are able to provide the services being asked for at our facility and this new model will help us achieve that without a large public investment," said Boudreau in a news release at the time.

Celtic has invested in FBO facilities to serve the many private aircraft, including private jets, that arrive from afar to enjoy some of the local amenities, especially the popular and exclusive Cabot Links golf resort.

"I think they're very open to what we're looking at, they would still be the

▲ Numerous private and corporate jets jockey for ramp space at Port Hawkesbury's airport.

operator of our airport," said Boudreau. "What we're looking for are other opportunities not necessarily related to flights in and out and that sort of thing."

Port Hawkesbury's mayor Brenda Chisholm-Beaton believes her airport has the potential to be a regional economic driver.

"We have been in discussions regarding the potential for pursuing various aerospace opportunities including but not limited to the educational sector in partnership with the Nova Scotia Community College, Strait Campus and the Nautical Institute, and exploring potential aerospace industrial and business opportunities," said the mayor in a news release. "There is also the potential for further diversification for the tourism sector." 🐦

MO'S 31ST WINTER FLY-IN

EVENT SAW PERFECT WINTER WEATHER CONDITIONS

TEXT BY JEAN-PIERRE BONIN

PHOTOS BY JEAN-PIERRE BONIN AND PIERRE LANGLOIS



Sunny, seven degrees below zero and light winds were finally all aligned to create perfect winter conditions for Mo's 31st Fly-in. The 3,300 x 110-foot ice runway, the taxiways and the large aircraft parking areas were all ready at least two weeks before the event. Alas, Thursday brought wet heavy snow to the Ottawa Valley and Maurice 'Mo' Prud'homme worked hours to keep everything cleaned down to the ice. Although he was surely exhausted on fly-in day, he sure was smiling a lot.

As usual, Prud'homme was hoping to attract plenty of aircraft — and many came, approximately 50, including two Robinson R-44 helicopters and three amphibious aircraft, an AeroVolga Borey, an Ultravia Pelican PL on amphibious floats and a Canadian-designed Chinook Plus 2 ultralight on Full Lotus floats. Another unusual visitor was a Europa Classic motor glider with a central retractable mono-wheel main gear and wing-mounted outrigger wheels 'à la B-52'. The sanded runway allowed for the safe circulation of the airplanes. Those on straight skis had the longest runway of all, with miles of frozen Ottawa river available.

No report on Mo's Fly-in would be complete without mentioning his famous chili; many also come by road to enjoy the delicious treat.

This, from pilot Nathalie Fortin on Facebook, regarding Mo's Fly-in. "The ice runway on the Ottawa river was beautiful! What a humongous amount of work...to organize! A big round of applause to Maurice Prud'homme and his team of volunteers. Loved it!" 🍌



◀ A well-groomed ice runway greeted attendee's at Mo's Fly -In.

MÉTÉO PARFAITE POUR LE 31^e RVA DE MO

TEXTE DE JEAN-PIERRE BONIN

PHOTOS DE JEAN-PIERRE BONIN ET PIERRE LANGLOIS



Ensoleillé, moins sept degrés Celsius et des vents légers ont finalement été permis une journée de vol d'hiver parfaite. La piste (3 300 x 110 pi), les voies de circulation et les grands stationnements pour aéronefs étaient prêts depuis au moins deux semaines avant l'événement. Hélas, jeudi a apporté son lot de neige lourde et humide dans la vallée de l'Outaouais et Maurice « Mo » Prud'homme a travaillé des heures pour garder tout propre jusqu'à la glace. Je dirais qu'il était épuisé le jour du RVA tout en conservant son proverbial sourire.

Comme d'habitude, M. Prud'homme espérait que beaucoup viendraient et ... beaucoup sont venus. Jusqu'à 50 aéronefs sur place. Deux hélicoptères Robinson R-44, trois hydravions amphibies (le bateau volant Borey d'AeroVolga, un Pelican PL d'Ultravia sur flotteurs amphibies et un Chinook Plus 2 ultra-léger sur flotteurs Full Lotus. Un autre

visiteur inhabituel fut un motoplaneur Europa Classic avec un train principal mono-roue central rétractable et des roues stabilisatrices montées sous les ailes « à la B-52 ».

La piste sablée permettait une circulation sécurisée des avions. Les avions sur skis avaient la plus longue piste de tous avec des kilomètres de la Rivière des Outaouais disponibles.

Aucun reportage sur le RVA Chez Mo ne serait complet sans mentionner son célèbre chili con carne et de fait, beaucoup viennent également par la route pour profiter de cette délicieuse gâterie.

Une citation de la pilote Nathalie Fortin qui écrivait sur Facebook à propos du RVA Chez Mo : « La piste de glace sur la rivière des Outaouais était magnifique ! Quelle énorme quantité de travail pour organiser cet événement ! Une bonne main d'applaudissements à Maurice Prud'homme et à son équipe de bénévoles. J'ai adoré ! » 🍌



Discount Avionics

BEST PRICE FOR
ELT CERTIFICATION
FOR BOTH NEW
+ OLDER MODELS



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

PLEASE SEE WEBSITE
FOR PROMOTIONS,
ADDRESS AND
SUBMISSION FORM

CONV Box 3635
Cochrane Ontario
Canada P0L1C0
Office: 877-878-8363
Cell: 705-272-9179
www.discountavionics.com

SAINTE-ANNE-DU-LAC FLY-IN

GUSTING WINDS DID NOT DETER ATTENDEES

TEXT BY JEAN-PIERRE BONIN

PHOTOS BY HÉLÈNE LAVIGNE AND JEAN-PIERRE BONIN



Harsh weather with wind gusts made pilots 'work' while on final approach and landing at the 10th Sainte-Anne du Lac Winter Fly-in. Otherwise, the clouds cleared quite early and a temperature in the minus-seven-degree range made for a comfortable day.

Sixteen aircraft, including five helicopters, arriving as a group made the day and gave us some nice photo opportunities. Sainte-Anne-du-Lac is certainly one of the most picturesque sites with the village near the fly-in site, not to mention the warm welcome from organizers and volunteers.

A must-attend event next year for everyone. 📸



RVA À SAINTE-ANNE-DU-LAC

LES VENTS VIOLENTS N'ONT PAS DISSUADÉ LES PARTICIPANTS

TEXTE DE JEAN-PIERRE BONIN
PHOTOS PAR HÉLÈNE LAVIGNE ET JEAN-PIERRE BONIN



Le temps fut rigoureux avec des rafales de vent aura fait « travailler » les pilotes pendant l'approche finale et l'atterrissage au 10^e RVA hivernal annuelle à Sainte-Anne-du-Lac. Sinon, les nuages se sont dissipés assez tôt et la température dans les moins sept degrés fut assez confortable.

Seize appareils dont cinq hélicoptères arrivant en groupe ont fait notre journée et nous ont offert de belles opportunités de photos. Sainte-Anne-du-Lac est certainement l'un des sites les plus pittoresques avec le village à proximité du site du RVA, sans oublier l'accueil chaleureux des organisateurs et des bénévoles.

Un événement incontournable pour tous l'an prochain. 🚁

Waterloo Wellington Flight Centre

The Skills You Need — The School You Want



Photo by Mike Reyno

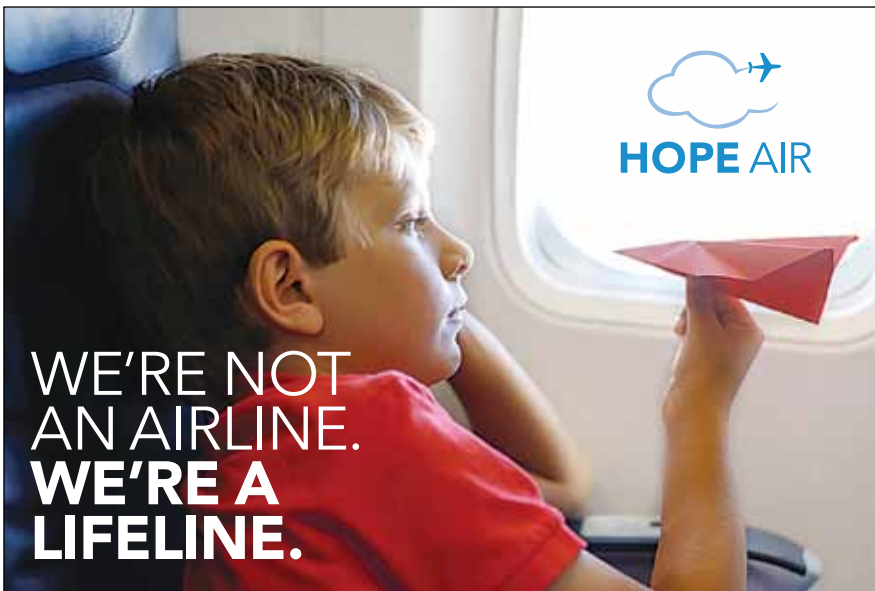
Strong **education** and **industry partnerships**, give our graduates a **competitive edge** and the **skills** needed to fly in jobs across Canada.

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

Partnered with:



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



WE'RE NOT AN AIRLINE.
WE'RE A LIFELINE.

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

To learn more and to donate, visit hopeair.ca

ON THE HORIZON



UPCOMING EVENTS

APRIL 1

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

APRIL 4

Cornwall, ON (CYCC) Flight 59 Rust Remover then an Afternoon with Dave Hadfield Climbin' Away. 9:00 - 12:00 spring 'Rust Remover' for pilots from 5\$ cash - 12:00 - BBQ lunch by donation. No one has ever done anything quite like this before! 27,000 hours of flight time have been distilled into 14 songs about flying. From airliners to aerobatics, from seaplanes to spaceships. Great stories, evocative melodies, and aviation — unique, creative, and marvellous! RSVP climbin-away.eventbrite.ca

APRIL 6

Melfort, SK Flight 182 7th Annual Rust Remover. 08:30 Coffee and registration, \$40 cash or Check only. Lunch included. 09:00 - 14:30 Aviation Presentations. Kerry Vickar Centre 206 Bemister Avenue East. This program will meet the 2-year recency requirements for CAR 421.05(2)(C). Shuttle from airport available if flying in. Pre-registered: 306 921-7926, trent.rae@fyidoctors.com

APRIL 8

Peterborough, ON (CYPQ) COPA Flight 34 19:00 - All welcome. Dave Hadfield presents 'Songs, Slides and Stories'. Hosted by the Best Western Plus Cobourg Inn & Convention Centre. Special event room rate available by calling 866-262-6874 or go online. All proceeds donated to the COPA Neil J. Armstrong Scholarship fund. Minimum cash donation at the door: \$5 COPA members/\$10 non-members or donate online (copanational.org) to the Neil J. Armstrong scholarship. Just show the receipt for your generous 2020 Scholarship donation for admission. More info: copa.flight34@gmail.com

APRIL 21

Winnipeg, MB Flight 35 Convention 09:00 - 16:00 in conjunction with the Manitoba Aviation Career Fair, Flight 35 will host a day of informative sessions for pilots. Holiday Inn Express Polo Park, 1740 Ellice Avenue. Admission \$50 for COPA members, \$70 for non-members, includes lunch.

APRIL 21

Winnipeg, MB Flight 35 Rust Remover 19:00 - 22:00 Transport Canada approved recurrency session for pilots. Holiday Inn Express Polo Park, 1740 Ellice Avenue. Admission \$5 for COPA members, \$20 for non-members. More info: jbelle@copanational.org

APRIL 25

Iron Creek, AB (CEK6) Flight 157 COPA for Kids 08:00 - 13:00 Pre-register at: icflyingclub@gmail.com More info: Iron Creek Flying Club on Facebook for updates

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-hangars 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, kelownaflyingclub.com

APRIL 26

Walkerton, ON (CYHS) Flight 54 Saugeen

Municipal Airport Annual Rust Remover Registration 08:45, opening remarks 09:15, presentation 09:30 and runs until Noon. Must be registered to receive Transport Currency Sticker. The Tilted Wing Restaurant will be open at 08:00 for those wanting breakfast and lunch. More info: 519-364-3220, 519-881-6020, barrytschirhart@wightman.ca

MAY 3

Red Deer, AB (CYQF) Flight 92 Flying Club Annual fly in/drive in pancake breakfast 8:00 - 11:00 at the Sky Wings hangar More info: reddeerflyingclub.org, red_rig@hotmail.com

MAY 11

Sundridge, ON (CPE6) Flight 23 Annual Spring Fly-In. Fly, drive, bike, or walk and help us celebrate the one-year anniversary with our new owner. pancake and sausage breakfast \$6.00, free to all pilots-in-command. While you are here, check out the new 'through the fence' lots that are available.

MAY 23

Toronto Island, ON (CYTZ) Flight 32 COPA for Kids, 09:00-14:00 (Rain date: June 6) Registration will open first week of May at tipa.ca

JUNE 13

Walkerton, ON (CYHS) Flight 54 Saugeen Municipal Airport COPA for Kids, 08:30 Registration, CFK 09:30 - 13:00. Kids between the ages of 8 - 17 who have an interest in aviation are welcome to come and enjoy a ground school and free ride. More info: 519-364-3220, 519-881-6020, barrytschirhart@wightman.ca

JUNE 13

Melfort, SK (CJZ3) Flight 182, 9:00 weather permitting. Registration required. 306-752-2226

JUNE 14

Cobden, ON (CFP4) Flight 124 Annual Fly-in/Drive-in/Walk-in breakfast and open house 07:00-11:00 Lots of great food with live down-home music and vintage vehicles on display. More info: 613-432-2815.

JUNE 14

Sarnia, ON (CYZR) Flight 7 Fly in Breakfast 08:00 - 10:30 rain or shine. More info: 519-542-4555

ON THE HORIZON

REGULARLY HELD EVENTS

AIRDRIE, AB (CEF4)

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

ARNPRIOR, ON

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

BANCROFT, ON (CNW3)

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

BEAVERLODGE, AB (CYQU)

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

BONNYVILLE, AB (CYBF)

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

BORDEN, ON (CNV8)

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

BOUNDARY BAY, BC (CAK3)

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

BRANTFORD, ON (CYFD)

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

BURLINGTON, ON (CZBA)

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

BUTTONVILLE, ON (CYKZ)

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

CALGARY, AB (CYBW)

Flight 114 — Monthly meeting 2nd Wednesday 19:00 (except July and August), Hangar Flight Museum bbyl@shaw.ca, (403) 861-6716, crufc.ca

CARLETON PLACE, ON (CNR6)

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

CHARLOTTETOWN, PEI (CYYG)

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

CHATHAM-KENT, ON (CYCK)

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

CLARENCE-ROCKLAND, ON

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

COLD LAKE, AB (CEN5)

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

CORNWALL, ON (CYCC)

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

DAWSON CREEK, BC (CYDQ)

Flight 183 - Mile Zero Flying Club monthly meeting last Thursday, rfofster@pris.ca

DRAYTON VALLEY (CER3)

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

EDMONTON, AB

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

ESTEVAN, SK (CYEN)

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

FREDERICTON, NB

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

GODERICH, ON (CYGD)

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



ABS Academy Maintenance Training Graduate



General Aviation Maintenance

STC Product Installation

Avionic Upgrades Available

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

Reliable and Dependable Service Since 1964 / Under New Ownership

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

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

www.lakecentral.com

ON THE HORIZON

GRAND FALLS-WINDSOR, NL

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

GUELPH, ON (CNC4)

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

HANOVER, ON (CYHS)

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

HAVELOCK, NB (CCS5)

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

HAWKESBURY EAST, ON (CPG5)

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

HINTON, AB (EE4)

Flight 126 - Monthly meeting 19:00 2nd Wednesday Clubhouse/Terminal building

INNISFAIL, AB (CEM4)

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

IRON CREEK, AB (CEK6)

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

KAMLOOPS, BC (CYKA)

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

KELOWNA, BC (CYLW)

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

KINGSTON, ON (CCE6)

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

KITCHENER, ON (CYKF)

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

LAC LA BICHE, AB (CYLB)

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

LETHBRIDGE, AB (CYQL)

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

LINDSAY, ON (CNF4)

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

LONDON, ON (CYQS)

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

MAPLE CREEK, SK (CJQ4)

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

MEDICINE HAT, AB (CYXH)

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

MELFORT, SK (CJZ3)

Flight 182 — Monthly meeting at 19 :30 3rd Tuesday, Terminal building at the airport. Short meeting and then presentation.
trent.rae@fyidoctors.com

MIRAMICHI, NB (CYCH)

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

NANAIMO, BC (CYCD)

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

NELSON, BC (CZNL)

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

NORTH BAY, ON (CYYB)

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

OLDS DIDSBURY (CEA3)

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

OKOTOKS, AB (CFX2)

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

OLDS-DIDSBURY, AB (CEA3)

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

OSHAWA, ON (CYOO)

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

PONOKA, AB (CEH3)

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



MADE FOR HARSH CANADIAN WINTERS!

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

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

We also manufacture

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

LOCATED IN ORILLIA, ONTARIO

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



MADE IN CANADA

ON THE HORIZON



PENTICTON, BC (CYFF)

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

PETERBOROUGH, ON (CYPQ)

Flight 34 - Monthly meeting 19:00 2nd Wednesday. 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

PONTIAC, QC

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

PRINCE GEORGE, BC (CYXS)

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

QUALICUM BEACH, BC (CAT4)

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

QUEBEC, QC

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

RED DEER, AB (CYQF)

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

RUSSELL, MB (CJW5)

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

SASKATOON, SK (CYXE)

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

SARNIA, ON

Flight 7 - Monthly meeting 4th Monday 19:00, Moose Lodge, 874 Phillip St (winter months) Summer months at various locations. copaflight7@hotmail.com

SECHELT, BC (CAP3)

Flight 197 - RAA 580. Monthly breakfast meeting (\$5) at 08:00 every second Saturday. Clubhouse at west end of field. Contact flyinganvilbc@hotmail.com for more info.

SEDEGWICK, AB (CEK6)

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

SHOAL LAKE, MB (CKL5)

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

SUNDRE, AB (CFN7)

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

TISDALE, SK (CJY3)

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

VAL D'OR, QC (CYVO)

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

VERNON, BC (CYVK)

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

Monthly pancake breakfast, 09:00-11:00 4th Sunday. Fly-in, drive-in, or walk in. Everyone is welcome. flyingclubvernon@gmail.com

VERMILLION, AB (CYVG)

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

VICTORIA, BC (CYYJ)

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

WELLAND, ON (CNQ3)

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

WESTLOCK, AB (CES4)

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

WETASKIWIN, AB (CEX3)

Flight 51 - Wetaskiwin Flying Club monthly meeting, 1st Tuesday, terminal building, scottcoggan@hotmail.com. Monthly Fly-in 09:00 - 11:00 4th Saturday starting January 26 until December 28. Coffee and treats will be served

WIARTON-GEORGIAN BLUFFS, ON (CYVV)

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

WHITECOURT, AB (CYZU)

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

WOODSTOCK, NB (CCD3)

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

LIST YOUR EVENT IN COPA FLIGHT

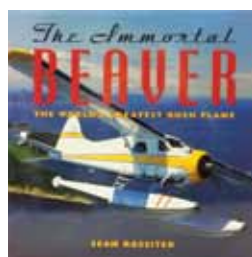
Email your events to membership@copanational.org for inclusion in COPA Flight's On The Horizon section. Deadline is the first day of the month prior to publication.



PEOPLE, PLACES AND PLANES

Grassroots Aviation, Sport Aviation, Recreational Flying — Call it what you may, this is a book for people with a passion for airplanes, for classic airplanes, for flying off a grass field, for rebuilding, restoring and generally messing around in hangars with airplanes and other people of like interest.

By Mike Davenport
Price: \$34.95 (includes shipping)



THE IMMORTAL BEAVER

Developed soon after World War II, the de Havilland Beaver

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

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



WINGS OVER HIGH RIVER

As this biography was released, this remarkable

pilot owned and continued to fly Tiger Moth #1214, one of the aircraft in which he taught students during World War II. He owned and flew his beloved 1214 well into his 80s and made many contributions to Alberta and Canadian aviation.

Author: Anne Gafiuk
Price: \$51.00 (includes shipping)



CANADIAN WOMEN IN THE SKY

From the time the first woman climbed on board a flying machine as a passenger to the moment a Canadian woman

astronaut visited the International Space Station, this is an account of how the sky-blue glass ceiling eventually cracked, allowing passionate and determined “air-crazy” women the opportunity to fly.

Author: Elizabeth Gillan Muir
Price: \$27.50 (includes shipping)

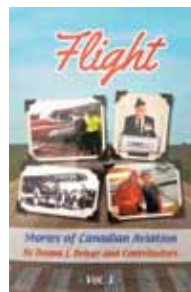


THE CANADIAN AIR FORCE AT HIGH RIVER

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

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

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



FLIGHT — STORIES OF CANADIAN AVIATION

Wartime bombings, engine failures, a rudimentary air traffic control tower, and flights with the

Canadian Forces Snowbirds aerobatics team are among the engaging true stories in this fascinating first book of the Flight series.

Author: Deanna Driver
Price: \$26.50 (includes shipping)



BUSH HAWK (UNDAUNTED BELIEF) Updated Edition

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

By S.R. (Rick) Found
Price: \$39.50 (includes shipping)



AIRBORNE

In this story of a father and son, Jonathan decided to track down the object that had once given his father so much joy: a tiny single-seat

biplane called Charlie Foxtrot Foxtrot Alpha Mike and retrace his father’s airborne life.

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

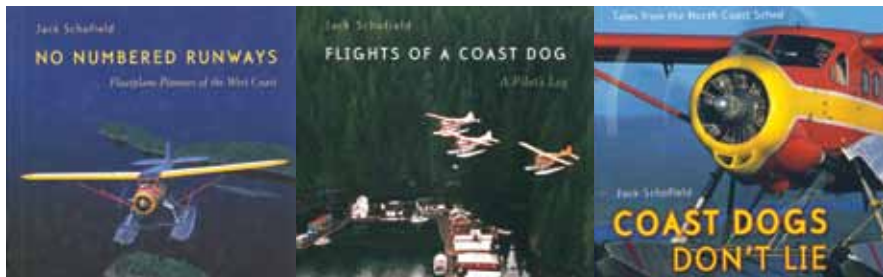


OTTER AND TWIN OTTER

The compelling tale and a beautifully

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

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



THE COAST DOG SERIES

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

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



VERTICAL HORIZONS

Okanagan Helicopters achieved world renown from humble beginnings in British Columbia's interior by develop-

ing a mountain flying technique that is still a fundamental of helicopter flight training. Featuring first-hand accounts, extensive research and a multitude of photographs, Vertical Horizons is the first-ever history of this company.

Author: Doug. Grant
Price: \$55.95 (incl. shipping)



LOST: UNSOLVED MYSTERIES

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

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



YUKON WINGS

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

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



BEST SEAT IN THE HOUSE

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

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



MILES TO MILLIONS

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

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



FARM BOY TO FLY BOY

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

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



HALF A MILE IN RAIN

Dennis Currie flew in the bush, flew the annual herring spotting in a Cessna 185, flew Hercules freighters for PWA and tracked the great circle route to the UK in a Boeing 777 for Air Canada. He was happy in the left seat of a great number of aircraft types. All of his adventures he retells in poems, which he wrote at the time of the event.

By Dennis Currie
Price \$34.00 (incl. shipping)

FEATURED LISTINGS FOR APRIL, 2020



PORTABLE FOLDING BOAT
WWW.PORTA-BOTE.COM Great for fishing and hunting. Take it anywhere you can go. Be safe with the lightest, durable and stable folding boat. Gilles Berthiaume Contact: 514-592-4186 or gberthiaume@alpha-vico.com (3135.20287)



2016 ZENITH 750 Excellent STOL abilities w/UL 350 IS - 130 HP, ground adjustable prop. Grand Rapids 7" EFIS, Garmin 327 xpdr, GTR 200 radio, 406ELT, 30-gal. 215 hr TTSN. Fresh annual. Always hangared. \$81,000CDN. skyhillbill@gmail.com (3725.20711)



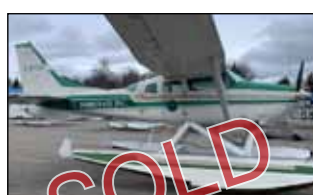
1986 B36TC BONANZA IFR, 1697 TTAf, 723 hrs since Ram, 122 hrs since top. New cam, cam gear, hoses. GTX-335, GNS-530W, Aspen Pro w/GPSS. Tanis engine heater. Annual completed Nov 2019. Always hangared, NDH. Complete logs. \$255,000USD. Contact: 519-822-0279 or mfcbrooker@gmail.com (2806.20677)



BUSHBY MUSTANG II C-GFEL, 215Hrs since new, Lycoming O320-E2D 160hp w/215 SMOH by Reliable Horsepower. King KY97A, Narco AT150 xpdr and encoder, Garmin GPS100. \$45k obo Russ 905-383-7728 (3368.20096)



1977 PIPER CHEROKEE 140 7230 TT 2314 SMOH Priced to Sell Fast!! Perfect time Builder. Equipped w/pitot heat, Sigtronics intercom system. New battery, sun visors, muffler and lines to fuel tank. Protected w/anti-corrosion thin fluid technology. \$17,000 USD Aviation Unlimited 905-477-0107 x 225 (2247.20187)



1969 CESSNA 420B 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 (3772.20557)



1973 CESSNA 182P 2200 TT, 773 SMOH, 60 SPOH. Perfect aircraft for any mission. The aircraft has been well maintained, always hangared. Comes w/complete logs and is perfect for training, time building and family flying!! \$87,900USD Aviation Unlimited 905-477-0107 x 225 (2247.20199)



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 (3710.20696)



1943 GRUMMAN G44 WIDGEON 8909TT, 1616 SMOH w/418 since major engine work. Leavens/2004, Garmin GTN750/GTS800/GDL69/GTX335 Pkg, \$275,000 USD Please Call! Apex Aircraft Sales. 905-477-7900 www.apexaircraft.com (2245.20175)



TDA VOYAGEUR TDA Weight-shift ultralight, 912 Rotax 80 HP. 450wing, A5 radio, 296 GPS. Full trainer, five strobe lights. Always hangared, intercom and Lynx helmets. Specially designed trailer also available. 340hrs TT. \$30,000cdn. Contact: jacquesjail@gmail.com or 450-360-9494 (3777.20478)



1986 MOONEY 252 4098TT, 693SM, TK5, Monroy LRF (105 USG), GNS530W, KFC200 IFCS w/alt preselect! \$164,900 USD Apex Aircraft Sales www.apexaircraft.com or 905-477-7900 (2245.20163)



FOSTER REPUBLIC SEABEE Home built Foster 001 GM Engine, Robinson gearbox. TT 70 hrs since construction. GW3800 \$95,000 CDN. Roger 819-336-4181 after 6pm ET (3144.20744)



Leggat Aviation Ltd.

YOUR EASTERN CANADA CESSNA DEALER

The New C-172s • C-182s • C-206s



WWW.APEXAIRCRAFT.COM
 905-477-7900 • Fax 905-477-8937

CALL US ABOUT THE NEW CESSNA 182 SKYLANE!

2013 Partenavia P.68R, 493 TTSN, GarminGFC950 and Full Delce, Like New!	\$650,000 USD	1979 C185F Amphib, 2849TT, 8495SM, GarminPanel,NEWHWhip3000AmphFloats!	CALL!
2012 1206H Amphib w/WheelGear! 600TT,G1000/GFC700,Loaded!\$	\$625,000USD	1977 Mooney 201, 3525TT,1565SM,Kingw/STEC50/AlHHold,GPS150XL!	\$79,900 USD
2012 MalibuMirage,735TTAE,G1000,140USG!	\$700,000 USD	1977 Cessna 172N Skyhawk, 11630TT/1075SM, Garmin 530 GPS!	\$75,000
2007 Cessna 400, 605 TTAE, G1000/GFC700, GDL69A WX DataLink	\$339,900 USD	1977 Cheetah, 4263 TT, 1963 SMOH, All Logs and NDH! Pictures on our website!	\$33,900 USD
2005 SR22, 1809TT,1725SMOH,TKS,G430W,Sywatch&Stormscope!	\$370,000 CAD	1977 Bonanza A36, 2919TT, 885MOH! GarminG5,LRP(104USG),Club/Desk!	\$225,000 USD
2003 SR22, 1750 TTAE, Dual G430's, STEC 55X,Stormscope,Skywatch!	\$220,000 USD	1977 C152, 28486TT, 956 SM, Garmin COM/TSPDR, King KLX135 GPS!	\$27,000 CAD
2002 Piper Super Cub Replica, 187 TTAE, Amphibs/Wh Gear!	Reduced to \$69,900 USD	1976 C172M, 2087TT, 1690 SM, Commercial Aircraft! Hangared!	\$59,900 CAD
2002 DA20 Cl, 3526TT, '0' SMOH, Fresh Annual!	\$160,000 USD	1975 C177RG,5802TT,1735SM,GNS530W GPS!	\$55,000 USD
1986 Mooney 252, 4098TT,693SM,MonroyFuel(105US),TKSDelce,530W!	\$164,900 USD	1974 Piper Arrow II, Low Times, only 4455 TT and 392 SMOH, Hangared!	\$70,000 USD
1984 C172P, 29463 TT, 1498 SM, G430W, G327TSPDR	\$60,000 CAD	1974 Navajo Panther, 8360TT/552SM, GTN750/650,STECAs/P,ADSB	\$279,900 USD
1982 Mooney Rocket 305, 3170TTSN, CONT TSI0520	\$150,000 USD	1974 C185 Amph PK3500's, 1859TT, 515 SMOH Lycoming O-540 Upgrade!	\$205,000 CAD
1981 C206 Amph, 1468TT, 1455NEW Engine! G430W, 3730's, Exc P8!!	SCALL	1974 414 6905TT, 1185SM, Full De-Ice	\$125,000 USD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVIL, Garmin530/430!	\$399,900 USD	1973 T310Q, 2965 TTSN, 1965 L&R, GNS520W and GNS430, GTX345 ADS-B	\$75,000 USD
1981 Duke B60, 4507TT, 1092 L&R, G530W, KFC-250 IFCS, Winglets!	\$218,000 USD	1973 C172M, 14575TT,1585M,KingAvionics,G2EngMonitor!	\$68,000 CAD
1980 Saratoga, 4660TT/1759SM, KingDigitalw/KAP150AP/HSI!	\$125,000 USD	1968 C185 Amph,1696TT,637SM,6500/GTN750,GTS800Traffic,Whip3730's!	CALL!
1980 A185F Amphib, 3645/545NEW/10550/Aerocel3400, GIN750!	\$329,000 USD	1968 C177 Cardinal, 2918TT, 515SMOH(2016), New Prop (2016), Price Reduced to	\$39,000.00 CAD
1979 T210N, 2190 TT, 603 SM, Flint Tips! Loaded!	\$249,900 USD	1946 B3 CUB,w/PAT STC's, 5450TT, 550SMOH,	\$53,000 CAD
1979 SierraC24R, 2500TTAE, Fresh Annual!	\$39,000 USD	1943 Grumman G44 'Widgeon'8929TT,418SM,GIN750, Summer Ready!	\$275,000 USD

FEATURED LISTINGS FOR APRIL 2020



1980 BEECHCRAFT A36 BONANZA
Continental IO-520-BB; SMOH ~1000
Garmin 750, roll steering, TKS, AFC
200 autopilot, FD, ALT, NAV, Approach,
GS mode. VOR, NDB, electric trim,
VS, slaved HSI, xpdr ADS-B out. 1
King NAV/Com, insight GEM, storm-
scope, ICARUS Alt Alert, CFS 1000
fuel mgmt, leather seats. Recent: trim
servos, Gyro, tires, LED lights, ELT,
gear motor. \$194,900 USD. Serial:
E-1723. BE-36-A36 Reg: C-GOJM.
TTSN: ~5400 Seats 6 Toronto. Email:
208evington@gmail.com (3717.20674)



GREAT RV9A 420TTSN Professional
build, exc condition. Lyc O-320,
Sensenich prop, mode-c, AP-TruTrack,
Lightspeed ignition, D10A, GD Rapids
EIS, Garmin 696. Radio IC-A200 x 2,
EIS. Carpet and leather upholstery.
Recent annual. \$85,000. 613-884-4101
cwwatters@rogers.com (2610.20668)



PIPER PA22 - 108X 2361 TTSN, 335
SMOH on Lycoming O-320 and its
accessories and floats. New in 2013:
2 front glass doors, GPS, 406 ELT,
landing gear. 8/10 in and out, 636 lbs
useful, cruise at 105 TAS on floats.
excellent performer. See on youtube:
piperflottesfloatspa22-108naked. Time
builder. Parfait pour monter des heures.
Reason for sale: medical. Make an
Offer! Email dgingras128@hotmail.com
or call Frank Leblanc 514-900-0233.
(3077.20693)



1973 CESSNA SKYMASTER 337G. Commercially operated + well
maintained by in-house maintenance
done by Silvertip Aviation. Always
kept in a closed hangar. Comes with
front + rear engine insulated covers.
Custom built window cover and cargo
pod. Also have a parts 337 for sale,
equipped for LIDAR. Equipped with
external plugs for tracking antennas.
All records well kept. \$45,000 CAD.
For more information email Curtis at
silvertipaviation@gmail.com or call/
text (250) 837-8737. (3782.20741)



1973 CESSNA 185F TT4636, SMOH
30 IO-520, Prop O/H 2016, CAP 3000
floats, newer fuel bladders. Autopilot, 2
sets wheel gear, rear bush seats, spare
prop/parts. FRESH WATER AIRCRAFT.
\$155,000USD. Contact: 807-626-4736 or
felice_meo@hotmail.com (3780.20764)



PIPER J3/PA11 (1946 J3/PA11
conversion) Rebuilt Dec. 2017. Many
STCs fully documented, including PA
18 extended baggage, front seat, tail,
dual tanks. Skytec starter, battery, new
406 ELT, ICOM -A6 with external Ant.
Headsets and intercom. Wheels and
Edo 1400s. C85-12 stroker (Aerotec)
TTE-280, TTAF-3565, <45hrs since
rebuild, hangared, \$75,500. Contact:
darenburg@ns.sympatico.ca or 902-
749-8547 (3783.20678)



BEECH BONANZA A35 7000 TT 1200
SMOH 200 SCTOH 800 SPOH. All
cylinders 76/80, 6-pack IFR, dual nav/
com, VOR/ILS/GS Garmin xpdr, Apollo
50 approach GPS, Intercom, Autopilot,
TCAS, strike finder, post lights, PTT.
\$40K Jim 204-801-8014 (2991.20712)



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
(3456.20725)

www.csplane.com



1963 180-285 HP P-PONK,
SM 728 (2000 TBO) SP 108
BIG 3-BLADE, AEROCET
3500L, WHEELS, WING-X,
HIGH GROSS, L/R FUEL.
159K CDN.



2006 FOUND BUSH HAWK
XP TT 765, SMOH, 765
IO540. SPOH 230, 2016.
G530W, EDM 930, STEX55X
A/P. AEROCET 3400. CALL
FOR PRICE



1977 C-A185F ONLY 1390
TTAF. 474 SMOH, 139 SPOH,
WING X, VG'S, SPORTSMAN
LEADING EDGE. BUBBLE
WINDOW. EDO 3500
AMPHIBS. 269K CAD

50 Canadian Singles, Twins and Floatplanes



1989 AVIAT HUSKY A-1,
TT 1897, SFOH 47 HRS.
0-360 180 HP, SPOH
0, EDO 2000 FLOATS.
115K CAD



1980 CESSNA U206G
TTAF 4509, SMOH 268
SPOH 170 EDO 3430S,
WHEEL GEAR, R-STOL,
WING X, LR FUEL 239K
CAD



1953 DHC-2 AIRFRAME
O/H 2008 110 SMOH. WIP
6000, ALASKA DOOR, EXT
BAGGAGE, TIP TANKS,
UPGROSS 5600. LIKE NEW
CAD

STILL THE #1 STOP FOR FRESH WATER FLOATPLANES !!

CANADIAN AIRCRAFT SALES
Tel: 613-632-0123 Cell/Text: 613-678-0028
129 Main St., Hawkesbury, Ontario, Canada K6A 1A2
www.csplane.com sales@csplane.com



CHALLENGER II ADVANCED
ULTRALIGHT 320 HRS TT Rotax 503,
floats, retractable wheel skis. Garmin
496 GPS, transponder, radio, intercom.
15-gal tank. Turbulence aviation seats
and interior. Owner built. Always
hangared. Located CYRP. \$22,500.
613-836-3968, andycibuy@gmail.com
(2461.20786)



1979 CESSNA R172K 2719 TT, 915
SMOH, 108 SPOH (due in 2022).
210 Isham conversion. Garmin GTX
320 xpdr C, Garmin 196 GPS, Air
Gyzmo panel. All new interior. Like new
Aqua 2400 Floats, \$119,000. Martin
819-536-9803 (3772.20740)

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

Canadian Plane Trade
Classified Print Ad Deadline for
May is Apr 3rd
Post online anytime at
canadianplanetradecanada.ca

FEATURED LISTINGS FOR APRIL 2020



1987 ROTORWAY HELICOPTER
150hp. Professionally built, full radios, heater. 140TT. \$39,900 obo Contact: 780-510-4636 or alwarawa@gmail.com (3808.20766)



1969 PA28-140 RAM 160 HP. Refurbished interior, new titanium paint. TTSN 7291, SMOH 1312. Garmin Aera 660 GPS, KR86 ADF, Bendix/King Nav Com, Narco NCS 812, Nav/Com/DME. Excellent maintenance history. Custom covers. \$53,000 CAD. 306-450-3825. (3792.20760)



1967 CESSNA 172H 3800TT 900SMOH. New tires, new carb. 406 ELT. 7/10 in and out. Fresh annual Feb/20 \$59,900 obo. Contact: 780-510-4636 or alwarawa@gmail.com (3808.20765)



CHINOOK PLUS 2 Ultralight aircraft. Registered C-IJLT in 2011. Rotax 582 blue top water cooled, Warpdrive 3 blades, tundra tires. All Lexan fuselage covering. Full Lotus amphibian floats, electric controlled wheels, intercom. 4 doors open, tie-down kit, electric flaps. One owner, ground tested but not flown due to health reason. 2.5 hrs on engine, periodic run-ups. Currently stored indoors. Wings off, seaplane grummets, inspection panels added, rivnuts on front windshield. \$27,500. Contact: Yves 819-639-8918 or yvesagd@yahoo.ca (3806.20732)



1978 CESSNA 340A w/RAM VII engines, 350 LH & 150 RH. GTN 750 & GTN 650 w/G600 PFD, Flightstream 510, Garmin TCAS Traffic, GDL69 XM Weather. JPI 960, FIKI, Keith AC, spoilers. \$450,000 USD. 419-658-4444, christian@tas-aviation.com (3802.20698)



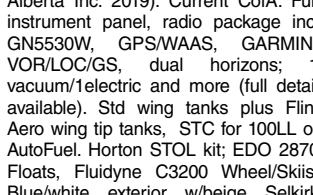
CESSNA 180H 1964. 6-place. Wheels/Skis/Floats Serial #18051470. Airframe TTSN: 5462 hrs. Continental engine 0-470; 230 HP w/20 hrs SMOH (Alberta Aero Engine 2019). McCauley prop 2A34C2D3-C, 20 hrs TTSN (Propworks Alberta Inc. 2019). Current CofA. Full instrument panel, radio package incl GN5530W, GPS/WAAS, GARMIN-VOR/LOC/GS, dual horizons; 1 vacuum/1electric and more (full detail available). Std wing tanks plus Flint Aero wing tip tanks, STC for 100LL or AutoFuel. Horton STOL kit; EDO 2870 Floats, Fluidyne C3200 Wheel/Skis. Blue/white exterior w/beige Selkirk fibreglass interior. Good condition. New seat covers, Rosen sun visors, new Davtron battery (2019). ELT, rear baggage door. 84-year-old owner selling to buy lighter aircraft. \$149,000USD. Fred Carmichael 867-678-0911 or fcarmichael@northwestel.net (3682.20702)



1978 PIPER TURBO LANCE PA32RT300T 3790TT 300SMOH 10SPOH. 160 knots, 6 seats, intercom. Always hangared, leather interior. Speed mods, GAMI injectors, HSI 3-axis autopilot, IFR certified, Airnav. \$120KUS gilbertdru@hotmail.ca or 506-546-3355 (3464.20789)



CESSNA 172 TT2625 Engine 967, 0 top end 160 hp and prop. New interior. MX300 Navcom King KT76A xpdr, JPI EDM 830, Garmin 560 weather, dual GPS receiver. Oversize landing gear. \$75,000CAD. Fresh annual. 204-512-6001 (3612.20694)



1976 AERO 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. \$124,000 418-806-1475 (3773.20675)



ACEY DEUCY 63 TTSN. Cont 0-200 engine, radio, 406 ELT. Intercom, B&C lightweight starter & alternator, 3-blade prop. Hangared, mint condition. \$22,900 CAD (3298.20686)



1959 COMANCHE 180 1750 SMOH Prop overhaul due 2021. Exterior & Interior excellent condition. Will come with Feb 2020 annual. Bargain priced \$35,000. Based in Langley BC. Call Brian 604-807-0200 (2445.20699)



PIPER PA-18 SUPERCUB 1954 150hp, certified, SMOH 248 hrs, fully restored 2015. NEW wing struts, NEW weight and balance, CAP 2000 very tight. Int/Ext 9/10. TTSN 4212hrs. Last inspection 2019. Skis and wheels. C\$100,000. Fernand 450-883-8518 (3803.20715)



1977 PA 18 SUPER CUB Total rebuild carried out in 2009 @ TTSN 1498 hrs. by Cub Crafters. TTSN now 1640. New Univair fuselage, 3" extended landing gear, 2000 gross wt, 1085.2 empty. Extended range fuel tanks: 46 US gal. New heavy-duty sealed lift struts. Steve's Aircraft gascolator. Total of 25 STC's were installed during rebuild. Side luggage door, large luggage compartment. Propeller O/H'd to zero hrs. July 2010, 5-year corrosion inspection C/W May 2016. Prop SOH 92.2 hrs. New in 2009: Garmin SL40 com radio, Garmin GTX327 xpdr, ACK encoder. Garmin 495, PM1000II Intercom, Artex 406 ELT, E-4 EGT gauge. C-4 CHT gauge, VA-1 volt/amp. New electrical, wiring, circuit breakers, switches. Welded float fittings installed. CofA May 2019 \$140,000 USD. Contact: 250-392-2868 or randy-fly.bc@shaw.ca (3790.20737)

IFR - IATRA - ATPL
Intensive Ground School

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

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



1974 CESSNA 172M c/w seaplane c/s prop and float kit. 300SMOH. Prop recently overhauled. Nearly newpaint & interior & windows & plastics. Horton STOL, 2200 TTSN. Wing X 2699lbs gross. Asking \$105,000 USD. Brian 604-807-0200 (2445.20700)



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 (3762.20739)



CESSNA 185 TURBINE AMPHIB ONLY 1 IN THE WORLD! Soloy engine PAC w/Rolls Royce Allison 250C20S. turbine 420HP, 0 SMOH. Hartzell 3-blade HC-C3YN-5A, 76.4 hrs. SPOH. MVP-50T engine and system monitor. Dynon electronic flight information system. Garmin audio panel GMA240, 2 x SL40 VHF, 295 GPS, and xpdr GTX 327. Sportsman STOL. Wing X extensions, 3500 EDO amphib floats. Extensive upgrades, Certified Amateur Category by TC. \$525,000 USD. May trade for clean DeHavilland Beaver. Contact: baynton58@gmail.com or 204-271-3772 (3810.20785)

FEATURED LISTINGS FOR APRIL 2020



ZENITH CH750 Jabiru 3300 Solid lifter engine, whirlwind ground adjustable prop, Garmin 327 xpdr, Icom A210 radio. TTSN 140 hrs. Always hangared. All logs and manuals available. \$67,000. Contact: Leo @ 807-271-1919 or stol750flyer@gmail.com (3797.20668)



WAG AERO SPORT TRAINER – CUBY Original Piper J-3 fuselage, landing gear, rudder pedals, cockpit parts. Continental A-65 motor, 770 hrs since overhaul. Wheels & skis. Always hangared. \$21,000. Email: ensandrews@hotmail.com (3799.20671)



2004 CHALLENGER II Advanced Ultralight. Rotax 503, 447 TT, Puddle Jumper retractable wheels. Turbulence Aviation retractable wheel skis, Lowrance GPS (AIRMAP 600C), 15-gal fuel tank, hydraulic brakes, wheel pants, winter hangared. \$22,500. André Héroux. 514-923-3512 (3695.20767)



BELLANCA CITABRIA 7GCBC, 1973 One owner, always hangared. St Raymond (CSK5). 5183 TTSN, O-320 1430 TTSOH. All ADs done. New wings metal spar. BEDM-700, 403 ELT. Good shape plane, flies well. \$47,800 Cdn. Richard Noel 418-261-5986 or richardnoel@bell.net (3795.20664)



1976 GRUMMAN AA-1B Low time, well maintained, Yaree, economical, very responsive and a pure joy to fly. Only 1147T and 563 SMOH 118HP. Maintained @ Victoria Air Maintenance. ICOM 200 and Garmin GTX 327, xpdr Mode C. Burns only 5-6 gal/hr at cruise of 120 mph. LED light with Pulse, Artex ELT 345, fuel flow meter, EGT/CHT, STC oil filter upgrade, canopy cover, wing covers and a recent 5-year prop inspection. \$27,500 (3794.20572)

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

AVIATION ABBREVIATIONS

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

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

COPA CARES

...about the future of General Aviation in Canada

Join and Support
Canada's largest association of pilots and aircraft owners



For FREE information please write:

Canadian Owners and Pilots Association
75 Albert St., Suite 903 Ottawa, ON, K1P 5E7

Tel.: 613-236-4901

Web site: www.copanational.org

New **BIFOLD DOORS**

STRAP CONVERSION AVAILABLE

Straps Rated for 29,000 lbs.

Retrofit any existing cable door to straps!

SCHWEISSDOORS.COM 507-426-8273

Canadian Plane Trade Classified Ad Deadline for May is April 3rd
Post online anytime at canadianplanetradec.ca



**QUALITY ENGINE OVERHAULS,
REPAIRS & ACCESSORIES**

- NDT • Propeller Balancing
- Engine Modifications

AMO #59-96



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

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



**Specializing In Fibreglass
Aircraft Parts**

For Most Cessna Single Engine Airplanes

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

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



Chosen for value and service



35% to 85% off list price!

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

Check with us for Parts like

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

www.preferredairparts.com

Free Inventory Search!

We Buy Worldwide

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

We are Cash Buyers!

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

Contact us:

800-433-0814

Toll free, U.S. & Canada

Tel. 330-698-0280

Fax. 330-698-3164

sales2@preferredairparts.com

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

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



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

Other sizes available

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

Delivery to any site
in North America

Request a FREE Quote

(855) 725.7600

www.DiamondDoors.com

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



Getting Canadians
to Getting Better
www.hopeair.org

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



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

SOME OF THE SERVICES

WE OFFER

AIRFRAME

- All Inspections
- Repair & Overhaul
- Structural & Modification

ENGINE

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

AVIONICS

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

FUEL

- AvGas & JetA Cardlock



ROTECH MOTOR LTD.

Authorized Canadian Distributor for Rotax® Aircraft Engines

6235 Okanagan Landing Rd. Vernon, BC V1H 1M5 Telephone 236-600-0137 ~ Fax 236-600-0138

website: <https://RotechMotor.ca> email: sales@Rotech.ca

ROTAX iRMT TRAINING: 2020 CLASS DATES May 21 - June 1st
 Space is limited - Book your seats soon!
 visit <https://Train.Rotech.ca> for details



65HP Rotax®
582 Model 99



915iS
(NOW AVAILABLE!)

141HP!



912iS Sport
912 & 914
Series Engines

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



Brewer Aviation's speciality is recovering older and new certified and noncertified aircraft.

Our operations manager **Deryck**, has over 50 years restoring and building new airplanes. **Deryck** is also a DOT certified maintenance engineer. **Virginia**, his assistant is one of the best fabric restorers in the country.



The two photos: The Just Aircraft Super STOL and Wag Aero are just two fine examples of the work we do. The zero time Wag Aero is currently for sale. As a dealer for Just Aircraft in Canada we can provide you with a kit or build it for you.

www.breweraviation.ca

jbrewer@eastlink.ca

Ph: 902-626-5262

INDEX

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

010 -- AERONCA

1949 AERONCA SEDAN *Reduced*
TAT 2145 Metal tanks, STC Mogas, 406 ELT, intercom, headsets. Carb & mags recently overhauled. Airglass skis. Airframe good shape. Motor runs (C-145) but high time. Hangared, \$27,000. Contact Eric - t.lakelodge@gmail.com (3786.20719)

030 -- BELLANCA

1971 BELLANCA 17-30A VIKING
Airframe 1767 TSN, Engine 244 SMOH, KMA 24 Audio panel, KX165 Com1, KX165 Com 2, KN 62A DME, KR87 ADF, KT 76 Xdr, Garmin 155 XL GPS, PM 1000 Intercom. Last annual April 2018. Needs a Propeller. 866-729-2424 or cwce.ltd@gmail.com (3706.20672)

040 -- CESSNA

1976 CESSNA 182P SIDS completed, engine 0 TSOH, new VFR avionics, new autopilot, new paint, CofA April 2020. Beautifully restored Cessna 182P for sale. ADS-B out. Brand new engine OH. More Details: www.uppervalleyaviation.com. Ph: 604-991-4300 (3579.20244)

1974 CESSNA 172M IFR w/Garmin 430 WASS, SIDS inspection done. 0 time Ram 160 hp. conversion. New paint, leather interior, and glass. We can look at trades and/or financing. For details: www.uppervalleyaviation.com. Contact: Ken salesuva@telus.net or 604-991-4300 (3579.20257)

1965 CESSNA 172F & 40' T-HANGAR
Cessna: TT 3708, engine 1576 SMOH. Well maintained, excellent AC. Annual Sept 2019 C\$39,500 OBO. Hangar: Brampton Airport CNC3 Excellent location near washrooms, clubhouse. C\$45,000 OBO 416-460-7048 or tstarcevic@hotmail.com (3804.20718)

1974 CESSNA CARDINAL 180 HP
Ready to fly. 5000 TT, 1500 SMOH, 265 SN prop. IFR 406 \$89,000 CDN Contact: casair@cooptel.qc.ca, 450-577-1051 or www.casair.info (2747.20788)

075 -- FLOATPLANE

NORSEMAN CF-BSC MK V CF-BSC
Complete restoration 2010/11, Engine 20 hrs, Prop 20 hrs, 7170 EDO floats., Hangared always. Asking \$450,000. CDN Contact: cfdtl@hotmail.com or Gord @ 807-934-6394 (3811.20787)

100 -- HOMEBUILT



CH 750 PARTIALLY ASSEMBLED
Fully assembled tail section ready for inspection. Complete set of wings, one partially complete. Long range fuel tanks. Full plans for entire plane, hand tools, clecos, rivets, assembly videos. \$13,000obo 705-561-3675 or shortbooyes@hotmail.com (3743.20763)

100 -- HOMEBUILT



PROJECT PA-18 SUPERCUB SN-18-7734; no records 0-320 LYC. Complete aircraft (in parts). Fuselage rebuilt, new tail section, longerons, Alaska mods and float fittings. Professional welding. \$30,000USD Email: randcrowson@gmail.com (3796.20666)

BOWERS FLY-BABY Too many projects. Stored indoors. Airframe and wings only, wings off. 29.4 Hrs TT. Located Vancouver Island B.C. \$5,500.00cdn bill.clifford@hotmail.com (3194.20552)

135 -- PIPER

1977 PA-28R-201T 2642 TT, 950 SMOH w/fresh teardown, IFR, Garman gear, STEC auto pilot. New prop. Newer paint and interior. \$139,900. More details - www.uppervalleyaviation.com. Ken Smith 604-991-4300 or email: salesuva@telus.net. (3579.20232)

270 -- ENGINES FOR SALE

ROTAX 912 UL Dec 2009 366 TTSN, 0 hr SMOH. New crank bearings. Nouveaux roulements de manivelle. CASAIR is an approved UL overhaul repair center/un centre de réparation approuvé. \$8900. casair@cooptel.qc.ca or 450-577-1051 (2747.20714)

285 -- FLOATS FOR SALE

NEW 2000 & 2250 FLOATS ANY RIGGING for homebuilt & O M aircraft. Also several sets of damaged Edo & PK floats for parts or rebuild. Ed Peck 902-467-3333. (2350.19753)

FLOAT BRACE WIRES Tie Rods Most popular lengths in stock new certified new surplus and some used wires. Ed Peck 902-467-3333 or sales@peckaero.com (2350.19741)

CERTIFIED FORWARD BOTTOM SKINS for most Edo Float. Ed Peck 902-467-3333 fax 902-467-3136 or sales@peckaero.com (2350.19766)

FLOATS EDO 582-3430 Complete with Cessna 185 rigging. Including forward and rear fuselage fittings. 2 baggage comps. \$17,000 CDN OBO. Call Alain 514-820-5150. (2253.20746)

CAP 2000's AND CAP 3000E's CAP 2000 floats w/C172 rigging. Good condition \$8000. CAP 3000E floats w/Wilga rigging. Excellent \$12,000 Ph: 705-323-7740 (3234.20665)

EDO 2870 FLOATS In fair condition, hatches both sides. 182 gear, oversize rudders tight, significant dock rash. Parry Sound ON. \$8500. Gary 705-646-4620 (3800.20691)

NEW FULL LOTUS 1450 FLOATS
One-piece stiffener tubes, one-piece spreader tubes w/brackets for rigging. No rigging included. \$8000Cdn Ph: 613-229-8716 (3809.20768)

295 -- FLY-IN RESORTS



AVIATION CAMPING AT CPE6 near Sundridge, Ont. Fly into our beautiful airport with new pilot lounge, flush toilets/shower, pool table. Fire pits, electrical hookup. Adjacent Forest lake for boating. \$999/season. 905-520-6596 www.sunairpark.com (3446.20720)



LUXURY TIMBER LAKEHOUSE RENTAL Fly-in CBF9 Mabel Lake BC. Pilot's paradise with golf, fishing, water sports. 2020 family reunion? Kelowna airport also a short drive away. Contact drdarrellmorden@shaw.ca for info year-round. (3805.20721)

300 -- HANGAR SPACE

HANGAR 40' X 65' Two 38' electric doors opening on to paved taxiways at Owen Sound Billy Bishop Airport \$120,000. Owner will consider reduced price in exchange for rent of 1/2 of hangar. Contact: gord@thedampub.ca or 519-538-2868 (2355.20695)



CNY3 HANGAR FOR SALE New 2009. To be deconstructed, removed/rebuilt. 50'x70' double-ended (2) hangar steel bifold doors, steel exterior, fully finished, insulated, heated, security system. LED Highbays. Complete package. More info online. Contact: bhamlincollingwood@gmail.com or 705-441-4478 (3801.20690)



3 HANGARS FOR RENT WATERLOO REGIONAL AIRPORT (YKF) One 45' x 54' (46' wide door) with washroom. Two 40' X 50', (42' and 44' wide door). All 15' tall. In floor heating. Call: Claude Larue 519-465-0867 (3807.20761)

305 -- HELP WANTED

PILOTS WANTED! To fly Cessna 182s and/or Caravan at Ontario's largest parachute centre. Parapilot Program to develop experience, airmanship, and maintain currency. Contact Joe, joe@skydivetoronto.com or 705-458-9339. (2666.20464)

FOR SALE OR TRADE

CESSNA SEAPLANES AND CESSNA LANDPLANES

For listings, please visit our web site

www.boisvertaviation.ca

SERVICING, BUYING, SELLING, TRADING SEAPLANES SINCE 1979

MONTREAL'S ONLY SEAPLANE BASE CSA4

BOISVERT & FILS AVIATION LTEE

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

Tel.: 514-648-1856

Fax: 514-648-9309

325 – MISCELLANEOUS

RUNWAY ROLLER/COMPACTOR 4' diameter by 10' wide, 5/8" steel. Frame and hitch 4 x 6 tubing. Fill with liquid for extra weight. Levels soil/stunts growth. Reduce mowing! Medicine Hat, AB area. \$3500. Request picture/contact eagle@ccwireless.ca (3785.20534)

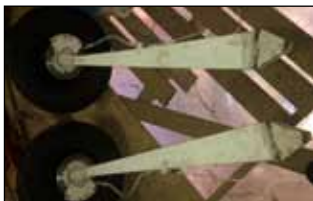
330 – NOTICEBOARD



UNUSUAL ATTITUDES/AEROBATIC FLIGHT TRAINING Best real-life flight training of your career. Certified Pitts Special. Certified Aerobatic Flight Instructor Class II. Intros and custom flight packages. Video, smoke, open/closed cockpit, briefings, logbook endorsements. Based CYOO. Desmond Lightbody 905-809-3360; deswillflybye@gmail.com (2488.20742)

FORMATION DE MAINTENANCE ROTAX 912 TRAINING La première session approuvée par Rotax aura lieu à Valcourt QC en avril 2020. Formation mécanique non requise. www.casair.info pour les dates et les détails/for dates and details. 450-577-1051 or casair@cooptel.qc.ca (2747.20713)

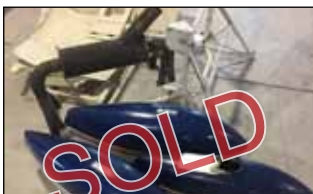
340 – PARTS FOR SALE



180/185 WHEEL GEAR FOR SALE, Complete set of wheel gear including tail wheel, Main gear on nearly new 850 tires. \$5000 firm. Contact 250-286-0073 (3779.20667)



GIPSY MAJOR 1C CRANKSHAFT For sale one Gipsy Major crankshaft polished and magnetic particle examination report. \$4500 CDN firm. Contact John at jmifisud1941@gmail.com (3798.20669)



HANGAR CLEAN UP Aircraft Parts for Sale. O-470 exhaust muffler, engine mount, wheel pants for 182Q. Goodyear 26x10.5-6 tires, Northern Co heater. Citabria tail fins. Tail ski. (3745.19712)

340 – PARTS FOR SALE

MGK AERO: Airframe parts from spinner to tailwheel for many singles. Mix of certified and experimental engines, call. Now available: project engines (eliminates the unknowns) sold w/certified crankshaft, crankcase, camshaft, cylinders and logs. Overhauled propellers, avionics, undercarriage, instruments, excellent control surfaces. 1946 J-3 fuselage, logs, gear, tail, repairable damage. Parting 1976 C-185, one Aerocet float, landing gear. **For Sale:** Beautiful 1967 235 Cherokee, engine 330 SMOH, prop 10 SOH, 9/10 interior. 204-324-6088 (2576.20743)

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

PIPER PA22 TRIPACER LANDING GEAR Complete set includes main gear, nose gear, brake lines, drum brakes and belly pans. Email erniet@telus.net (2716.20692)

350 – PROFESSIONAL SERVICES

SAFETY PILOT/COACH Enjoy safe, practical real world flying in the GA system. Experienced pilot to ride R seat with you. IFR practice, cross country, travel, cross-border and large airport operations. Southern Ont. departures. Safely gain confidence, experience and knowledge on your schedule. Dave Fisher, Commercial, instrument, seaplane with over 4500 cross country hours in the GA system. Training IFR, LA4 checkout. FERRY SERVICE. fishayr@gmail.com or 416-578-1303. (2830.20102)

355 – PROPELLERS FOR SALE

MCCAULEY D2A34C58-0 PROP Removed from Cessna 185 floatplane TSOH 75. Last overhaul April 2019. Complete with spinner and backplate. \$5000 CDN OBO. Call Alain 514-820-5150 (2253.20747)



THREE PROPELLERS Two McCauley propellers off 182Q O-470 all with log books and shipping crates, removed to install IO-550: one 82-inch dia model C2A34C204-XC s/n 816672 180 hrs TSO \$3950 CDN, one 90-inch dia model C2A34C204-C s/n 061801 363 hrs TSO \$4200 CDN. One McCauley Borer prop model 1A175/GMA 80-inch dia x 40 pitch s/n P75907 off Citabria 7GCBC with O-320 \$4200 CDN. HST extra in Canada. Contact: 705-498-3133 or milleraviation@vianet.ca (3745.20377)

355 – PROPELLERS FOR SALE



HARTZELL MODEL PHC C3YF 1RF Blade design F8468A-2R, 84" diameter. New 2009. TSN 222.4 due for the 10-years O/H. NDH, heated hangar. From Cessna 185 Floatplane, removed for engine conversion. Original Hartzell crate to ship. \$6000Cdn (2253.20559)

365 – REAL ESTATE



CAJ7 HOME, HANGAR, AND AIRPORT FOR SALE This Estate Home has a 4200 square foot heated hangar, a 4500 foot paved runway, and a 5300 square foot home with an indoor pool and hot tub. This is a private airport registered with Nav Canada, it sits on 160 acres, and it is located south of Calgary Alberta. For additional details please call (403) 689-1548 or e-mail tom@donerightrealty.ca (3337.19808)



AVIATOR ALERT! Charming remote cottage in a pristine wilderness setting north of Sudbury. \$250,000. Fishing & hunting & relaxation par excellence. Call 905-714-2473 or visit www.tranquilitybaylodge.com (2392.19994)

TERRAIN HANGAR ST-DONAT CSY4 33,000 pica. Acces a la piste et hydravion. Possibilite construire hangar. Runway and Seaplane access. Possibility to build hangar. 3000' paved runway open year-round. \$45,000 Ph: 514-502-8332 Philippe (2320.20697)

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

Classified Ad Deadline for May is April 3rd
Post online anytime at canadianplanetradec.ca

370 – SHARE OR PARTNER

1/3 SHARE 1977 CESSNA 177 CARDINAL RG Hangared CYPK. 200HP, IFR certified, GTN650. Completely new interior. New GFC 500 Autopilot. Annual done 04/2020. \$34,900. Mark Cossement 403-970-7231 for more info or test flight! (3110.20701)



1/3 SHARE IN 1972 ROCKWELL COMMANDER In excellent shape, located at CYKF. \$35,000. Mature partnership with healthy reserves. Fresh annual. See full details at www.thecommandergroup.com. Serious inquiries only. (2760.20670)

QSET AVIATOR HEADSETS and HELMETS

PNR - \$385
ANR BT - \$685

GA Heli Lemo

HELMET - \$790
ANR BT

Ultra-light and Strong
Crystal-Clear Communication
Proven Quality

RFID Pilot Passport Leather Wallet
\$39

RS Designs aviationheadsets.ca



KOVACHIK AIRCRAFT SERVICES LTD
Serving the aviation community for 55 years
Certified AMO 335-92

Specializing in fabric work, structural repairs and rebuilds

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

905-335-6759
ckovachik@spectrumairways.com

Flight COPA CORPORATE Members

10g AEROSPORTS/MKT AEROBATICS

519-873-0327
www.10gaerosports.com
Airshows featuring high performance aerobatics.

536009 YUKON INC

200 - 204 LAMBERT ST
WHITEHORSE YT Y1A 3T2

1063912 B.C. LTD

604-726-3337
www.yvrflyingclub.com

A.V. ROE CANADA AVIATION MUSEUM ASSOCIATION

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

THE ABBOTSFORD FLYING CLUB

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

ACORN WELDING / SEAPLANES WEST

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

ADVENTIST WORLD AVIATION

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

AÉROPORT DE SHERBROOKE

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

AIR-DALE FISHING & HUNTING

(800) 263-2546
www.algomacountry.com/partners/air-dale-fishing-hunting
Fishing and hunting drive-in lodge and fly-in outpost camps located in the Algoma region near Wawa, ON.

ALBERTA AERIAL APPLICATORS ASSOCIATION

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

ATC QUALITY ENGINE OVERHAUL

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

BEL-AIR LAURENTIEN AVIATION INC.

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

BIG LAKES COUNTY

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

BOISVERT & FILS AVIATION LTD

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

BRAMPTON FLYING CLUB

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

BRIGGS TRUCKING & EQUIPMENT LTD

11350 2 ST NW
EDMONTON AB T6S 1G2
Heavy equipment hauling and rental.

BURLINGTON FLYING CLUB

2446 WOBURN CRES
OAKVILLE ON L6L 5E9

CANADIAN AIRWAYS LTD.

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

CANADIAN BUSHPLANE HERITAGE CENTRE

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

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

CANADIAN HARVARD AIRCRAFT ASSOCIATION

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

CANADIAN PROPELLER LTD

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

CBR TECHNOLOGY INC.

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

CDN AVIATION INC.

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

CIVIL AIR SEARCH AND RESCUE ASSOCIATION (CASARA)

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

ckmm photographic

24 FLECHER DRIVE
BRAMPTON, ON L6Y2G6
778-889-5022
www.ckmmphotographic.ca
ckmm photographic is a certified drone/ RPAS operator in Canada, performing photography, videography and mapping services. We also provide a full production capability for our clients, ranging from creative/planning/scouting to fully produced video and still images. Located in the GTA, we serve clients throughout Canada

COAST CAPITAL SAVINGS

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

COMBINE WORLD INC.

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

COMMERCIAL FUNDING GROUP INC.

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

COOPER AVIATION

1700 STE-ANGÉLIQUE
ST-LAZARE, QC J7T 2X8
(450) 455-3566
Montréal/Saint-Lazare Aerodrome is a small, general aviation airport located adjacent to Saint-Lazare and approximately 20 km west of Montreal, Quebec

CORPORATION D'AÉROPORT SMB

450.455.3566
A friendly country airport, CST3 is located in downtown St. Lazare and home to COPA Flight 43. We sell 100LL AvGas and have telephone and toilet facilities on site. A five-minute walk to restaurants, grocery and hardware stores and the post office.

DE LAGE LANDEN FINANCIAL SERVICES CANADA INC. (DLL)

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

DEMA LAND SERVICES INC

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

DEVENIR PILOTS GBSN S.E.C.

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

DORVAL AVIATION INC

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

EAGLE AIRCRAFT INC.

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

Flight COPA CORPORATE Members

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

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

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

GLOBAL AIRCRAFT INDUSTRIES LTD
780-458-2801
www.globalparts.com
Are you looking for engines, props, avionics, instruments, or control surfaces? Global Aircraft Industries is the go-to company for aviators searching for aircraft salvage and parts..

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

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

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

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

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

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

KINDERSLEY PLANE OWNERS INC
PO BOX 1555
KINDERSLEY SK S0L 1S0

LYSANDER FUNDS LIMITED
HQ 3080 YONGE ST, SUITE 3037
TORONTO ON M4N 3N1
877-308-6979
www.lysanderfunds.com
Investment Fund Manager offering unique investment solutions.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RICHARDSON BROS (OLDS) LTD
RR 3 SITE 11 BOX 19
OLDS AB T4H 1P4
403-556-4466

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

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

ST. ANDREWS AIRPORT INC
202 - 705 SOUTH GATE RD
ST. ANDREWS MB R1A 3P9
(204) 336-3250
www.standrewsairport.ca
General Aviation Airport. Flight training and aircraft maintenance. Both airside and groundside commercial. Lots available for development. Common language and non-vesting leases.

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

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

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

Flight CORPORATE Members

VICTORIA FLYING CLUB

101-1852 CANSO ROAD
SIDNEY BC V8L 5V5
(250) 656 2833

<http://www.flyvfc.com>

The Victoria Flying Club has been training pilots and meeting the needs of recreational and career flyers for more than 70 years.

WATERLOO WELLINGTON FLIGHT CENTRE

3 - 4881 FOUNTAIN ST N
BRESLAU ON N0B 1M0
(519)648-2213

Offers Flight Training - Recreational, Private, Commercial, Multi-engine, and IFR with 18 training aircraft. Also, a two-year Professional Pilot Diploma Program with Conestoga College.

WILSON AIRCRAFT

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

YORKTON AIRCRAFT SERVICE LTD

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

Skywagon City Corp.

- Fuselage parts, cowlings, tail feathers, engine parts and mounts, wings, interior parts and more, avionics and instruments
- No parts too large or too small
- We also have a homebuilders corner (wheels and brakes), instruments, landing gear and lots more
- Skywagon City will purchase damaged and derelict aircraft or inventories
- Currently parting out 150 aircraft

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

2851 Con. 7
Brechin, ON, L0K 1B0

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

Aviator

SUBSCRIBE AND SAVE!

ONE YEAR SUBSCRIPTION FOR COPA MEMBERS

ONLY \$12*

*Taxes may vary by province

SUBSCRIBE TODAY!

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

www.canadianaviator.com

Aircraft Hangar Specialists

www.spantech.ca



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

STEELWAY
STEEL BUILDINGS

SPAN-TECH
STEEL BUILDINGS

Industrial and Commercial Buildings also available
dmorris@spantech.ca 1-800-561-2200

Proudly Made in Canada Design Build and T-Hangars available

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

SCHWEISS THE DOOR LEADER

DOORS

HYDRAULIC

ONE-PIECE DOORS

— OR —

BIFOLD

STRAP LIFT DOORS

CANADIAN CONTACT:
519-366-9986



• AVIATION • SHOP DOORS
• AG DOORS • BARN DOORS

SCHWEISSDOORS.COM

507-426-8273

Canadian Plane Trade

MAY PRINT DEADLINE: APRIL 3, 2020

BUDGET WORD CLASSIFIED AD (includes a 30-day online ad)

Members: \$40.50 + applicable taxes (35-word maximum)
Non-members: \$45.00 + applicable taxes (35-word maximum)

STANDARD PHOTO CLASSIFIED AD (includes a 30-day online ad)

Members: \$72 + applicable taxes (35-word maximum)
Non-members: \$80 + applicable taxes (35-word maximum)

In case of error or omission, COPA Flight will be responsible for one insertion only.
Ads received after deadline will appear in the next issue.

Additional words are permitted in the magazine at an additional cost.

COPA members - Add \$0.85 per additional word (over 35 words)

Non-members - Add \$1.00 per additional word (over 25 words)

FOR FULL ADVERTISING OPTIONS AND RATES PLEASE VISIT:

canadianplanetrade.ca

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

Use the website to enter your ads online or
e-mail ads to: admin@copaflight.ca

Payment is normally made online at canadianplanetrade.ca*
604-999-2411 or 800-656-7598

*Charges will appear on your statement as Canadian Aviator Publishing

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

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



Preferred Rates. Comprehensive Coverage for COPA Members!

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

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

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

Accident Death and Dismemberment Insurance:

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

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

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

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

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

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

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

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

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



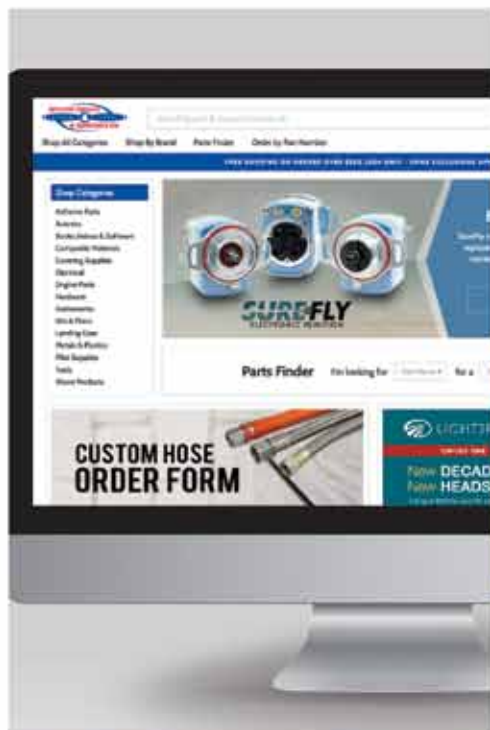
Coverage proudly administered by
The Magnes Group Inc. and underwritten by
AIG Insurance Company of Canada.
Couverture administrée fièrement par The Magnes Group
Inc. et souscrite par AIG Insurance Company of Canada.





AIRCRAFT SPRUCE

Everything For Airplanes



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



AVIONICS

Garmin • Artex • Dynon
Appareo • Icom • uAvionix



INSTRUMENTS

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



LIGHTING

Whelen • AeroLEDs
Aveo



BATTERIES

Concorde • Gill
Start Pac • True Blue



TIRES

Goodyear • Michelin
Specialty Tire



ENGINE ACCESSORIES

Champion • Tempest
Hartzell • Kelly



ENGINE PARTS

Lycoming • Continental
Superior



PILOT SUPPLIES

Jeppesen • ASA • Gleim • Rosen
Bose • Lightspeed



VISIT OUR BRANTFORD STORE

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



FAA AERONAV
CHARTS IN
STOCK AT
AIRCRAFT SPRUCE!

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

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