

Flight



The Journal of the Canadian Owners and Pilots Association

MARCH 2020

Montebello 2020

*RAIN-CHALLENGED EVENT
STILL A SUCCESS*

**COPA'S CEO
DEPARTING THIS
SUMMER
SEARCH FOR
BERNARD GERVAIS'
REPLACEMENT
UNDERWAY**

**PICKERING
AIRPORT
PRESSURE TO START
CONSTRUCTION GROWS
STRONGER**

More than
85
Classified Ads
(p.37)

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NOMINATIONS
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60

ANNIVERSARY

1960 2020



FEATURE

MONTEBELLO 2020

For another year, COPA led the team of volunteers to make the annual winter fly-in at Montebello a success. Weather does not always cooperate, but the event always manages to bring smiles and *bonhomie* to all those who attend. Once again, photographer Jean-Pierre Bonin captures many of the highlights.

ON THE COVER: Former COPA manager Patrick Gilligan wows the Montebello crowd with a low-level flypast in a Borey Amphibian.

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COPA Flight



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C'EST LE TEMPS DE BOUGER

UN MOMENT DE RÉFLEXION

C'est avec un certain pincement que je vous annonce mon départ de COPA plus tard cette année, à la mi-juillet. Après cinq ans, je suis prêt à céder ma place pour qu'un regard frais se pose sur l'organisation.

En juin 2015, j'ai fait le saut à la tête de COPA en sachant qu'il y avait beaucoup à faire. Un saut vers l'inconnu mais aussi vers une combinaison unique de mes passions, de mes forces et mes désirs depuis tant d'années.

- Pour faire un court bilan de certains accomplissements, on peut noter :
- La modernisation de la communication avec les membres, qui a vu le COPA Flight en format journal passer à un format magazine tout en couleur, pour la moitié des coûts;
- Une infolettre hebdomadaire avec un taux d'ouverture et de lecture moyenne de 55 pour cent en français et environ 45 pour cent en anglais, ce qui est des plus enviables dans le domaine, ainsi qu'une mise à jour de diverses plateformes au goût du jour (Facebook et Instagram);
- L'invitation à Chris Hadfield à devenir notre porte-parole officiel, qui a nettement apprécié et soutenu nos initiatives dont la création de notre logo plus moderne et tourné vers l'avenir;
- Une boutique en ligne moderne avec Red Canoe, qui est cinq fois plus active que la précédente;
- La signature de diverses ententes de collaboration avec à peu près toutes les associations d'aviation au Canada;
- L'invitation par TC à développer avec eux la campagne de sécurité de l'aviation générale basée sur la formation, le changement de culture et

NON sur plus de réglementation;

- En cours de mise en œuvre notre campagne « À Plein Ciel / All For Flight », un thème unificateur pour toute l'aviation au pays;
- L'avancement de tous les dossiers d'aviation comme l'ADS-B satellitaire pour compléter les ELT peu fiables;
- Le gain contre les éoliennes en Ontario et ailleurs;
- Le travail amorcé pour éviter la révision obligatoire des hélices aux dix ans;

Ma motivation a toujours été de vouloir aider les autres, de parler pour ceux et celles qui ne le font pas ou n'ont pas de voix, de m'assurer que nos futures générations puissent encore aller découvrir le pays du haut des airs, de mener une organisation dans la rigueur et le respect, d'établir des relations fructueuses et faire croître COPA partout à travers le pays. Si ce n'est en nombre (car il faut se le dire, le nombre de pilotes au pays est en décroissance), que ce le soit en réputation, en crédibilité et en respect par nos pairs, nos partenaires et les intervenants de notre industrie.

Je suis fier de penser au travail accompli au cours de ces cinq dernières années. Il n'aurait pu être fait sans votre soutien et celui du conseil. Merci à tous ceux et celles que j'ai croisés au cours de ces belles années, merci pour votre passion, de m'avoir encouragé, supporté et rendu fier d'être à votre service.

Cliquez sur « Emplois chez COPA » sur le site Web de la COPA pour voir la description de poste du président et chef de la direction de la COPA.

✉ MORE BUTTONVILLE BLUES

A full year has gone by since Buttonville airport (CYKZ) was transformed from a towered Class D airport into a new, partly reshaped, uncontrolled Mandatory Frequency (MF) aerodrome without a tower or Flight Services advisory station. It comes with no surprise that the CYKZ flying community is not thrilled with the new zoning designation. Their safety concerns are arguably justified. Out of the 41 incidents reported in the CADORS during 2019, over 30 were directly related to the new MF zone changes.

I was fortunate to obtain early on one of the very professionally written advisory documents (both for VFR and IFR) published by the Buttonville Flying Club (BFC, COPA Flight 44). You can see them posted on the BFC's website. If one takes the time to read it carefully, it provides a clear view of how to manoeuvre safely in the new MF zone. NC published the new procedures on their website and subsequently also in the Canada Flight Supplement.

The problem is that far too many general aviation pilots don't keep up with NC publications and thus easily get into manoeuvring and communication problems the next time they fly in or out of Buttonville airport. That's where some of these pilots create a safety hazard, not only to themselves, but also to other air traffic flying around them at the same time.

With a towered airport being responsible for ground movement and safe spacing in the air, VFR pilots didn't have to worry about arriving straight-in IFR traffic; the tower would sequence everybody in a safely manner. Now, VFR pilots have to carefully listen to any broadcast calls from IFR traffic and can expect straight-in approaches. The reverse also applies for the IFR pilots who, as at many uncontrolled airports, have to mix in with the VFR traffic in the circuit.

If you take the time to read through the CADORS, you can clearly see that many pilots were simply not following the published MF rules, resulting in at least half a dozen near mid-air collisions.

Transit traffic through the MF zone is another safety concern. Many out-of-town pilots wishing to do some downtown sightseeing, such as orbiting around the CN Tower, pass through the Buttonville MF zone. Gone is the previous typical transit route at 2,000 feet right over the field assigned by the tower. Instead, NC has published two suggested new transit routes: a northbound track of 359° along the eastern inner side of the new reshaped zone, and a southbound track of 153°, which starts at a little known VFR checkpoint over a quarry on the northwest side of the MF zone and which, shortly after, turns into a slight dogleg to a 173° heading on the eastern inside of the zone. I bet you an hour's free fuel for your airplane that not many pilots know these two transit routes even exist.

If you approach Buttonville from the north under flight following, ATC will terminate that service when you enter the MF zone. They will only tell you not to fly above 2,000 feet (ASL) in that zone, in order to stay clear of the Class C floor above. Pilots are required to make their own broadcast calls providing their position and intentions. Prior to entering the adjacent Toronto Island airport Class C zone (CYTZ, Billy Bishop airport), pilots need to make sure they get clearance to enter the Class C airspace or initiate a quick temporary diversion manoeuvre within the MF zone, potentially conflicting with other unsuspecting arrival or departure traffic.

It is quite understandable that BFC members cried for help when COPA's CEO Bernard Gervais attended a recent meeting at the BFC. Reading his comments in the President's Corner, and what Phil Lightstone says in his article in the same issue, makes me wonder if this will really result in significant changes or efforts to contribute to safer flying in the MF zone in the future. Gervais said, "The best time I have as president of COPA is to chat with you and hear what you have to say; the good, the bad and the ugly." He goes

on to also say, "We can only help you help yourselves."

Can someone please explain to me how to interpret this statement made by our CEO? And what, if any, action this may result in to improve the safety in Buttonville? In my opinion, words like this I could expect from a politician, but not from the COPA CEO. And I don't see Transport Canada (TC) jumping in to address these safety concerns either. But then perhaps NC, TC and COPA management don't see good reasons to be worried because the airport's eventual closure has been imminent for some time now.

Nav Canada's published information may satisfy the legal requirements to inform pilots, but reality is that, unfortunately, many pilots still do not go the extra mile to make sure they gather all the available information before flight, leaving the BFC's safety concerns largely unchanged. Meanwhile, Buttonville is still a vulnerable airport waiting for a serious accident to happen.

One way of interpreting Gervais' advice would translate into the BFC's need to help themselves by actively going out to flying clubs in the region and explaining the particular MF procedures, including making reference to last year's CADORS experiences. This, in my opinion, would be a real way to effectively promote safe flying at Buttonville, while the airport is still in operation.

Fred Grootarz

Mississauga, Ont.

COPA Flight 28 - Burlington

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).



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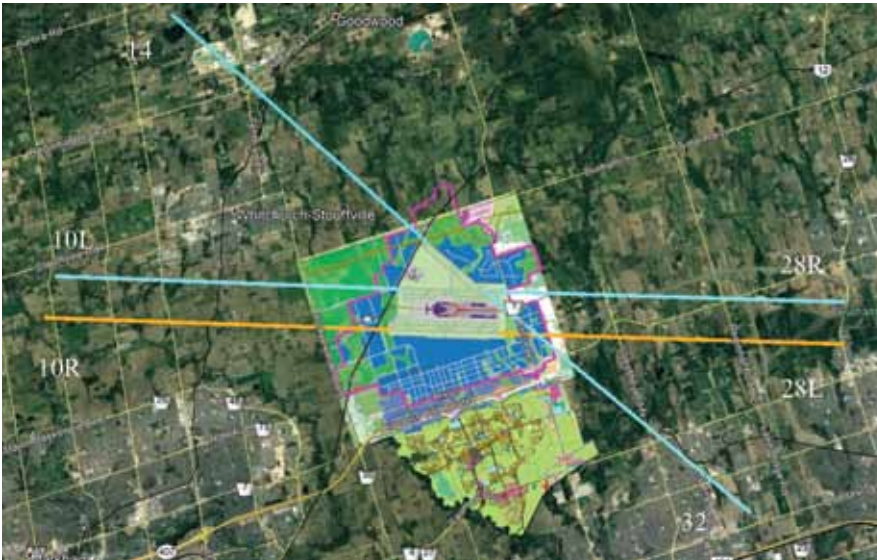
COPA  1952

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

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.

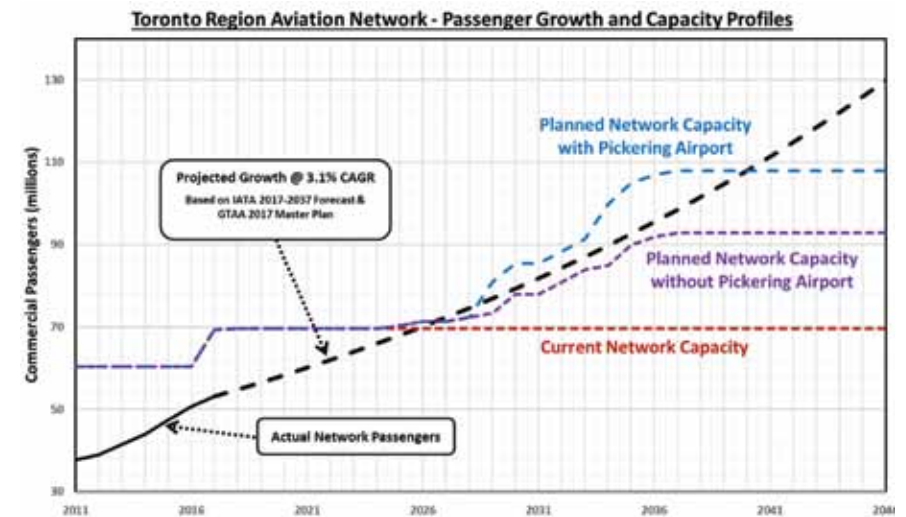
Aviation does not make up the largest segment of transportation emissions. That honour belongs to the increasing number and size of large

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

CALL FOR NOMINATIONS

COPA BOARD OF DIRECTORS — ELECTION 2020

Every two years half of the positions on the COPA Board of Directors are up for election. In 2020 a total of eight positions representing the following regions will need to be elected:

- one (1) Director from Newfoundland and Labrador — presently held by Bill Mahoney, who is running again.
- two (2) Directors from either Prince Edward Island, Nova Scotia or New Brunswick — presently — presently held by Brian Pound and Debbie Brekelmans, both of whom are running again.
- one (1) Director from Northern Ontario (the area of Ontario with a postal code beginning with “P”) — presently held by Lloyd Richards, who is running again.
- one (1) Director from Manitoba — presently held by Jim Bell, who is running again.
- one (1) Director from Saskatchewan — presently vacant
- two (2) Directors from Alberta — presently held by Bram Tilroe and Larry Biever, neither of whom are running again.

Any COPA member in good standing may run for a position in the region in which they live. If you have a passion for personal aviation and feel you have something to contribute to COPA, both on the Board and as a regional representative, please consider volunteering for this very important work. The term of office for this election shall commence at the summer Board meeting in June 2020 and continue until the summer Board meeting in 2024.

Nominations for these eight positions are now being accepted.



Based on the new governance rules for not-for-profit societies, the slate of Directors elected in the regions will be presented to the COPA membership for ratification at the Annual General Meeting on June 27, 2020 in St. Jean, Quebec.

CANDIDATES SHOULD:

- have a strong belief in COPA's mission: To advance, promote, and preserve the Canadian freedom to fly
- have a passion for aviation
- have a high standard of personal ethics
- want to make a lasting contribution to personal aviation
- be able to spend a minimum of 15 days per year on COPA business (at three Board meetings per year and at regional events)
- have ready access to email for Board communications

A list of candidates will be published on the COPA website.

Members will be able to vote online. Alternatively, members will be able to request that a paper ballot be mailed to them.

In order to provide voters with comparative information on candidates, nominees will be requested to complete

a candidate questionnaire and a short 200- to 300-word biography, both of which are to be submitted with the nomination form together with a high-resolution photo of yourself (file size should be minimum 1 mb) no later than Friday, March 20, 2020, when the nomination period closes.

FACTS TO BE INCLUDED IN THE NOMINEE'S BIO:

- Flying experience and currency
- Aircraft ownership, if any
- COPA Flight or flying club affiliations
- Your main reason for wanting to be a COPA Director
- The single most important skill you feel you can bring to the Board

Consider who you would like to see representing you on the Board and nominate them today. Or, if you would like to run yourself, find a few members to nominate you. Don't hesitate. COPA needs good people to pursue its mission.

Applications and nomination forms, together with any accompanying files, should be sent by email no later than March 20, 2010 to David Black, chair of the nominations committee: dblack@copanational.org.

APPEL DE MISES EN CANDIDATURES

CONSEIL D'ADMINISTRATION DE LA COPA – ÉLECTION 2020



Tous les deux ans, la moitié des postes au conseil d'administration de la COPA sont en élection. En 2020, il y a huit postes au total devront être comblés, représentant les régions suivantes :

- Un (1) directeur(trice) de Terre-Neuve-et-Labrador – actuellement détenu par Bill Mahoney, qui se présentera de nouveau
- Deux (2) directeurs(trices) de l'Île-du-Prince-Édouard, de la Nouvelle-Écosse ou du Nouveau-Brunswick – actuellement détenus par Brian Pound et Debbie Brekelmans, qui se présenteront de nouveau
- Un (1) directeur(trice) du Nord de l'Ontario (tous les codes postaux débutant par P) – actuellement détenu par Lloyd Richards, qui se présentera de nouveau
- Un (1) directeur(trice) du Manitoba – actuellement détenu par Jim Bell, qui se présentera de nouveau
- Un (1) directeur(trice) de la Saskatchewan – actuellement vacant
- Deux (2) directeurs(trices) de l'Alberta – actuellement détenus par Bram Tilroe et Larry Biever qui ne se représenteront pas.

Tout membre en règle de la COPA peut se porter candidat(e) à un poste dans la région dans laquelle il ou elle vit. Si vous êtes passionné(e) d'aviation personnelle et estimez que vous avez

quelque chose à apporter à la COPA, tant au sein du conseil d'administration qu'en tant que représentant(e) régional(e), veuillez envisager de vous porter volontaire pour ce travail très important. Le mandat de cette élection débutera lors de la réunion d'été du conseil d'administration en juin 2020 et se poursuivra jusqu'à la réunion d'été du conseil d'administration en 2024.

Les candidatures pour ces huit postes sont maintenant acceptées.

Sur la base des nouvelles règles de gouvernance des organismes sans but lucratif, la liste des administrateurs élus dans les régions sera présentée aux membres de la COPA pour ratification lors de l'assemblée générale annuelle du 27 juin 2020 à Saint-Jean, Québec.

LES CANDIDATS DOIVENT :

- Croire fermement à la mission de la COPA : Faire progresser, promouvoir et préserver la liberté de voler au Canada;
- Avoir une passion pour l'aviation;
- Avoir un haut niveau d'éthique personnelle;
- Vouloir apporter une contribution durable à l'aviation générale;
- Pouvoir consacrer au moins 15 jours par an aux affaires de la COPA (lors de trois réunions du conseil par an et lors d'événements régionaux);
- Avoir facilement accès au courrier électronique pour les communications du Conseil.

La liste des candidats sera publiée sur le site Web de la COPA uniquement.

Les membres pourront voter en ligne. Alternativement, les membres pourront demander qu'un bulletin de vote papier leur soit posté.

Afin de fournir aux électeurs des informations comparatives sur les candidats, ces derniers seront invités à remplir un questionnaire à l'intention des électeurs et une courte biographie de 200 à 300 mots, tous deux devant être soumis avec le formulaire de mise en candidature ainsi qu'une photo haute résolution de vous-même (la taille du fichier doit être d'au moins 1 Mo) au plus tard le vendredi 20 mars 2020, date de clôture de la période de mise en candidature.

FAITS À INCLURE DANS LA BIOGRAPHIE DU CANDIDAT(E) :

- Expérience de vol et si courant;
- Propriété de l'avion, si c'est le cas;
- Affiliations Club COPA ou Club de vol;
- Votre principale raison de vouloir devenir directeur(trice) de la COPA;
- La compétence la plus importante que vous pensez pouvoir apporter au conseil.

Réfléchissez aux personnes que vous aimeriez voir vous représenter au conseil d'administration et nommez-les aujourd'hui. Ou, si vous souhaitez vous présenter, trouvez quelques membres pour vous nommer. N'hésitez pas. La COPA a besoin de bonnes personnes pour poursuivre sa mission.

Les candidatures et les formulaires de mise en candidature, ainsi que tout dossier d'accompagnement, doivent être envoyés par courrier électronique au plus tard le 20 mars 2010 à David Black, président du comité des candidatures : dblack@copanational.org.

INCIDENTS + ACCIDENTS

ATLANTIC REGION

The transponder of a Government Of Canada, Department Of National Defence Lockheed C-130 (Hercules) from Greenwood, NS (CYZX) to Greenwood, NS (CYZX) rolled through 7700 code with no input from crew. No actual emergency. No impact on operations.

A Moncton Flight College Piper PA-44-180 (C-FTUU) from Greater Moncton/Romeo Leblanc, NB (CYQM) to Bathurst, NB (CZBF) had an accident upon landing in CZBF.

A United States Air Force Lockheed C-130 (RCH558) on a flight from Goose Bay, NL (CYYR) to Thule Air Base, Greenland (BGTL) was observed on the radar leaving FL230 for FL210 without clearance. The aircraft was out of range of very high frequency (VHF). Clearance for RCH558 to maintain FL210 was relayed by a Cathay Pacific Boeing 777-300 (CPA845). No impact on operations.

QUEBEC REGION

A Government of Quebec Bell 206L-4 (C-GSQA) crashed west of Alma, QC (CYTF). 1 person on board (POB) was injured. RSCU450 en route to the crash site. No service provided.

The Joint Rescue Coordination Centre (JRCC) in Trenton received a distress signal at 1844Z. Sécurité 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.

ONTARIO REGION

A 2080061 Ontario Inc. Fairchild SA227-TT (C-FRPX) reported to the Winnipeg Area Control Centre (ACC) that MAYDAY was heard from a Wa-

saya Airways de Havilland DHC-8-102 (WSG814) on a flight from Wunnumin Lake, ON (CKL3) to Kingfisher Lake, ON (CNM5) due to an electrical fire in the flight deck. Wasaya Airways contacted the Winnipeg area control centre (ACC) controller to advise that WSG814 had landed safely in CNM5. No impact to operations. National Operations Centre (NOC) and Aviation Operations Centre (AVOPS) advised.

Aviation Incident Report #16528: At Toronto/Buttontville, ON (CYKZ), a privately registered Beech 58P was observed to be taking off on closed Runway 15/33. NOTAMs of the full runway closures were posted 48 hours prior in order to alert pilots of the closure.

PRAIRIE AND NORTHERN REGION

While an Adventure Aviation Cessna 172S (C-GHOU) on a flight from Grande Prairie, AB (CYQU) to Grande Prairie, AB (CYQU) was conducting a touch and go, a truck (TK82) began to cross the active runway after reporting holding short of said runway. The truck turned around quickly once called by the flight service station (FSS) and exited and then reported off the runway holding short.

A Super T Aviation Cessna 172N (C-GYKX) from Medicine Hat, AB (CYXH) to Lethbridge, AB (CYQL) backtracking Runway 23 was going too fast to make a turn onto Taxiway Alfa and momentarily exited the runway at the threshold into the grass. The pilot then manoeuvred the aircraft onto Taxiway Alfa. No damage to the aircraft. No impact to operations.

PACIFIC REGION

A Heli-College Canada Training Inc. Robinson R22 Beta (C-FBXR) from

Langley, BC (CYNJ) to Langley, BC (CYNJ) reported a green laser pointed at them from the ground, South of 216th street interchange and Highway 1. No operational impact and no other aircraft flying to advise.

An American privately registered (co-owned) Cessna 172K on a transborder flight from Port Angeles, WA (KCLM) to Victoria, BC (CYYJ) arrived in CYYJ without an active cross border flight plan.

RÉGION DE L'ATLANTIQUE

Le transpondeur d'un Lockheed C-130 (Hercules) du ministère de la Défense nationale du gouvernement du Canada, de Greenwood (CYZX), NS, à Greenwood (CYZX), NS, a affiché le code 7700 sans intervention de l'équipage. Aucune urgence réelle. Aucun impact sur l'exploitation.

Un Piper PA-44-180 (C-FTUU), exploité par le Moncton Flight College, de Grand Moncton/Roméo LeBlanc (CYQM), NB, à Bathurst (CZBF), NB, a eu un accident en atterrissant à CZBF.

Un Lockheed C-130 (RCH558), exploité par la United States Air Force, de Goose Bay (CYYR), NL, à la Thule Air Base (BGTL), Groenland, a été observé au radar qui descendait sans autorisation du FL230 au FL210. L'aéronef était hors de portée de la très haute fréquence (VHF). Autorisation pour RCH558 de rester au FL210 transmise par un Boeing 777-300, exploité par Cathay Pacific (CPA845). Aucun impact sur l'exploitation.

RÉGION DU QUÉBEC

Un Bell 206L-4 (C-GSQA) exploité par le gouvernement du Québec s'est écrasé à l'ouest d'Alma (CYTF), QC. 1 personne à bord (POB) blessée.

RSCU450 en route pour le site de l'écrasement. Aucun service fourni.

Le centre conjoint de coordination des opérations de sauvetage (CCCOS) de Trenton a reçu un signal de détresse à 1844Z. La Sûreté du Québec (SQ) a avisé le CCCOS de l'écrasement d'un Christen A-1B d'immatriculation privée et de construction amateur sur un lac gelé dans la région de La Sarre (CSR8), QC.

RÉGION DE L'ONTARIO

Un Fairchild SA227-TT (C-FRPX) exploité par 2080061 Ontario Inc. a déclaré au centre de contrôle régional (ACC) qu'un MAYDAY avait été entendu provenant d'un de Havilland DHC-8-102 (WSG814) exploité par Wasaya Airways, de Wunnumin Lake (CKL3), ON, à Kingfisher Lake (CNM5), ON, en raison d'un feu électrique dans le poste de pilotage. Wasaya Airways a contacté le contrôleur du centre de contrôle régional de Winnipeg pour l'informer que WSG814 avait atterri en toute sécurité à CNM5. Aucun impact sur l'exploitation. Centre des opérations nationales et centre des opérations aériennes (AVOPS) informés.

Un Diamond DA 20-C1 (C-GDFO), exploité par Diamond Flight Centre London, de St. Thomas (CYQS), ON, à London (CYXU), ON, a atterri piste 09 et reçu l'instruction de continuer jusqu'à l'intersection avec la piste 15, sans tarder, et de sortir par la voie de circulation A. L'aéronef a relu l'instruction, mais il est sorti par la piste 15. Un Beech B300 (C-GRGF), exploité par 2395173 Ontario Ltd., de London (CYXU), ON, à London (CYXU), ON, à 1 NM en finale piste 33, a reçu l'instruction de remettre les gaz parce que C-GDFO était sur la piste, et il a par la suite obtenu un nouvel ordre d'atterrissage piste 09.

Rapport d'incident aéronautique no 16528 : À Toronto/Buttontville (CYKZ), ON, un Beech 58P d'immatriculation

privée a été observé en train de décoller sur la piste 15/33 fermée. Les NOTAM des fermetures complètes des pistes ont été affichés 48 h à l'avance pour avertir les pilotes de la fermeture.

RÉGION DES PRAIRIES ET DU NORD

Tandis qu'un Cessna 172S (C-GHOU), exploité par Adventure Aviation, de Grande Prairie (CYQU), AB, à Grande Prairie (CYQU), AB, faisait un posé-décollé, un camion (TK82) a commencé à traverser la piste en service après avoir indiqué attendre à l'écart de ladite piste. Le camion a vite fait demi-tour une fois contacté par la station d'information de vol (FSS) et est sorti de la piste. Le véhicule s'est ensuite rapporté hors piste et à l'écart.

Un Cessna 172N (C-GYKX), exploité par Super T Aviation, de Medicine Hat (CYXH), AB, à Lethbridge (CYQL), AB, qui circulait à contresens piste 23, roulait trop vite pour tourner sur la voie de circulation Alpha et il est momentanément sorti de la piste au niveau du seuil, sur l'herbe. Le pilote a alors manoeuvré l'aéronef pour le ramener sur Alpha. Aéronef non endommagé. Aucun impact sur l'exploitation.

RÉGION DE PACIFIQUE

Un Robinson R22 Beta (C-FBXR), exploité par Heli-College Canada Training Inc., de Langley (CYNJ), BC, à Langley (CYNJ), BC, a indiqué avoir été visé par un laser vert provenant du sol, au sud de l'échangeur de la 216e Rue et de l'autoroute 1. Aucun impact sur l'exploitation et aucun autre aéronef en vol à aviser.

Un Cessna 172K, d'immatriculation privée américaine (en copropriété), effectuant un vol transfrontalier de Port Angeles (KCLM), WA, à Victoria (CYYJ), BC, est arrivé à CYYJ sans aucun plan de vol transfrontalier actif. ✈️



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ENFORCEMENTS

ATLANTIC REGION

A person operated an aircraft in Class F Special Use Restricted Airspace without an authorization to do so by the person specified for that purpose in the Designated Airspace Handbook. (CAR 601.04(2), \$750)

QUEBEC REGION

The owner of an aircraft failed to submit the Annual Airworthiness Information Report to the Minister in respect of the aircraft by no later than the date agreed on, beforehand, by the owner and the Minister. (CAR 501.03, \$500)

ONTARIO REGION

A person exercised the privileges of a permit, licence or rating without a valid medical certificate of a category that is appropriate for that permit, licence or rating. (CAR 404.03, \$1,000)

The Company failed to conform to the noise abatement procedures/noise control requirements specified in the Canada Flight Supplement or Canada Air Pilot. (CAR 602.105, \$12,500)

The Company permitted a person to conduct a take-off in an aircraft that had not been maintained in accordance with

the air operator's maintenance control system. (CAR 703.19, \$5,000)

PACIFIC REGION

On two occasions, the Company permitted an aircraft to take-off when it did not meet the requirements of applicable Airworthiness Directives. The Company also permitted the aircraft to take-off when it had not been maintained in accordance with a maintenance schedule approved by the Minister. (CAR 605.84(1), \$5,000; CAR 605.84(1), \$5,000; CAR 605.86(1), \$5,000)

RÉGION DE L'ATLANTIQUE

Une personne a utilisé un aéronef dans l'espace aérien de classe F à statut spécial réglementé, sans en avoir reçu l'autorisation de la personne indiquée dans le Manuel des espaces aériens désignés. (RAC 601.04(2), 750 \$)

RÉGION DE QUÉBEC

Le propriétaire d'un aéronef a omis de présenter le rapport annuel d'information sur la navigabilité aérienne de l'aéronef au ministre au plus tard à la date sur laquelle le propriétaire et le ministre se sont entendus au préalable. (RAC 501.03, 500 \$)

Le commandant de bord d'un aéronef a omis de se conformer à toutes les

autorisations du contrôle de la circulation aérienne qu'il a reçu et accepté. (RAC 602.31(1), 750 \$)

RÉGION D'ONTARIO

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 \$)

L'entreprise n'a pas respecté les procédures d'atténuation du bruit ou les exigences de contrôle de bruit précisées dans le Supplément de Vol-Canada ou le Canada Air Pilot. (RAC 602.105, 12 500 \$)

L'entreprise a autorisé le décollage d'un aéronef dont la maintenance n'avait pas été effectuée conformément au système de contrôle de la maintenance de l'exploitant aérien. (CAR 703.19, 5 000 \$)

RÉGION DU PACIFIQUE

À deux occasions, l'entreprise a permis le décollage d'un aéronef alors qu'il n'était pas conforme aux consignes de navigabilité en vigueur. L'entreprise a aussi permis le décollage d'un aéronef dont la maintenance n'avait pas été effectuée conformément à un calendrier de maintenance approuvé par le ministre. (RAC 605.84(1), 5 000 \$; RAC 605.84(1), 5 000 \$; RAC 605.86(1), 5 000 \$)



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ELEVEN-YEAR-OLD STUDENT IS ALL FOR FLIGHT

BY DARIUS BEZIC



◀ Darius Bezic at the controls of a Pacific Flying Club Cessna 152.

Eleven-year-old Darius Bezic is determined to become an airline pilot. So much so that last year he began training for his Recreational Pilot Permit. To date, Darius has logged 11.5 hours of dual instruction at Vancouver's Pacific Flying Club. COPA Flight invited Darius to write about how he is achieving his dream in this edition of All For Flight. These are his words. — Ed.

Once, on a nice foggy night, I overheard my Mom and Dad watching a movie; I was interested in the sounds that were coming from the television. When they came in my room to tuck me in, I asked if I can watch that movie, they said, "Another night". The next day I was in my room just laying on my bed, then my Mom called me over and asked, "What movie do you want to watch?" I said that movie you guys were watching last night, and my Mom said, "Sure." When the movie came up, titled 'Sully', I was slowly gazing into the movie trying to pretend I didn't like

it. But when Captain Sullenberger was having flashbacks, I was so amazed by the use of words that I didn't understand at first.

When the movie was done, my Mom went to take a nap, so I went dashing to my computer to search for what Sullenberger has done. I started to watch the Sully trailer repeatedly, then I started to look up how to speak the phonetic alphabet in a sophisticated way. When I got back from school one day my Mom handed me a book entitled 'Sully', I looked at her like she was my hero. I started reading and I was astonished by the use of words that Sullenberger had been using. From that moment on I knew what my goal was; I want to become a pilot. I started to daydream at school and not pay attention to the teachers because all I could think about was planes. Every time I would close my eyes all I could see were pilots controlling the airplane, with me sitting in the jump seat studying to become the

youngest pilot in the world. When my family would fly on a plane, I would study on how to be a pilot while they would watch a movie.

One day on my birthday I opened a gift and it said three free flight simulators at Pacific Flying Club. I hugged my Mom and Dad so tightly. After a peaceful 45-minute drive we arrived at the flying club. I got into the flight simulator and it was a whole different planet in the simulator. I was so nervous I thought they wouldn't let me come back. After the simulator the instructor goes up to my Mom and asks, "Has your son ever flown a plane before?" My Mom replied no, then I overheard the instructor say, "He could fly a Cessna". When I heard those exact words, I was speechless — I didn't know what to say. When the day came, I was so excited that I even felt nauseous. When the instructor came I was so excited I started repeating words and I didn't even know it. Once we were done doing the walkaround we did the paperwork and we were off.

The instructor didn't have to control a lot because I had control of the aircraft for about the entire flight. When I was about to land the plane, I reached forward to grab the control yoke as I slowly held tightly and pushed forward. I made a nice and smooth landing and the instructor said, "Good landing." From that moment on, I knew again my dream was to become a pilot.

Once I met up with my parents, I was so preoccupied on studying the manual on how to become a pilot. While I was reading my manual, there was another book in the car next to me that

Waterloo Wellington Flight Centre

The Skills You Need — The School You Want

would detail the rules and guidelines of the Pacific Flying Club. When we drove home, I just wouldn't go outside and play catch. I would stay inside and focus on my dream to become a pilot. Every time a big commercial jet would go by, I would always picture me in that cockpit as the captain flying that specific plane. Sometimes I would even imagine myself as Captain Sullenberger and both engines are out but instead of landing it on the river, I landed it in the Bahamas.

When I would see a pilot at the airport, I would have a half-hour chat with them about aviation and how to become a pilot. Every time I would get invited to the cockpit, I would ask for the flight plan so then I could study the flight plan at home so I could get better at flying planes for the weight and balance. I would never leave the aircraft unless I saw the cockpit and chatted with the pilots one last time. Every single time I arrived at the hotel or got home, I would study that flight plan as if not studying it put my life would be in danger. Every time I would think of aviation it would remind of the first time I went up, how calm I was and how my ears started to slowly plug while in the air and then my legs would start to get chills because I was so excited and happy; it was a mix of emotions.

Every time I'm up there I'm just a whole different person because it's like heaven to me. Everyone has their interests, and many lose interest, but for me something just clicked with flying. I know exactly how my dream is going to be in aviation. I will start as a trainee, become a copilot for five years and then take the captain's exam, then become a captain and do so till I'm 75 or 80 years old, and then retire. I have my whole life planned but, my Mom always says, "Focus on being a kid — you're only going to be a kid once." I respect that, but sometimes I could get ahead of myself and wonder what's going to happen 20 years from now. It's so exciting.

🐦 #allforflight



Photo by Mike Reyno

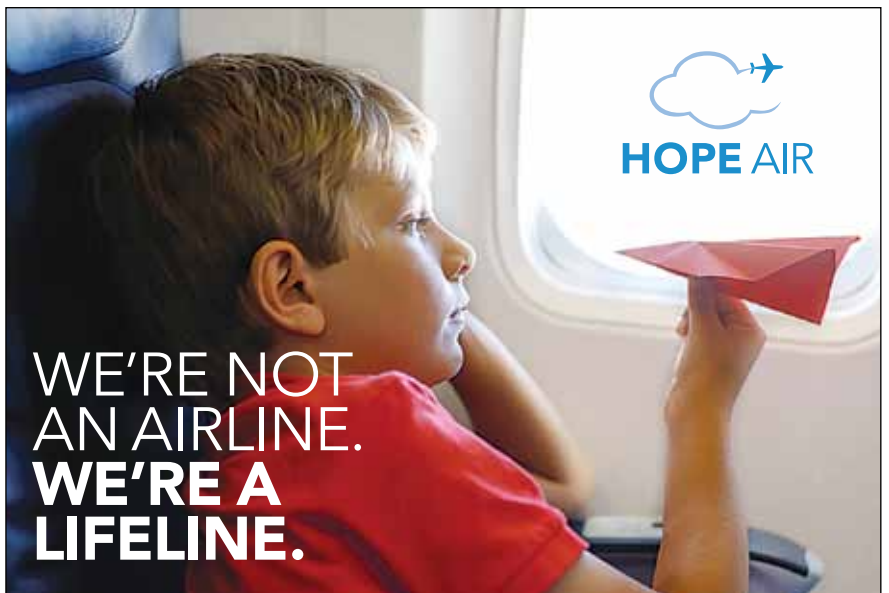
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UPDATING THE DIGITAL COCKPIT

ELECTRONIC DEVICES NEED REGULAR ATTENTION



The transition to the Digital Cockpit has seen the number of digital systems increase over the past decade. As a digital pilot myself, I have over 10 systems which need attention. In the aircraft, Jeppesen nav databases (DBs), Garmin Obstacle and Terrain DBs, firmware upgrades to the Garmin stack, GEM, Air Data computer and other avionics periodically need updating. The move to all-glass cockpits increases the number of downloads.

Digital glass aircraft systems store data on their systems, which provides pilots, owners and mechanics insight into the operation and maintenance of the aircraft. Through reviewing and analyzing this increasing amount of data, owner/operators can improve the manner in which the aircraft is operated with the goal of protecting and improving the lifespan of expensive critical systems such as the powerplant(s).

Many digital instruments are in fact purpose-built computers, requiring updates essential to safeguarding their operation. Not unlike oil changes, owner/operators should stay abreast with the maintenance upgrades and

updates which the component manufacturers publish. Instrument and data providers use a variety of applications to move data back and forth.

Download managers require minimum operating system requirements, meaning more hardware to keep up to date or replace. As an example, Garmin's GNS 530/430 data cards are proprietary, use a non-standard writer and have three different card types, denoted by green, silver and orange labels. Jeppesen's Skybound adapter is tied to the cards, making updating challenging. As an example, a Skybound G2 silver-tagged adapter is not able to update Garmin orange data cards. Garmin's USB Aviation Data Card Programmer (C\$96.99) will program Garmin navigation database, obstacle and terrain databases, but is not compatible with Apple's macOS operating systems or Jeppesen's Skybound.

Nav, obstacle and terrain subscriptions (or one-time downloads) may be purchased from Garmin for the trio, or nav databases from Jeppesen and obstacle/terrain from Garmin. Garmin's updater application runs from the fly.garmin.com website, which down-

◀ Today's cockpit needs regular data updates to remain in compliance.

loads an application code to your computer. The Garmin updater is not compatible with Apple Macs; a Windows laptop will be required, running at a minimum Windows Vista. Apple users might consider buying a refurbished Windows-based laptop or using the Parallels remote access app.

The last update for Garmin terrain (worldwide) was January 2017 and is due for an update. The cost for a single terrain update is C\$185. The obstacle DB is updated every 56 days and costs C\$60 per update (U.S., Canada and Europe) per nav/com. Garmin offers a bundled price for two nav/coms for the Americas (North, Central and South America) at C\$970 per year. Jeppesen's cost for the nav updates subscription for two nav/coms is U\$759 per year for the Americas.

Bad Elf's Wombat is designed to make the updating process simpler. The Wombat is a piece of hardware about the size of a standard powervault device. With USB, SD card ports and an app, the pilot/owner is able to update their aircraft systems without the necessity of bringing the cards home or relying on a laptop or the airport's Wi-Fi connections. Using the Jeppesen Distribution Manager app (JDM Mobile), updated files can be downloaded onto your tablet at home or the office using a high-speed connection. At the aircraft, simply pop the card out of the navigator and insert it into the slot on the Wombat. For Garmin 530s/430s, the Jeppesen Skybound adapter will be required. The Wombat and Jeppesen's JDM Mobile app will not update Garmin obstacle and terrain DBs. The Wombat is a multi-tool product, able to upload data from SD cards and USB sticks directly into cloud-based management tools like SavvyAnalysis, MyTBM and Cirrus Reports.




Electronic Flight Bag (EFB) applications like ForeFlight, FltPlan Go and WingX should be updated before you fly. The amount of data to be downloaded will depend upon the states, provinces and chart types selected in the EFB. As an example, ForeFlight would require 63 GB of storage space to store the Americas and Europe and the initial download would require 1.5 hours at 100 Mbps. For the next 28-day cycle, Fore-

flight has a delta download process, which downloads up to 20 percent of the space (10 GB if all data is selected). If you do not plan on downloading all of the U.S. or Canada, a good rule of thumb for the U.S. is that each state requires, on average, 320 MB to download all content. Larger states like Texas or California will require more space; Alaska alone takes up around 4.5 GB of space. Canada requires, on average,

850 MB per province or territory with all available items selected. Larger areas like Nunavut will take up about 3 GB of space.

Nav Canada announced they will be discontinuing the paper version of the Canada Flight Supplement (CFS) effective November 2020. Subscriptions to their digital replacement product (PDF) will be available on a region basis (\$16.50 per region per year). Some EFBs include the CFS in their product subscriptions.

Keeping your aircraft's avionics and smart device's data, operating system and applications up to date is a fundamental safety requirement, certainly for IFR flights (it is not legal to file if the navigator's data is not up to date). Having up-to-date information in the cockpit is not only a regulatory requirement, it improves the probability of a safe flight outcome. 



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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.
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- 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.

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STABILIZED APPROACHES IN VFR

JUST AS IMPORTANT AS IN IFR



◀ A stabilized approach to a runway is a key factor in assuring a safe outcome.

Experienced IFR pilots have learned that flying an approach to minima is a high-risk phase of IFR flight. These experienced pilots have also learned that the appropriate risk mitigation to the IFR approach is a stabilized approach. All IFR approaches are designed to guide the pilot over the Final Approach Fix (FAF) to a specific point called the missed approach point (MAP) and from there to a safe landing or a go-around/missed approach.

The quality, smoothness and ultimate safety of the approach and landing are significantly influenced by the condition of the aircraft at the FAF. The FAF is the point on the IFR approach procedure where the approach should be stabilized. This means that the aircraft must be on track, both horizontally and vertically, at the proper power setting, speed, rate of descent, and with a landing configuration appropriate for the conditions of the day. This ensures that the aircraft does not require any further pilot input, or at most some very minimal corrections, to ensure a safe landing. Meteorological conditions such as wind and turbu-

lence, as well as other factors, still require the pilot to remain focused and apply control inputs as required.

Many VFR landing accidents in General Aviation (GA), some fatal, are the result of loss of control, usually in flight, but also on the ground following touchdown. Many of these landing accidents are the direct consequence of the pilot

"...THE CANDIDATE IS EXPECTED TO ANNOUNCE WHETHER OR NOT THE AIRCRAFT IS STABILIZED."

failing to achieve a stabilized approach and, in some cases, failing to execute a timely and proper go-around.

In VFR, the circuit serves, among other things, the same purpose as the approach procedure in IFR. The circuit is designed to guide the pilot to a safe landing. Similar to IFR procedures, the quality, smoothness and safety of the

approach and landing will be directly related to whether or not the aircraft was stabilized prior to, or shortly after, establishing the aircraft on the final approach leg. The attention and accuracy with which the pilot flies, or enters the circuit, especially on a straight-in final, will determine how well the aircraft is positioned for a safe landing.

The Transport Canada Flight Test Guide for the Private Pilot Licence was recently amended to include a Stabilized Approach for all approaches to a landing. During the Flight Test, and at some point on the approach, the candidate is expected to announce whether or not the aircraft is stabilized. That 'some point' is not as precisely defined as the FAF in IFR, and it may not be the moment the aircraft turns onto final, as further changes to the aircraft configuration and flight path may still be required. However, it is reasonable to assume that approximately halfway between the base turn to final at 500' AGL, and the touchdown point, the pilot would have achieved a stabilized approach: power setting, speed, rate of descent and landing configuration for the conditions of the day. At 200 feet AGL, the candidate is required to declare whether or not the approach is stabilized. If not, a go-around will be executed.

The General Aviation Safety Campaign's Safety Initiatives Team firmly believes that the implementation of a stabilized approach in VFR flying and a timely decision to execute a go-around, when required, will bring about significant reductions in the number of loss-of-control accidents, and encourages all pilots to review and apply this technique on every approach. ✈️

FATE'S GAME

AN AVRO JETLINER, A FOUND FBA-1 AND SOME SUPERMARINE SEAFIRES

On August 10, 1949, the Avro Jetliner took off on its maiden flight. It was nine years ahead of Boeing's 707, and only thirteen days behind de Havilland's Comet, from being the very first jet transport aircraft to ever fly. Bud Found took a photograph of that takeoff and a few others. He didn't know it at the time, but those photos would make the FBA-1 famous. Bud's brother Grey, sensing an opportunity, called the Toronto Star to see if they had any interest in the photos. It turned out the Star and all the other newspapers had a great deal of interest in them. When asked what they wanted for the rights to the picture, Grey requested a feature article be published on the FBA-1, including an article detailing the Found Brothers' Aviation story. Within the hour, the Star had their picture of the Jetliner and published the Found article. Forty-eight hours later, a traffic jam clogged what is now Airport Road at Malton. People were lining up a half-mile away from the Found Brothers plant, trying to get pictures of the FBA-1.

The official flight test schedule for the FBA-1 was proceeding smoothly. On the day assigned for the maximum velocity flight test to be performed, weather conditions were good, and the wind was light. Sherman was at the controls and Bud was observing from the right seat. During the high-speed test dive, at 160 knots IAS, all hell broke out. The left aileron jammed at the wing joint and could not be operated with the control wheel. When it became obvious they were in trouble and might not be able to get the aircraft back to the airport or on the ground safely, Sherman told Bud to get the parachutes from the cargo space behind the seats. In the confusion, Bud accidentally pulled the ripcord. The pack

exploded open, filling the cockpit with parachute material and temporarily blinding Sherman, making it impossible for him to fly the aircraft. While wrestling the chute out of the way, Bud's long legs struck the right rudder pedal and the resulting yaw lifted the left wing. Now at five thousand feet above ground and close to the airport, Bud concentrated on getting Sherman free of the mess and coaxing the aircraft back to straight and level flight. Finally free, Sherman set about learning to fly the aircraft with a lot of right rudder, elevator and very limited aileron control.

Bud advised the tower they had experienced a flight control problem and would like a long approach. By then Sherman had stabilized the aircraft. He gently manoeuvred the nose around to the runway heading and concentrated on keeping it straight and level. After a shallow descent from a long final approach, they landed without further incident. The aircraft was taxied to the hangar and parked outside the north wall where the damage could be investigated privately, away from the busy hangar. It was left there in that location as the two brothers retired.

A few days later, a bizarre and tragic turn of events took place. A squadron of Navy Seafires returning from an air show at the Canadian National Exhibition did a low flypast of the airport. Ethel was visiting her son, Sherman, at the airport and was walking on the grass outside the Toronto Flying Club with Sherman's son, Rick, the author of this book. Rick was four at the time. He recalls the event clearly:

"The speed, noise and even the smell of the aircraft exhaust had everyone looking at the brilliant display of formation flying. And it was so close! Suddenly, an explosion came from the direction the planes were coming from. I looked toward the noise and all I saw was a shower

of flying debris coming at me. I felt my grandmother grab my hand and without a word drag me rapidly toward the open door of the hangar. I was startled since I had never seen her move so quickly. As we headed down the hill from the flying club, a tail section of an aircraft crashed onto the ground in front of us and blocked our route to the hangar. I wanted to stop and look at it, but Gonny, as I called her, would have none of it; she purposefully dragged me toward what was now the burning hangar, for the roof had caught fire. As we approached it, people fleeing from the building met us. We joined them and headed back up the hill into a huge debris field of burning twisted metal dotted with small fires that had broken out in the dry grass." As quickly as it started it was over and the fires extinguished. The then four-year-old Rick Found recalled, "The drive home that day seemed to take forever. People had stopped to take pictures of the wreckage that was stretched out along Airport Road."

The significant casualty for the Found family from this terrible mid-air collision was the FBA-1, which was parked beside the hangar. It was sprayed with shrapnel from the explosion. The 'Green Hornet', as it was affectionately known because it sported army-green war surplus paint, was deemed beyond repair and never flew again. CF-GMO had twenty hours of flight testing and had proven to the brothers' total satisfaction the viability of a high-wing aircraft on tricycle gear featuring a large, welded steel cabin and matching tail surfaces. ✈️

The above is an excerpt from Bush Hawk (Undaunted Belief), by S.R. (Rick) Found. A newly revised edition of his book is available for purchase. See the Bookshelf section in this issue for ordering details. — Ed.

MONTEBELLO



MONTEBELLO 2020 FLY-IN

A WINTER TRADITION CONTINUES WITH COPA
ONCE AGAIN AT THE HELM

Text by Jean-Pierre Bonin

Photos by Jean-Pierre Bonin and H el ene Lavigne

Inaugurating the winter fly-in season again this year was the COPA Montebello 2020 Fly-In, the first of three fly-ins to be held in western Quebec in January and February.

Unfortunately, the dreaded 'weather permitting' qualifier played a role in the turnout once again this year. Yet 22 aircraft (21 of which actually landed) showed up in the narrow time frame Saturday morning as freezing rain and snow were forecast to come from the west. As a result, most of those arriving by air came from the east. Others chose to enjoy the event in their motor vehicles.

This year was the second with COPA in the role as organizer of the winter fly-in that was originally the Challenger Winter Rendezvous. (It would have been 30th anniversary of that event.) Through all those years there were sunny days, icy ones with aircraft on wheels arriving in great numbers, and slushy weekends. One year even saw ice forming so late that we all wondered if it would turn into 'Waterbello'.

Yes, if summer fly-ins are prone to weather hazards, winter ones are like Forrest Gump's boxes of chocolate: "You never know what you're gonna get."

Marshalls from Vintage Wings of Canada were on the scene again this year to ensure safety on

the ground (and the ice) and the safe circulation of aircraft. And they got their load of fun when eight airplanes and one Airbus EC120 Colibri helicopter all arrived, one after the other, at about the same time. This ended up with a nice line of parked aircraft (from a photographer's point of view), thanks to the pilots from Joliette and elsewhere.

Former COPA vice-president of operations Patrick Gilligan made a few flypasts with an AeroVolga Borey flying boat and then came back to land in his RV-8 on wheel-skis. He was interviewed by Steve Thorne of Flight Chops, who was also the guest speaker at Saturday night's banquet in the Fairmont Ch ateau Montebello hotel. A video on flightchops.com about the COPA fly-in and Gilligan's RV-8 should be available at the time this issue is published, or shortly thereafter.

Inside the magnificent wooden structure of the Ch ateau Montebello, conferences were held on topics like transitioning between different aircraft types, by Ludovic Masson, General Flight Standards Inspector, Transport Canada, Claude Roy, and Samantha Wilson-Clark, director of civil aviation medicine at Transport Canada, who gave an update on Civil Aviation Medicine. The day ended with a banquet attended by some forty guests. 🍷

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RVA HIVERNAL MONTEBELLO 2020

UNE TRADITION HIVERNALE CONTINUE AVEC COPA À NOUVEAU À LA BARRE

TEXTE DE JEAN-PIERRE BONIN

PHOTOS DE JEAN-PIERRE BONIN ET HÉLÈNE LAVIGNE

La saison hivernale des rendez-vous aériens (RVA) a été inauguré encore cette année par le Rendez-vous Montebello, le premier des trois à se tenir dans l'ouest du Québec en janvier et février.

Et cette année, le redoutable « si la météo le permet » a de nouveau joué un rôle limitant la participation par la voie des airs. Malgré cela, 22 aéronefs (21 atterrissages) sont arrivés dans un laps de temps serré le samedi matin alors que la pluie verglaçante et la neige devaient venir de l'ouest en début d'après-midi. Ainsi, la plupart des personnes présentes par voie aérienne sont venues de l'est. D'autres ont choisi de venir par la route pour profiter de l'événement.

Cette deuxième édition du RVA hivernal COPA Montebello a poursuivi ce qui était le Rendez-vous annuel hivernal des Challenger qui en aurait été à sa 30e édition. Tout au long de ces années, il y a eu des journées ensoleillées, d'autres sur surface glacée avec des avions sur roues pouvant venir en grand nombre, des week-ends de neige fondante et même un an avec de la glace se formant si tard que nous nous sommes tous demandé si ce serait « Waterbello ». Si les RVA d'été sont sujets aux aléas climatiques, ceux d'hiver sont comme les boîtes de chocolat de Forrest Gump. « On ne sait jamais sur quoi on va tomber ».

Cette année encore, les signaleurs des Ailes d'époque du Canada étaient

sur les lieux pour assurer la sécurité au sol et la circulation sécuritaire des aéronefs. Et ils en ont eu pour leur argent quand 8 avions et un hélicoptère EC120 sont arrivés l'un après l'autre à peu près au même moment. Cela a formé une belle palette photogénique d'avions en ligne grâce aux pilotes de Joliette et d'ailleurs.

Patrick Gilligan, ancien vice-président des opérations de la COPA, a fait quelques survols avec le « bateau volant » Borey d'AeroVolga, puis il est revenu atterrir dans son RV-8 sur des skis-roues. Il a été interviewé par Steve Thorne de Flight Chops qui était également le conférencier invité au banquet du samedi soir à l'Hôtel Fairmont Château Montebello. Une vidéo sur le RVA COPA et le RV-8 de M. Gilligan devrait être disponible sur flightchops.com au moment de la parution de la présente édition du magazine ou peu de temps après.

À l'intérieur de la magnifique structure en bois du Château Montebello, des conférences ont eu lieu sur des sujets tels que la Transition d'un aéronef à un autre type par Ludovic Masson, inspecteur général des normes de vol, Transports Canada et Claude Roy, ainsi qu'une session de Q & R - Présentation- Médecine de l'aviation civile par Samantha Wilson-Clark, directrice, Médecine de l'aviation civile, Transports Canada. La journée s'est terminée par un banquet avec une quarantaine d'invités. 🍷

COPA FLIGHT 70

OSHAWA-BASED CLUB HIGHLIGHTS AIRPORT ATTRACTIONS

As the clock ticked past midnight ushering in 2020, members of COPA Flight 70 took time to review the status of the Oshawa Airport and ready their planes for the 2020 flying season.

The owner of the Oshawa airport (CYOO) since it was divested from Transport Canada in 1996 is the City of Oshawa. A new city council was elected last year, and they were faced with creating a new business plan and renegotiating new on-airport leases. This is proving to be a slow but nevertheless ongoing process, not unlike in other years.

The winter of 2019/2020 is proving to be one of the most challenging in the past decade, with record amounts of single-day snowfalls and several ice storms that have shut down schools and businesses alike. However, airports must stay open and available 24 hours a day, seven days a week. To this end, airport manager Steven Wilcox acquired some very heavy-duty equipment that was previously used at Toronto's Pearson airport (CYYZ). Now, heavy snow can be blown over 15 metres away from the runway with just a few passes. Then, a huge broom sweeps the runway right down to the pavement.

A newly installed security system is just going online. Video/audio boxes are installed both air side and ground side. Arriving pilots will be able to buzz the duty officer and can be buzzed in or out without waiting for someone to arrive at the entrance with a key.

The south side of the airport has been designated an historically significant area, which protects it from over-development. It already supports the Ontario Regiment, Royal Canadian Armoured Corps' 'Tank' museum, the Royal Canadian Air Force Association 420 (City of Oshawa) Wing, a gymnas-



tics club, a soccer field, and is home to a Canadair CL-13 (F-86) Sabre jet mounted on a pedestal. Additionally, it will soon house some artifacts from the British Army's Special Training School No. 103 (aka Camp X). It is also home to restored Second World War-era buildings.

The one persistent problem that is still plaguing users is the card lock fuel delivery system, which has not worked reliably for several years. Hope, though, is on the horizon and it should be working by the time you read this.

COPA prides itself on being an umbrella organization and many Flight 70 members belong to other aviation organizations, such as the Recreational Aircraft Association (RAA).

Several members serve as volunteer pilots for Hope Air. They have well-equipped airplanes, are IFR-rated and

▲ Attending 420 Wing's New Years' Levee from left are Flight 70 Captain Gord Mahaffy, Oshawa mayor Dan Carter and MPP Jennifer French.

make regular Hope Air flights, mostly from remote rural areas to places like Toronto, where advanced medical care is available. It is with great pride that Flight 70 member Lee Arsenault was recognized as Hope Air's Volunteer Pilot of the Year.

So, if you're looking for places to fly, consider the Oshawa airport. The café is closed on the weekends, but there is a large Chinese restaurant just steps away from the terminal building, and public transit is conveniently available to take you anywhere you want to go.

Fuel is available at Enterprise Airlines either by taxiing to them or on a call-out basis if parked on the ramp. ✈️

WAYPOINT AVIATION CONNECTIONS

ANNUAL EVENT CONNECTS INDUSTRY TO AVIATION-MINDED STUDENTS



▲ Left: Industry representatives make their case. Right: Audience questioning was encouraged.

The Waypoints Aviation Connections annual conference, co-sponsored by the British Columbia Aviation Council (BCAC) and the British Columbia Institute of Technology (BCIT), took place at BCIT's downtown Vancouver campus on January 23. This year's theme was sustainability.

Essentially a career fair and networking event that spanned four hours on a weeknight, over 20 aviation-related companies and institutions had representatives on site to discuss with students a variety of different career options that the industry offers. Industry representatives came from, among others, national and regional airlines, both fixed and rotary wing flight schools, the Pacific AME Association, the Vancouver Airport Authority and Elevate Aviation, a not-for-profit organization promoting woman in aviation.

The format consisted of 20 bistro-style tables spread around the room, with the participating organizations' names and logos on a sign atop the table and attended by two or three of their representatives. Students were free to wander the room, asking questions at the tables. At the front were seats where

attendees sat to listen to presentations from industry leaders, such as Chinook Helicopter's CEO Cathy Press, Harbour Air's vice-president of maintenance Gerry Egan and YVR's director of environment Marion Town. With the three formal presentations staggered throughout the evening, the speakers then fielded questions from the students, some of them tough, with one young man challenging YVR's Town on the definition of sustainability in aviation.

"YVR defines sustainability through a broader lens than most organizations do," responded Town. "In 2015 we engaged with external consultants to establish a comprehensive baseline of best business practices using our four pillars to define excellence in sustainability: environment, social, governance and financial. I'm happy to report that we've worked hard to see significant improvement since then to become the top-ranked organization to have met the established business practice targets." Town went on to cite its BioPortYVR sustainable aviation fuels initiative recently launched as an important initiative to the sustainability of the aviation industry. *

Not all student attendees were on the verge of entering the industry.

"Judging by the age of some of the students attending, I estimate it will take up to four years before they are ready to enter the industry," said Chinook helicopter's CEO Cathy Press. "But it was great to see representatives from such a broad cross-section of the industry present in one room."

The first Waypoints event was organized by students who were members of the aviation clubs at the University of British Columbia, Simon Fraser University and BCIT. It continues to be run by student volunteers from the clubs.

"We are incredibly pleased with the turnout," BCAC executive director Dave Frank told COPA Flight. "The event continues to grow, and we see it as a solution to address the looming shortage of human resources in the industry." ✈️

* Read more about YVR's BioPort initiative page 26 of the February 2020 issue — Ed.

REGIONS PRAIRIES + THE NORTH

FLIGHT TRAINING OPPORTUNITIES

PRAIRIE COLLEGE PREPARES A DIFFERENT BREED OF BUSH PILOT

Ever fancied piloting a light aircraft in Africa? How about in remote regions of the world, bringing relief to disaster victims? Do you want a college diploma earned concurrently with a commercial pilot licence? If you answered yes to the above, and you consider yourself a Christian, you may want to check out Alberta's Prairie College.

Offering a two-year provincially accredited Associate of Arts diploma at their Prairie Aviation Training Centre, the program blends religious studies at their Three Hills location with flight training undertaken at the nearby Three Hills airport (CEN3). The school is known for preparing graduates for mission-related flying opportunities as well as for careers in the mainstream aviation industry.

Mission Aviation Fellowship — Canada, one of the major employers of Prairie graduates, took control of the program in 2018.

"Over the 11 years I spent flying with Mission Aviation Fellowship in Northern Africa, I often remembered the great lessons I learned while flying here in Three Hills," says former student and current program director Calvin Hildebrandt.



▲ The flight line at Three Hills airport.

The Prairie Aviation Training Centre's aircraft fleet comprises three Cessna 172Ms, two American Champion Citabrias (a 7GCBC and a 7ECA), a Cessna R182 and a Piper Seneca II (PA-34). The centre also has a full-motion Redbird FMX flight simulator.

Prairie College was founded initially as a bible college in 1922, offering a variety of four-year degree programs as well as numerous one-year certificate and two-year diploma programs. The aviation program was started in 1992 and has graduated hundreds of pilots since then, pilots who have found employment not only in missionary work, but also with national and international charter operators and airlines.

The college boasts a 97 percent degree completion rate (for all students, including those in aviation studies). Perhaps surprisingly, only about 14 percent of students identify as evangelical Christians, and over 25 different Christian denominations are present. Seven percent declare themselves to be inter- or nondenominational.

Last year's aviation cohort saw 22 students in the program, with the majority finding employment within eight months of graduating.

Three Hills is a small town of around 3,200 residents. It is located approximately 85 kilometres northeast of Calgary. 📍

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SAINT-JEAN-SUR-RICHELIEU

SITE OF THE COPA 2020 CONVENTION AND TRADE SHOW



◀ Colourful balloons dot the skies over Saint-Jean-sur-Richelieu.

A LITTLE BIT OF HISTORY

Saint-Jean-sur-Richelieu is located 40 kilometres south of Montreal and situated on the banks of the Richelieu River. The Richelieu runs all the way from the St. Lawrence river to New York City, as it is connected via canals to the Champlain Lake and then on to the Hudson River.

It was thus of the utmost strategic importance to establish a series of forts along the Richelieu during the French regime. After the American Revolution, numerous Loyalists joined the local families. Throughout the 19th century, Saint-Jean-sur-Richelieu became increasingly French-Canadian and Catholic.

RIVER TRADING

In the 19th century, the end of hostilities left the way open to trade. It began to bring visitors from Montreal, New York and all of the New England states. Easily navigable from the opening of the Chambly Canal in 1843, the river is a driver of local economic development. Its contribution to regional prosperity is such that St-Jean-sur-Richelieu became, by the middle of the 19th century, the largest inland port in Canada.

THE FIRST RAILWAY IN CANADA

Railways and canals were introduced early in the region to accommodate a thriving commercial trade between Canada and the U.S., and to avert the cumbersome rapids just below Saint-Jean-sur-Richelieu. In 1836 the first railway line in Canada, the Champlain

"IT IS ONLY NATURAL, THEN, THAT THE CITY OF SAINT-JEAN-SUR-RICHELIEU OWN AND OPERATE A REGIONAL AIRPORT."

and St. Lawrence Railroad, connected Saint-Jean-sur-Richelieu and La Prairie, across the river from Montreal. The Chambly Canal was finished in 1843.

In the 20th century several large industries (notably American multinationals) were attracted by generous incentives and the CN and CP rail routes.

A nearby military base provided some employment, and a military college opened its doors to academic training in 1952.

Agriculture Canada has a horticultural research centre in the city, too, and Saint-Jean-sur-Richelieu is home to major trucking companies, delivering merchandise throughout North America. It is only natural, then, that the city of Saint-Jean-sur-Richelieu own and operate a regional airport (CYJN), offering yet another mode of transportation for goods and people.

Today, Saint-Jean-sur-Richelieu boasts leisure infrastructure, retail and services tailored for its 95,000 citizens. Its status as regional capital has also encouraged the establishment of many public services and government institutions particularly in the areas of health, education and public safety.

ATTRACTIONS

From water sports, cycling paths, agritourism, museums and fine dining, along with a vibrant aviation community, Saint-Jean-sur-Richelieu offers a wide variety of activities, catering to the visitor's interests. Saint-Jean-sur-Richelieu holds an architectural heritage, one that offers courses of great interest for history and architecture buffs. It is wonderful to take a stroll in the Old Saint-Jean downtown area, which is dotted with interesting buildings, small shops and restaurants.

The oldest train station in Canada now Saint-Jean-sur-Richelieu's tourism office. Since 1984, Saint-Jean-sur-Richelieu has been hosting the International Balloon Festival. Held in August, it is the largest gathering of balloons in Canada. 🎈

SAINT-JEAN-SUR-RICHELIEU

LE SITE DE LA CONVENTION ET DU SALON COPA 2020

UN PEU D'HISTOIRE

La ville de Saint-Jean-sur-Richelieu est située à une quarantaine de kilomètres au sud de Montréal, le long de la rivière Richelieu, qui est connectée à New York par un réseau de canaux, le lac Champlain et la rivière Hudson.

Il était par conséquent d'une importance stratégique d'y construire une série de forts pendant le régime français. Au cours de la guerre d'indépendance américaine, plusieurs loyalistes rejoignent les familles locales. Puis, graduellement, au cours du 19e siècle, Saint-Jean-sur-Richelieu devint de plus en plus à prédominance catholique francophone.

COMMERCE PAR LA VOIE MARITIME

Au 19e siècle, la fin des hostilités fit place aux échanges commerciaux, tant avec Montréal qu'avec New York et les états de la Nouvelle-Angleterre. Facilement navigable depuis l'ouverture du canal de Chambly en 1843, la rivière est un vecteur de croissance économique. Sa contribution à l'activité économique est telle que Saint-Jean-sur-Richelieu devint au milieu du siècle le plus important port intérieur du Canada.

LE PREMIER CHEMIN DE FER AU CANADA

Des chemins de fer et des canaux furent construits tôt dans la région afin d'appuyer la vigoureuse activité commerciale entre le Canada et les États-Unis et pour contourner les rapides juste après Saint-Jean-sur-Richelieu. En 1836, le premier chemin de fer au Canada, le Champlain and St Lawrence Railroad, lia Saint-Jean-sur-Richelieu et La Prairie. Le canal de Chambly, pour sa part, fut achevé en 1843.

Au cours du 20e siècle, plusieurs industries manufacturières d'importance


— notamment des multinationales américaines — furent attirées par de généreux incitatifs et par les chemins de fer du CN et du CP. Une base militaire fournit de l'emploi et un collège militaire existe depuis 1952. Agriculture Canada opère également un centre de recherche au cœur de la ville.

Saint-Jean-sur-Richelieu comporte également une solide industrie du camionnage, qui offre un service de transport de marchandises sur tout le territoire nord-américain. Il est donc tout naturel que la Ville de Saint-Jean-sur-Richelieu possède et opère un aéroport régional (CYJN), offrant par le fait même un autre mode de transport pour les personnes et les marchandises.

Aujourd'hui, Saint-Jean-sur-Richelieu jouit d'infrastructures de divertissement, de sports, de commerce de détail et de services pour sa population de 95 000 habitants. Son statut de capitale régionale a aussi favorisé l'implantation de plusieurs services publics.

ATTRACTIONS

Saint-Jean-sur-Richelieu offre une panoplie d'activités, de sports nautiques, pistes cyclables, agrotourisme, visites de musées et gastronomie, pour le plus grand plaisir de ses visiteurs. La ville offre un héritage architectural intéressant. Il est très agréable de prendre une marche dans le secteur du Vieux-Saint-Jean, qui comporte une multitude d'édifices intéressants, de boutiques et de restaurants.

La plus vieille gare de chemins de fer au Canada est maintenant devenue l'office du tourisme de Saint-Jean-sur-Richelieu. Depuis 1984, Saint-Jean-sur-Richelieu est l'hôte du Festival International de Montgolfières qui se tient en août. C'est le plus important événement du genre au Canada. 



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ON THE HORIZON

UPCOMING EVENTS

MARCH 4

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

MARCH 7

Kars, ON (CPL3) Kars RAA Chapter 4928 11th Annual Ski Fly-In/Drive-In 11:00 - 14:00 Home style food served in our Clubhouse at Rideau Valley Airpark, coordinates N45°06 W075°38. Com 123.4, RWY 26 /08. Public Welcome. Dilworth Road just east of 416. More info and field conditions 613-296-3391

MARCH 14

(CES4) 139 Rust Remover. 10:00 - 14:00 - \$25 Includes lunch. Two year recurrent training activity required by all Canadian pilots. More info: 780-961-2213 / dan@syz.com. We look forward to seeing you there!

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 21

Sarnia ON, (CYZR) Flight 7 Rust Remover 07:15 - 08:30 Retired London FIC Specialist Rob Elford will present an Aviation Safety Seminar on Summer Flying. Attendees will qualify for Recency requirements. Please bring your Pilot's License number and log-book. More info: 519-542-4555

APRIL 21

Winnipeg, MB Flight 35 Convention in conjunction with the Manitoba Aviation Career Fair, Flight 35 will host a day of informative sessions for pilots, Tuesday 21 April 2020, 9 am to 4 pm, 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 recurrence session for pilots. Holiday Inn Express Polo Park, 1740 Ellice Avenue. Admission \$5 for COPA members, \$20 for non-members. Contact Jim Bell at jbelle@copanational.org for more information.

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-Hangers 9-08:00 coffee, snacks and lunch provided for pre-registered attendees. Program 09:00-14:30. Fly-ins, please request the "T Hangers" with Kelowna Ground, then look for the marshal at the entrance to the T Hangers or contact them on 135.9. Fly-in the night before and join us for complementary burgers, hotdogs, tie downs (NC) and stories 17:00-20:00. Shuttles available. More info: 250-215-3585, aerialchef@gmail.com, 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 08:00hrs for those wanting breakfast and lunch. More info: 519-364-3220, 519-881-6020, barrytschirhart@wightman.ca

MAY 2

Rocky Mountain House, AB Flight 166 COPA For Kids, 09:00 more info: 44flyeraa@gmail.com, 403.845.0978

MAY 9

Tiny, ON Flight 73 COPA for Kids 08:30 - 13:00 Rain Date June 27. More info: leigh.rigden@gmail.com

MAY 31

Camrose, AB. (CEQ3) Flight 137 63rd Annual Fly-in Breakfast, 07:00 - 12:00. Photo of your aircraft on final. More info: glysens@telus.net

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

BEISEKER, AB (CFV2)

Flight 212 - Monthly meeting 3rd Saturday 10:00, Beiseker Airport Clubhouse.
hwregget@shaw.ca

BONNYVILLE, AB (CYBF)

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

BORDEN, ON (CNV8)

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

BOUNDARY BAY, BC (CAK3)

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

BRANTFORD, ON (CYFD)

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

ON THE HORIZON

BURLINGTON, ON (CZBA)

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

BUTTONVILLE, ON (CYKZ)

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

CALGARY, AB (CYBW)

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

CAMROSE, AB (CEQ3)

Flight 157 - monthly meeting 3rd Wednesday, Camrose Airport Terminal Building. \$10 Pizza 18:00 then meeting follows. glyseng@telus.net

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 16:3, 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 2nd Wednesday, Summer - clubhouse. Winter - terminal, copa45.com

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.



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ON THE HORIZON

INNISFAIL, AB (CEM4)

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

IRON CREEK, AB (CEK6)

Flight 157 - Monthly Fly-in for coffee and goodies, 09:00 - 13:00 3rd Saturday. shelley@cciwireless.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. lacialbicheflyingclub.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. mcFlying@mail.com

MEDICINE HAT, AB (CYXH)

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

MIRAMICHI, NB (CYCH)

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

NANAIMO, BC (CYCD)

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

NELSON, BC (CZNL)

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

NORTH BAY, ON (CYYB)

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

OLDS DIDSBURY (CEA3)

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

OKOTOKS, AB (CFX2)

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

OLDS-DIDSBURY, AB (CEA3)

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

OSHAWA, ON (CYOO)

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

OTTAWA, ON (CYRO)

Flight 8 - Monthly meeting 19:30 2nd Wednesday, Rockcliffe Flying Club. pres. copa8@gmail.com, vice.copa8@gmail.com

PONOKA, AB (CEH3)

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

PENTICTON, BC (CYYF)

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

PETERBOROUGH, ON (CYPQ)

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



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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

SEDGEWICK, AB (CEK6)

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

SHOAL LAKE, MB (CKL5)

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

SUNDRE, AB (CFN7)

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

TISDALE, SK (CJY3)

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

VAL D'OR, QC (CYVO)

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

VERNON, BC (CYVK)

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

Flight 65 - Vernon Flying Club monthly pancake breakfast, 09:00-11:00 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

WETASKIWIN, AB

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

WIARTON-GEORGIAN BLUFFS, ON (CYVV)

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

WHITECOURT, AB (CYZU)

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

WOODSTOCK, NB (CCD3)

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

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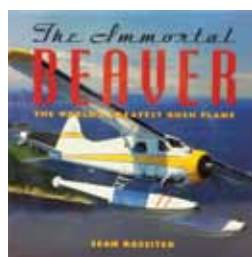
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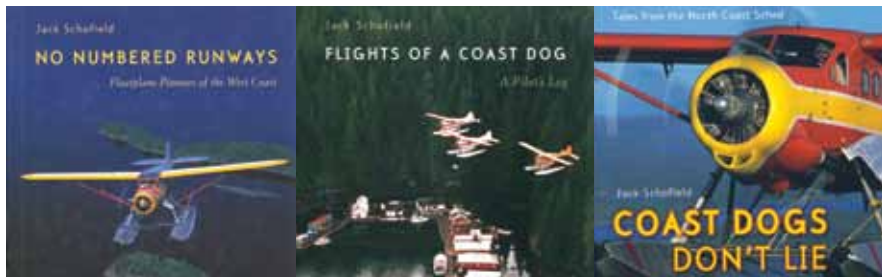
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1980 A185F Amphib, 3645/545NEW/10550/Aerocet3400, GIN750!	\$329,000 USD	1966 C337A Skymaster, 3184TT,628/148SM, CurrentCoFA,PropsDue!	\$100,000 CAD
1979 T210N, 2190 TT, 603 SM, Flint Tips! Loaded!	\$249,900 USD	1946 J3 CUB,w/PAL STC's, 5450TT, 5505SMOH,	\$55,000 CAD
1979 SierraC24R, 2500TTAE, Fresh Annual!	\$39,000 USD	1943 Grumman G44 'Widgeon'8929TT,418SM,GIN750, Summer Ready!	\$275,000 USD

FEATURED LISTINGS FOR MARCH 2020



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 (3710.20509)



TDA VOYAGEUR TDA Weight-shift ultralight, 912 Rotax 80 HP, 450 wing, 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 (3777.20477)



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 (3456.20549)



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, xpr 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 (3717.20483)



1974 CITABRIA 7GCAA 0-320 TTSN 1584, TTSO 1584 Fabric 8/10 Always hangared. Alaskan bush tailwheel, all logs, wheel pants, GPS, Kehler fixed penetration skis, shoulder harnesses. Annual Jan 2019. Located Port Perry ON. \$39,900obn. stnitsa@gmail.com or 905-429-1029 (2877.20486)



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 (3783.20511)



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 (3780.20482)



PIPER PA22 - 108X 2361 TTSN, 335 SMOH on Lycoming 0-320 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. (3077.20510)

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1989 AVIAT HUSKY, TT 1897, SFRM 47 HRS 0-360 180HP. 0 TIME PROP, EDO 2000, WHEELS, NEW GLASS. 115K CAD

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2005 RV6A 310 TTSN. Lycoming O-360 (factory new), Hartzel constant speed prop (factory new), 170 kt cruise, electric trim, electric flaps. \$20k paint scheme. Like new. \$100,000 CDN Contact: beauchab@msn.com or 705-365-7442 (2610.20515)

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1964 IFR C17E Manual flaps TTSN 4200 SMOH 650 Prop SNEW 550, compressions 7.7. Flown regularly, IFR. Dual ILS's w/GNS430W and a KX155, Garmin stereo audio panel w/4-place intercom, older Garmin mode C. Annual was Sept. 2019. Paint is terrible. Interior fair. Glass is good. Incredible value, cheap to own, fly, and insure. NDH. Logs back to new. Sarnia, ON, at CYZR. 45K CAD. (3768.20455)

FEATURED LISTINGS FOR MARCH 2020



1964 PA30 TURBO Full IFR, Super equipped, GTN 750 Nav/GPS/Com, MK12D+, ADF, GTX 327, 8000B-T, WX-11, AMS 2000, JPI EDM-760, S-TEC 50, many STC. \$110,000USD. Will deliver for expenses. Alain 514-816-5515. (3784.20516)



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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 (3725.20535)



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 (2445.20575)



1949 AERONCA SEDAN 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, \$28,000. Contact Eric - t.lakelodge@gmail.com (3786.20540)



1976 GRUMMAN AA-1B Low time, well maintained, Yankee, economical, very responsive and a pure joy to fly. Only 1414TT 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 Mark 250-893-1442 (3794.20572)



1975 C-421B Excellent condition commercial aircraft, low hours 5154 Hrs, engines props 535 Hrs, GNS 530/430 WAAS, ADS-B out, EDM760, +++ with 703 Certificate if desired. All logs and AD's up to date. \$210,000USD. Alain 514-816-5515 (3784.20517)



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 (2445.20573)



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 (2991.20542)



1978 CESSNA 172 XP Sale or Partnership, Hangared @ CSU3, IO-360 6Cyl 210hp, ~3200TT, ~300SMOH ~20SPOH, IFR, Fuel Injection, CS Garmin avionics, AmeriKing ELT. Recent annual. \$105,000 Cdn. 514-721-1818 or 450-653-3922 (3247.20513)



1977 PA 18 SUPER CUB Total rebuild carried out in 2009 @ TTSN 1498.2 hrs. by Cub Crafters. New Univair fuselage, 3" extended landing gear, 2000 lb up gross. 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. All new electrical, wiring, circuit breakers, switches. Welded float fittings installed. \$140,000 USD. Contact: 250-392-2868 or email: randy-fly.bc@shaw.ca (3790.20562)

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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 (3464.20569)



1956 CESSNA 180A 5305 TT, 642 SMOH. Recent soft nose over. Prop strike inspection. New prop, spinner, Selkirk cowls, brake lines, upgraded brake lines, windshield, belly skin, floor pan, boot cowls. Paint and interior excellent. 31" Bushwheels w/new AAF 6-bolt rims, Federal hydraulic skis. STOL kit, VGs, Pponk gear boxes, upgraded landing lights and beacon. 8.50-6 tires. Baby bush wheel. Extended baggage. \$139,000 USD 403-783-7409 or neil@boost-it.ca (3721.20544)



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. (3792.20571)



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 (3772.20558)

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



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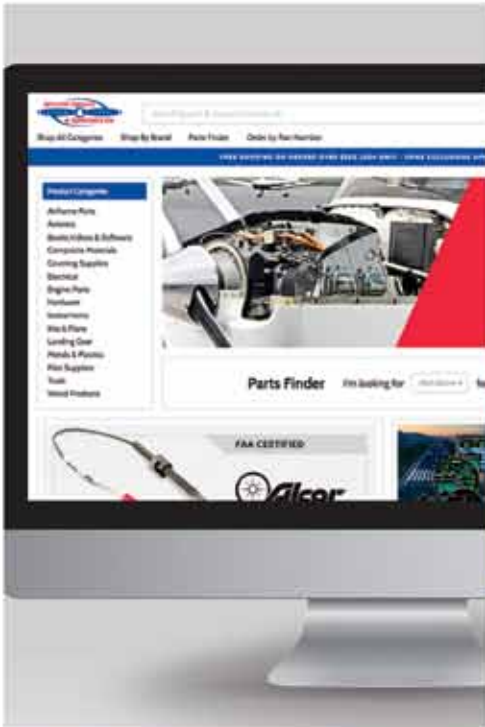
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