

# Flight



The Journal of the Canadian Owners and Pilots Association

MAY 2020



## 2020 COPA Director Elections

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Classified Ads  
(p.44)

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TRAINEES HIT HARD**  
*PANDEMIC CHANGES CAREER  
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**28**

## FEATURE

### WINE COUNTRY, B.C.

Although social distancing rules and travel restrictions make recreational travel almost impossible during the COVID-19 pandemic, it doesn't prevent us from planning for sunnier days. For pilots in British Columbia, and to many east of the Rockies, a trip to the renowned wine country of the Okanagan-Similkameen region of south-central B.C. is a must-do endeavor. Contributing writer Janine Cross takes us there.

**ON THE COVER:** Squamish photographer and podcaster Warwick Patterson contributed this spectacular photo of a Cessna 172 flying over Howe Sound, with B.C.'s Salish Sea and Vancouver Island as a backdrop. Check out his website at [flyingbc.com](http://flyingbc.com) for more.

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## THE COVID-19 PANDEMIC

### HOW THE QUICKLY EVOLVING REALITY IS CHANGING OUR WORLD

Just to be clear, I am writing this on Sunday, April 5. I make a point of mentioning it because if we go back to last month's President's Corner, I was inviting everyone to our 2020 events as if nothing unusual was happening. That column was written before the World Health Organization declared a pandemic on March 11 and sent to COPA Flight's editor about three weeks prior to it being in your hands. It was still rainbows and unicorns back then; situations can happen so quickly and turn your world upside down. Other than prior events, such as the financial crisis of 2008-9, the last time our industry (and the world) took such a major, disrupting turn on September 11, 2001.

In project risk management terms, we find 'known-knowns' (known risk with known impact) and 'known-unknowns' (known risk with unknown impact). It's frightening to say that this pandemic is close to the textbook worst-case scenario anyone could think of — a third category referred to as the 'unknown unknown' (unforeseen risk with unforeseen impact).

Though the aviation industry has always proven quite resilient and gets back on its feet a few years after a shock, this time may prove to be different. Because the global economy is affected and it is literally bringing the whole aviation industry (and others) to a grinding halt for months, it may bring about a 'new world order' for aviation. It will provide the airline industry, airport councils, IATA, ICAO and others the opportunity to gain lessons out of this crisis; it should not go wasted.

Thankfully, as of now, I don't foresee a great impact on the world of recreational aviation other than longer confinement and thus a shortened summer flying season this year, with a scarcity of resources and minor disruptions.

As I write this, we have been working diligently with other associations and the regulator (Transport Canada) in making this as seamless as possible. I must applaud TC for their efforts, for listening to all of us and putting out the exemptions and information material in a timely fashion, and for understanding and supporting everyone's needs. From the airline industry to general aviation, we are all in this together and we will get through it together.

#### AND ABOUT OUR EVENTS...

Our upcoming Annual General Meeting will be held live over streaming media for which we will send out invitations. For regulatory reasons, it needs to take place before the end of June.

Our convention in Saint-Jean-sur-Richelieu, Quebec will be postponed. However, we do not have exact dates at this point.

The World Assembly of AOPAs (IAOPA 2020) is now IAOPA 2021, having been postponed to July 19-24, 2021 (the week before AirVenture). We'd like our international guests to consider combining their trip to Montreal with a trip to Oshkosh.

As always, if you have any questions, please give me a call at 613-236-4901 x102 or write me at [bgervais@copanational.org](mailto:bgervais@copanational.org).

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# LA PANDÉMIE COVID-19

## COMMENT L'ÉVOLUTION RAPIDE DE LA RÉALITÉ CHANGE NOTRE MONDE

J'écris ce texte le dimanche 5 avril. Je me fais un point de le mentionner parce que si nous revenons au Mot du président d'Avril, j'invitais tout le monde à nos événements de 2020 comme si de rien n'était. Le Mot a été écrit avant que l'OMS déclare une pandémie le 11 mars, puis envoyé au rédacteur de COPA Flight trois semaines avant qu'il ne se trouve entre vos mains. Mais des événements peuvent se produire si rapidement et bouleverser notre monde, c'en est déstabilisant. Mis à part quelques autres événements comme la crise financière de 2008-9, la dernière fois que notre industrie (et le monde) a chaviré était le 9/11.

En termes de gestion des risques d'un projet, il y a des « connus connus » (risque connu avec un impact connu) et des « connus inconnus » (risque connu avec un impact inconnu). Il est perturbant de dire que la pandémie actuelle est l'exemple classique du presque pire scénario de la troisième catégorie appelée les « inconnus — inconnus » (risque imprévu avec un impact imprévu).

Bien que l'industrie de l'aviation se soit toujours montrée assez résiliente, à se remettre sur pied quelques années après un choc, cette fois peut s'avérer différente. Parce que l'économie mondiale est affectée et qu'elle met littéralement toute notre industrie à l'arrêt pendant des mois, la pandémie est en mesure de provoquer un « nouvel ordre mondial » pour l'aviation. Elle donnera à l'industrie du transport aérien, aux conseils aéroportuaires, à l'IATA, à

l'OACI et à d'autres l'occasion de tirer de précieuses leçons de cette crise — et profitons de cette période unique pour apprendre et s'améliorer.

Heureusement, en ce moment, je ne prévois pas de grands impacts sur le monde de l'aviation récréative autre qu'un confinement plus long menant à une saison de vol plus courte cet été, avec une pénurie de ressources et d'autres perturbations mineures.

Au moment d'écrire ces lignes, je peux témoigner du travail diligent fait avec d'autres associations et Transports Canada (TC) pour faciliter le passage à travers cette épreuve. Je dois féliciter TC pour ses efforts, de nous avoir écouté et d'avoir mis en place les exemptions et le matériel d'information en temps opportun, de leur écoute, leur ouverture et d'apporter leur soutien aux besoins de chacun. De l'industrie du transport aérien à l'aviation générale, nous sommes tous ensemble dans ces moments difficiles.

### ET À PROPOS DE NOS ÉVÉNEMENTS...

Notre congrès à Saint-Jean sera reporté. Nous n'avons pas de dates exactes pour le moment. Pour des raisons réglementaires, l'assemblée générale annuelle doit avoir lieu avant la fin du mois de juin, en conséquence, elle se tiendra en direct via les médias sociaux.

IAOPA 2020 est reportée du 19-24 juillet 2021.

Comme toujours, si vous avez des questions, n'hésitez pas à m'écrire à [bgervais@copanational.org](mailto:bgervais@copanational.org).



**✉ MARIJUANA MISSTEP**

I feel compelled to respond to J. Ranscombe's letter (Cannabis and Piloting) that appeared in the December 2019 edition of COPA Flight, both from a personal perspective and also because there is a tomb of information available about cannabis.

Unlike alcohol, which is water-soluble and is eliminated rapidly by the kidneys, cannabis is stored in the fat and stays in the body (even in hair) for weeks and possibly months.

On July 13, 2019 I experienced the wrath of what cannabis is capable of doing. It was later in the day after our flying club's barbecue that day we had some guests at our house for supper. During the warm summer evening I took one inhalation of a marijuana joint being passed around.

Within five minutes my blood pressure dropped from a normal 120/70 to 60/40 and I was sweating profusely. My wife, a nurse, called an ambulance which then took me to the local hos-

pital. Although I was released after three hours, I experienced vertigo and nausea for the following 10 days. I also voluntarily grounded myself for the 28 days required by Transport Canada.

This was my first experience with marijuana in almost 30 years and will certainly be my last. I hope that this story and information is a wake-up call to any pilot who decides to recreationally use marijuana.

*Neil Mellor  
Wasaga Beach, Ontario*

**✉ NUMBER CRUNCHING...**

I'm wondering about the numbers presented to make the case for the fuel efficiency of the Bombardier Q400 against 'the average car' (The Case for a Pickering Airport, April 2020). The authors seem to present the fuel burn of the jet on a per-passenger basis and on a per-vehicle basis for the car. Shouldn't they be compared on the same unit basis?

On the chart the Q400 is shown to burn 3.4 litres per passenger seat per 100 km, while the 'average car' is shown to burn 8.9 litres per vehicle per 100 km. A Q400 holds about 85 people. This would mean a fuel burn of 289 litres per 100 km as a vehicle, wouldn't it? Yes, the Q400 is more fuel efficient, but that might be because we don't

put as many people in the seats of a car as we should. If we did, wouldn't they be about the same? For example, if two people were in the car it would burn about 4.5 litres per passenger seat per 100 km. If three people were in the car, it would burn about 3 litres per passenger per 100 km.

*Paul Campbell  
Burlington, Ontario*

*Author Mark Brooks responds:  
We are representing emissions in the way the industry presents them, and in a form conducive to responsible personal emissions choices. Our automotive representation is for an ideal new car, with a driver driving the speed limit. Passenger load factors are a variable, but studies have shown that it typically averages 1.5 persons per car.*

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# BOARD ELECTIONS 2020

DON'T PASS UP YOUR OPPORTUNITY TO INFLUENCE COPA'S FUTURE

Every two years half of the Directors on COPA's Board are up for election. This year a total of six positions representing the following regions will need to be filled:

- Two (2) Directors representing New Brunswick, Nova Scotia and Prince Edward Island (the Maritimes)
- One (1) Director representing Northern Ontario (the area of Ontario where postal codes begin with the letter P)
- One (1) Director representing Saskatchewan
- Two (2) Directors representing Alberta and the Northwest Territories

Two Directors on the Board have already been acclaimed: Bill Mahoney, the incumbent representing Newfoundland and Labrador and Jim Bell, the incumbent representing Manitoba and Nunavut.

## HOW TO VOTE

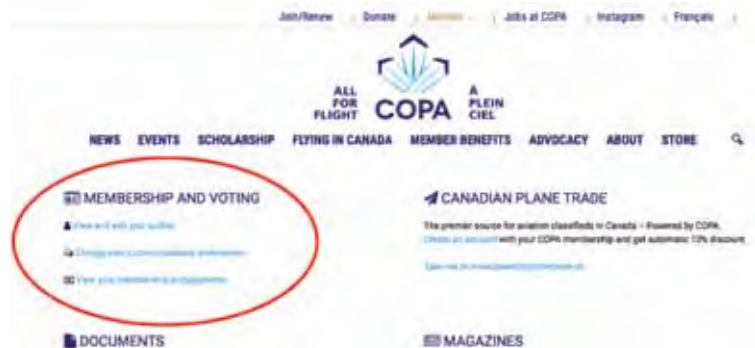
Only active COPA Members are eligible to vote. If your regional Director is not up for election, you will not be able to participate in this election. To see if you are eligible, please follow these steps:

- Go to [copanational.org](http://copanational.org).
- Move your cursor over **Member** and click on **Login** at the top of the page.
- Log in using your membership number or email address, followed by your password. If you have lost or forgotten your password, click on **Lost your Password?** and follow the instructions.
- Update your members profile if necessary. If you have nothing to update, scroll to the bottom of the page and click **Save**.

1



2



3



- After prompting you to go to the **Members Only** section, you will be able to view the candidates' bios and vote for the candidate(s) that is(are)

running in your region. If you do not see an option to view your candidates' bios and vote, it means that your regional director is not up for election.





**ALBERTA AND NORTHWEST TERRITORIES — DUSTIN WILKES**

I am currently somewhat new to the general aviation industry. A private pilot, having completed my PPL in 2017, I received my night rating in 2018 and, in 2019, achieved my instrument rating. I started training in 172s at Springbank Air Training College in Calgary and purchased my first aircraft (a 2002 Cessna 182T), which I used to get my instrument rating at the Calgary Flying Club. I then changed out the instruments of the 182 for state-of-the-art technology and have

since upgraded to a 2009 Cirrus SR22TN.

As a pilot with just over 250 hours, I am starting to log more and more time in my Cirrus as my personal minimums begin to increase. As of this date, I also have approximately 12 hours in a rotorcraft on a path to achieve my private helicopter licence. I am a COPA Member and a member of the Calgary Flying Club. I also own my own hangar at Springbank airport (CYBW).

As a relatively young person (35), a businessman and a general aviation enthusiast, I believe I can bring a plethora of different perspectives to the table in assisting general aviation communities. General aviation is not an easy thing to be involved in, and I would like to make it a much more inclusive hobby for everyone. Also, as an aircraft owner, Transport Canada regulations impact us all, and I would very much like to be on the front lines to advance COPA and its objectives through these times (e.g. the ADS-B mandate).



**ALBERTA AND NORTHWEST TERRITORIES — KEN ZACHKEWICH**

Ken has approximately 725 hours flight time and holds a PPL with night and VFR OTT ratings. He started flying in 2001, working toward his ultra-light permit in a Zenair 601HD. In 2003 he completed his PPL and promptly bought a Piper Colt.

Soon, two seats didn't meet his flying needs, so a four-place PA28-180 was bought and it continues to be his primary aircraft. He was the charter president/Flight Captain of COPA 165 - Lac La Biche Flying Club and held that position from the club's inception in 2009 through to 2015.

He continues to be an active member in this club and is a lead and founding organizer of the very successful Lac La Biche Ice Fly-in held annually. He is also a member of COPA Flight 90 - Bonnyville Flying Club. Ken enjoys participating in COPA for Kids events and attending fly-in gatherings.

His primary reason for wanting to be a COPA Director is to give back to general aviation in Canada. With a love of all things aviation and an ability to take an idea and foster it into something huge, Ken can see the big picture of a project among the minutia. Being the founding presidents of both his local COPA Flight and Rotary Club, Ken knows how to communicate and engage those around him. Ken is married with two daughters and owns a busy chiropractic practice in Lac La Biche, Alberta.



**ALBERTA AND NORTHWEST TERRITORIES — ROBERT JAAP**

I have always loved flying and adventure. I started learning to fly ultra-lights about 15 years ago. Then, with the birth of our first daughter, life put a hold on flying. I really got started six years ago when I soloed in Wetaskiwin, Alberta. After receiving my recreational permit, I continued flying with a friend at Innisfail. That is where I got the opportunity to purchase my 1956 Cessna 172.

Three months of non-stop work and I had a zero-time engine, converted the registration to the owner maintenance category and started flying my own aircraft.

During the process of rebuilding, I have become friends with my local AME, and I work with him part time to gain experience and knowledge.

Soon after I had my plane flying, I joined COPA Flight 130 — Innisfail Flying Club. We have a great group. I found it very easy to get involved with this great group and soon I found myself in the vice-president's position. After a couple fly-ins and COPA for Kids events, things got a little hectic — we hosted the 2019 COPA Convention. If you were there and we did not meet, I apologize, I was a little busy.

I believe that I would make a good representative. I have a very strong passion for aviation. I would like to see more people involved in aviation. We have a great many places to fly in Alberta, and some underutilized back-country strips and smaller rural strips. I believe we as pilots could do more for youth and community. In my 12 years as a volunteer firefighter, I have learned many skills that will help me meet this goal. Leadership, teamwork, risk assessment, public safety and tact will be very helpful in this position.

## ALBERTA AND NORTHWEST TERRITORIES — HENRY VOS

A pilot since 1980, Henry has had the opportunity to own and fly a number of aircraft. His plane ownership has included a Cessna 120, a Stinson 108, a Piper Turbo Arrow and a Rans S-9 Chaos.

While not his career, Henry has an in-depth interest in aviation, obtaining his commercial licence, his flight instructor rating and ultralight flight instructor rating. He currently flies a 2015 Pipistrel Alpha Trainer and operates an ultralight flight school near the town of Peace River.

Henry is a member of COPA Flight 174 — Dunvegan and a member of several other flying clubs. He is also a strong supporter of FARS (Fairview Aircraft Restoration Society), restorers of a PBY Canso retrieved from a lake near Inuvik. Henry has also been quite involved with the Peace Regional Airshow, helping to produce the past three airshows.

The main reason Henry Vos wants to be a COPA Director is to increase the advocacy for general aviation in Canada. Numerous times a year there are threats to the freedom to fly that we as Canadians have always taken for granted. Aviation played a very large role in the development of Canada. We need to provide strong support to pilots, future pilots and all types of general aviation that are building this country.

Other than his passion for aviation, the strongest skillset he will bring to COPA will be a depth of education, knowledge and experience in governance of organizations. He has served on numerous boards of directors, such as the Winnipeg Commodity Exchange (now ICE Canada) and the Canadian Wheat Board. In addition, Henry has a Charter Director designation from McMaster University's DeGroote School of Business. He is passionate about moving COPA forward.



## ALBERTA AND NORTHWEST TERRITORIES — BASHAR HUSSIEN

I am an aviation enthusiast with an absolute passion for flying. I always dreamt of being a jet fighter pilot, but life took me in the engineering direction, and I pursued a B.Sc., M.Sc. and Ph.D. in process engineering. I am currently the CEO, a board member and partner of a Calgary-based engineering firm.

I obtained my ultra-light permit in 2014, ultra-light instructor rating and PPL in 2015, night rating in 2016, multi-engine rating in 2017, and I'm currently working on an IFR rating. I owned and operated an ultra-light training school from 2016 to 2018.

In my 625 hours of flying time I have flown airplanes cross-country in both Canada and the U.S. My best memories come from flying ultra-light aircraft from Ontario and Idaho to Calgary, and a Cessna 172XP from Calgary to New Brunswick, Alaska, California, Washington and Wisconsin. These flights have given me good exposure to both the Canadian and U.S. aviation systems.

During my journey in aviation thus far I have owned a Zenair CH-750 STOL and currently own a Cessna 172XP and a Merlin Sport 65.

As a member of COPA Flight 114 — Calgary Recreational and Ultralight Flying Club, I have been deeply embedded with general aviation at the grassroots level on up. I also served one term as president of COPA Flight 114.

I believe my 20 years of experience in running companies and seven years of board directorship experience will bring to COPA a significant amount of experience in corporate leadership and governance. I believe that the most important issue that faces GA in Canada is the lack of understanding by government of the importance of GA in the overall prosperity of Canada.

I am a member of AOPA, EAA and CASARA, APEGA, APEGS and QuantumShift.



**NORTHERN ONTARIO – SCOTT MCFADDEN**

Scott holds a commercial pilot licence (Single Engine – Land, Group 3 IFR) with total flight time of 726 PIC. He also holds an Aircraft Maintenance Engineer licence (M2 and M4) with experience on many types, turbine, piston, metal and fabric. He currently owns a Cessna 172M and a Taylorcraft BC-12D (2019 OSH Grand Champion). He is a member of COPA, EAA, VAA and NSSA.

Scott maintains a comprehensive understanding of the economics of air transportation, competition, price sensitivity of demand, economies of scale, ‘X’ inefficiencies and the importance of general aviation to the future of the industry. It is clear that the importance of GA is lost to many decision-makers, and Scott would like to try to change that.

Scott is a transformational leader and innovator with a proven track record of solving problems by uncovering root causes and designing and implementing efficient and effective solutions.

Scott has working experience with three levels of government at the bureaucratic, deputy minister/minister and PMO levels. Advanced working knowledge of federal laws and regulations governing the Canadian air transportation sector, including several years participating on the Canadian Aviation Regulation Advisory Council with success in influencing changes to existing and proposed regulations.

Scott has a rare combination of hands-on knowledge and experience, considerable senior management, governance, operations management, financial management, HR and pension management, government relations and media relations experience, enhanced with academic credentials and executive education.

Education and qualifications include the following: Wharton University, Leadership & Relationships Dec. 2009; Harvard Law, Program on Negotiations Dec. 2007; MBA Queen’s University in Kingston, Ontario; and a Diploma in Mechanical Engineering, High Wycombe College of Technology (U.K.).



**NORTHERN ONTARIO – LLOYD RICHARDS**

Lloyd Richards has been a pilot and aircraft owner for the past 40 years. He has flown more than 4,200 hours and holds a private pilot licence with instrument and float ratings, as well as a gliders licence. Lloyd currently owns a Beech F33A Bonanza and a Cessna 172.

Lloyd has participated in and organized many aviation events in Northern Ontario, Northwestern Quebec and the United States.

Lloyd is a successful self-taught businessman and has worked in the trucking industry for the past 51 years. His company, Richards Moving, moves people, air cargo, groceries, freight of all sorts and medical supplies. Lloyd was also a sales advisor with Air Creebec and Canadian Airlines. As well as work, Lloyd has been involved in many organizations and served on many boards in his professional life.

As a COPA director, Lloyd would like to forge alliances with other aviation groups. He also wants to obtain funding and create an awareness of how important our smaller community airports really are. Some smaller centres have had the airport given to them by the federal government, but they lack the funds to maintain them and many will be forced to cease operation without funding.

Lloyd wants to help establish more flying schools in Northern Ontario. He wants to look at the possibility of forming a provincial aviation authority, similar to state authorities in the U.S.

Anyone who knows Lloyd would have to agree that aviation is his passion and has been since the early 1950s when, as a little boy, he received his first flight in a J3 Cub off of Porcupine Lake which, at the time, was a hive of aviation activity. Since then, aviation has been one of the many things on his mind.





**SASKATCHEWAN — DOUG HILDERMAN**

Doug is the first pilot in his family. He started learning with the Regina Flying Club (RFC) in 2017 and received his PPL in 2019. Not owning an airplane, Doug has rented aircraft from the RFC and recently from 2Fly Airborne in Florida. He enjoys just flying around locally with his wife Charlyn. Doug and Char have been to EAA AirVenture three times and are amazed at the passion the aviation community has. He has had the opportunity to take over a homebuilding airplane project and is making progress toward its completion.

Some things have to wait. Doug has had an interest in aviation starting when he was a child. Many balsa models were built, and he still has a Birdman MJ6 hang-glider in the garage. Doug retired from SaskTel, the provincial communications company, in December 2018 after a 36-year career as a design engineer and design manager. His children have grown up, and some of the life commitments have slowed down.

Doug is very happy with the training he received from the Regina Flying Club and wants aspiring new pilots to have the same opportunity. He would bring both a fresh set of eyes to the COPA Board and a history of process in corporate and non-profit organizations. Doug is a member of COPA, the EAA and EAA chapter 154.

The single most important skill he feels he can bring to the Members as a COPA Director is his excitement to teach safety to others, both inside and outside of aviation. Advancing aviation in any way is priceless and he looks forward to being a part of it.



**SASKATCHEWAN — BILL WOODS**

I would like to be a COPA Director because I love flying and I want to share the joy and knowledge I have gathered over the years. I feel I would be a strong asset to the COPA Board.

**Flying Hours:** 8,500 PIC (5,900 Cardinal, 1,800 Spray planes, 800 in various other models)

**Qualifications:**

- Pilot Licence: ATPL
- Bachelor of Education, Saskatoon, Sask.
- Grain farmer (44 years), Eston, Sask.
- Owner/Operator, Aerial application business (2016 - )

**Board Experience:**

- Board of Directors, Saskatchewan Amateur Wrestling Assn, 1991
- Elected Director, Canadian Wheat Board, 2010
- Directors College, Niagara, 2011
- Founding Director/Secretary, West Central Road and Rail, 1998
- Founding Director, Producer Car Shippers of Canada, 2001
- Eston Flying Club, past secretary

**Pleasure Flying:**

The majority of my flying has been for personal pleasure. My wife Cindy and I have crisscrossed North America several times in our Cardinal. We have viewed the Atlantic, the Pacific, the Beaufort, the Gulf, and many Bahamian islands through our Cardinal windshield. I love the flights; Cindy loves the destinations.



**SASKATCHEWAN — CANDACE PARDO**

I began my aviation adventures in 2013 starting in Brampton, Ontario. I have called three different provinces and six flight schools home. I am a Class 3 Flight Instructor in Yorkton, Saskatchewan, an RCM instructor, and I am completing my bachelor's degree in business management.

Aviation is a way of life, combining nature, technology and community. Planning and flying cross-country flights with local youth groups, coordinating at-risk youth to attend women in aviation events, presenting at schools and enjoying the thrill of advancing my students' training through safety and fun is how I enjoy sharing my love of aviation.

Across different provinces, many fellow Canadians (especially youth and mature pilots) have shared with me their view that growth in aviation is unattainable or not feasible. But sharing resources, opportunities, creating safety in each Member's personal aircraft, and/or starting a career is a challenge we can overcome. I know we can evolve, educate, and grow our aviation community by creating a welcoming and safe environment for our aviation and non-aviation Members alike. Last fall a fellow instructor and I created an aviation 'Meetup' group which holds monthly training workshops. 'Prairie Aviators' is open to all, from non-aviators to professionals.

Educating others and sharing our resources builds communities for current and future aviators. Our community is small but fierce; we are constantly striving to expand by hopefully bringing COPA Flights to our area. I want to share my love of aviation with fellow Canadians and bring the sense of excitement back to aviation.

The single most important skill I feel I can bring to our members as a COPA Director is my excitement to teach safety to others, both inside and outside of aviation. Advancing aviation in any way is priceless and I look forward to being a part of it!



**MARITIMES —  
DEBBIE BREKELMANS**

I currently own and operate Sable Aviation, a Part 703 (Air Taxi) operation, and fly a Britten-Norman BN-2A Islander to Sable Island, Nova Scotia year-round, both IFR and VFR, where I land on the sandy expanse of the south beach. Because I am both Operations Manager and Chief Pilot, I have extensive experience in developing training programs, promoting safety and encouraging professional development, both in myself and others.

I have an ATPL and over 8,200 hours flight time and am a member of both the Truro Flying Club and COPA Flight 188.

Due to the small size of my business, I have had to learn to do it all, and feel that my broad range of experience in this regard would be an asset to the COPA Board. Also, I am greatly concerned with the trend in general aviation over the last few years — not only with regard to the financial challenges, as the cost of flying and aircraft ownership becomes less accessible to the general public, but more importantly, with GA's overall safety record, as preventable accidents continue to occur.

I would very much like to participate with COPA in fostering not only the growth of GA, but in its overall improvement by encouraging the honing of pilot decision-making skills and seeking to make Controlled Flight into Terrain (CFIT) accidents a thing of the past.

I feel that my familiarity with the CARs and in dealing with various departments of Transport Canada would be helpful in forwarding COPA's agenda to promote the freedom to fly. But more than that, I like to think that my love and enthusiasm towards grassroots aviation might be an encouragement to others.



**MARITIMES — BRIAN PINSENT**

I have been an aircraft owner and private pilot for over 40 years and remain current on my Lake Buccaneer. I consider myself a grassroots aviator with a love of small aircraft operations. One thing that I have come to appreciate is that pilots and owners are a diverse group with many different opinions. However, listening to them on the whole it's obvious that the big items: freedom to fly, medicals, insurance, maintenance, technological changes and the overall cost of flying are common concerns of all the members.

In Canada, the COPA organization has to continually negotiate with both the regulator, Transport Canada, and the ANS Operator, Nav Canada. Having experience working with both organizations, I have an understanding of the priorities driving both groups in their decision making. I would like to be given the opportunity to use this knowledge, combined with my many years of private aircraft operation and ownership, to help steer COPA into successful cooperation with both of these entities.

I would always want to be listening to the membership, for which the touch button items I hear recently include medicals, improving and supporting the owner maintenance aircraft category and reducing the potential costs of ADS-B implementation to the small aircraft operator. These are complicated issues that not only require identification, but the formulation and presentation of potential solutions. Presenting your views to COPA would be my commitment. 🇨🇦



**MARITIMES — BRIAN POUND**

My father served for 32 years in the RCAF, so I grew up around military airports, but only started flying and being a COPA Member in 1985. I have owned eight aircraft, from a Citabria to my current aircraft, a Piper PA-28-180 and a Cessna 340A. I have 3,300 hours of flight time, with over 2,000 hours as multi-IFR. I am currently the Captain for COPA Flight 57 - PEI Flying Association and a member of three other flying clubs.

I have been going to COPA conventions for years and truly enjoy the personal contact with fellow aviators. I have set up and hosted a COPA booth at several airshows in Atlantic Canada in the past four years and, along with the experience of having visited over 300 airports over the years, I bring a good understanding of general aviation in North America. I also won the Governor General's Cup in the 2015 Caribbean Air Rally and finished second in 2007.

While the Board meetings are interesting and informative, I really enjoy getting out among the members and sharing their aviation experiences. I try to fly Air Cadets as often as possible and have lost count of the number of youths that I have given the gift of flight to. I hope that I have encouraged many of them to continue on their path of making their dreams of aviation become a reality.

# ENFORCEMENTS

## ATLANTIC REGION

The pilot-in-command of an aircraft commenced a flight when the aircraft did not carry sufficient fuel to ensure compliance with requirements of the Canadian Aviation Regulations. (CAR 602.88, \$1,000)

## QUEBEC REGION

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

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

## ONTARIO REGION

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

A person operated a Remotely Piloted Aircraft System (RPAS) contrary to many rules of Part IX of the Canadian Aviation Regulations. (Various RPAS Rules \$2,750)

## PRAIRIE AND NORTHERN REGION

The person installed a part on an aeronautical product when the part failed to conform to its type design. (CAR 571.13, \$1,000)

## PACIFIC REGION

A person operated an aircraft when it was not operated in accordance with the operating limitations set out in the aircraft flight manual. (CAR 602.07, \$750)

## RÉGION DE L'ATLANTIQUE

Le commandant de bord d'un aéronef a commencé un vol alors que l'aéronef ne transportait pas une quantité de carburant suffisante pour assurer la conformité avec les normes du Règlement de l'aviation canadien. (RAC 602.88(2), 1 000 \$)

## RÉGION DE QUÉBEC

Une personne a exercé les avantages d'un permis, d'une licence ou d'une qualification alors que la personne n'était pas titulaire d'un certificat médical valide de la catégorie appropriée. (RAC 404.03, 1 000 \$)

Une personne a utilisé un aéronef VFR dans l'espace aérien de classe C sans

avoir reçu l'autorisation de l'unité de contrôle de la circulation aérienne compétente. (RAC 601.08(1), 750 \$)

## RÉGION D'ONTARIO

Le commandant de bord d'un aéronef a utilisé l'aéronef à moins de 2000 pieds au-dessus d'un aérodrome. (RAC 602.96(4), 750 \$)

Une personne a utilisé un système d'aéronef télépiloté (RPAS) contrairement à plusieurs règlements de la Partie IX du Règlement de l'Aviation Canadien. (Règlements RPAS variés), 2 750 \$)

## RÉGION PRAIRIE ET DU NORD

Le commandant de bord d'un aéronef a omis d'exécuter tous les virages à droite, tel que précisés par le ministre dans le supplément de vol-Canada, quand l'aéronef est utilisé à l'intérieur du circuit d'aérodrome. (RAC 602.96(3)(c), 750 \$)

## RÉGION DU PACIFIQUE

Une personne a utilisé un aéronef alors que celui-ci n'était pas utilisé conformément aux limites d'utilisation qui étaient précisées dans le manuel de vol de l'aéronef. (RAC 602.07, 750 \$)



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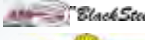
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# INCIDENTS + ACCIDENTS

*These reports are taken verbatim from Transport Canada's CADORS website. They are not altered or edited in any way.*

## ATLANTIC REGION

**The Halifax Flight Information Centre (FIC)** received the transborder PVFR (ICAO format) Flight Plan (FP) with an Estimated Time of Departure (ETD) of 1640Z for a Leading Edge Enterprises Ltd. Piper PA-31 (C-GKCN) from Portland International Jetport, OR (KPWM) to Fredericton, NB (CYFC). The departure (DEP) message was not received from the United States for flight plan activation. A call from London, ON (CYXU) FIC was received, informing they were closing the flight plan at 1815Z.

## QUEBEC REGION

**The crew of an Exact Air Cessna 310R (C-FTNF)**, with a flight instructor and a pilot on board, was conducting a VFR training flight from Chicoutimi/St-Honoré, QC (CYRC) to Chicoutimi/St-Honoré, QC (CYRC). The aircraft had planned to make a complete stop at Dolbeau-St-Félicien, QC (CYDO) after it had conducted a simulated IFR approach on Runway 29 at CYDO. Two communications were made on the CYDO aerodrome traffic frequency (ATF) to transmit their position/intention for a complete stop (1st at 9 NM and 2nd at 3 NM from the runway threshold). The first aircraft left the circuit at that time, after it had taken off from Runway 29, and a second aircraft coordinated with C-FTNF, on simulated IFR approach, lined up on Runway 29 for takeoff. Approximately 1 NM from the runway threshold, the pilots heard a vehicle report that it was taxiing on the taxiway, short of Runway 29. The pilots then reported that they were on short final for Runway 29 for a complete stop. The vehicle continued to taxi without any indication of stopping, crossed the hold-short line, and drove onto Runway 29 up to the threshold. The pilots then conducted a go-around approximately

200 ft from the ground. Weather conditions were SKCLR +12SM. Strobe lights and ground traffic lights went on. The pilots indicated via radio that they were pulling up. The driver of the vehicle then reported having poor radio reception. Traffic had to take off on Runway 29 (a CQFA Beechcraft with an instructor on board), and it confirmed that communication transmitted by the crew of C-FTNF were perfectly comprehensible on the ATF. It also seemed that a tractor driven by an airport staff member was moving around at the airport without a radio system with it, so ground operators initiated a relay via an unknown other method to inform it of the movement of the aircraft in the CYDO zone. Impact: A go-around and a cancellation of the originally planned complete stop at CYDO.

## ONTARIO REGION

**"MAYDAY" relayed to the Winnipeg area control centre (ACC)** by a high flyer regarding a 2320127 Ontario Inc. Cessna U206G (C-GGPU) on a flight from Sioux Lookout, ON (CYXL) executing a forced landing on a lake near Jeannette Lake due to engine failure. The aircraft crashed into the trees. The Joint Rescue Coordination Centre (JRCC) Trenton is dispatching its C130 aircraft in rescue capacity.

## PRAIRIE AND NORTHERN REGION

**It was reported to the flight service station (FSS)** at 2017Z that a potential propeller strike happened during circuits at Lethbridge, AB (CYQL). A privately registered Harvard 4 made one more circuit and landed without further incident and taxied back under its own power. Airport authority arrived and inspected the runway and found foreign object debris (FOD). There was contact to the run-

way from what appeared to be a propeller, and the airport closed the runway. Sweeping and further inspections were done. The areas where it needed repaired were completed and all FOD was removed. The runway passed a final FOD inspection and it was reopened.

## PACIFIC REGION

**C-GTMW, a privately operated de Havilland DHC-3T**, was conducting circuits at Fort Langley (CBQ2), BC. During the second landing, the aircraft bounced and started an uncontrolled veer to the left. The aircraft departed the left side of the runway onto the adjacent ramp. The left wing tip contacted a parked trailer causing the aircraft to pivot left and impact a second trailer before coming to an abrupt stop. The aircraft sustained substantial damage. There were no injuries and no post impact fire. The ELT automatically activated and the signal was received.

## RÉGION DE L'ATLANTIQUE

**Le centre d'information de vol (FIC)** d'Halifax a reçu le plan de vol (FP) transfrontalier PVFR (format OACI) avec une heure de départ prévue (ETD) à 1640Z pour un Piper PA-31 (C-GKCN), exploité par Leading Edge Enterprises Ltd., de Portland International Jetport (KPWM), OR, à Fredericton (CYFC), NB. Aucun message de départ (DEP) reçu des États-Unis pour l'activation du plan de vol. Appel reçu du FIC de London (CYXU), ON, indiquant qu'il ferait le plan de vol à 1815Z.

## RÉGION DU QUÉBEC

**Rapport d'incident d'aviation no 16575** : L'équipage d'un Cessna 310R (C-FTNF) exploité par Exact Air effectuant un vol de Chicoutimi/St-Honoré (CYRC), QC, à Chicoutimi/St-Honoré (CYRC), QC, avec

un instructeur de vol et un pilote à bord, effectuait un vol d'entraînement VFR. L'aéronef prévoyait faire un arrêt complet à Dolbeau-St-Félicien (CYDO), QC, après avoir effectué une approche IFR simulée piste 29 à CYDO. Deux communications ont été faites sur la fréquence de trafic d'aérodrome (ATF) de CYDO pour diffuser leurs position/intention d'arrêt complet (1ère à 9 NM et 2e à 3 NM du seuil de piste). Un premier trafic quittait alors le circuit après avoir décollé de la piste 29; et un second trafic coordonné avec C-FTNF, en approche IFR simulée, s'est aligné sur la piste 29 pour décoller. À environ 1 NM du seuil de piste, les pilotes ont entendu un véhicule signaler qu'il circulait sur la voie de circulation à l'écart de la piste 29. Les pilotes ont alors signalé qu'ils étaient en courte finale 29 pour un arrêt complet. Le véhicule a continué de circuler sans jamais marquer l'arrêt, a franchi la ligne d'attente à l'écart et s'est engagé sur la piste jusqu'au seuil 29. Les pilotes ont alors effectué une remise des gaz à environ 200 pi du sol. Les conditions météorologiques étaient SKCLR +12SM. Feux stroboscopiques et de circulation au sol allumés. Les pilotes ont indiqué la remontée par radio. Le conducteur a alors indiqué avoir une mauvaise réception radio. Le trafic devait décoller de la piste 29 (un Beechcraft du CQFA avec instructeur à bord) a bien confirmé que les communications transmises par l'équipage de C-FTNF étaient parfaitement lisibles sur la fréquence d'ATF. Il semblerait également qu'un tracteur conduit par un préposé de l'aéroport effectuait des déplacements sur l'aéroport sans aucun système radio à bord puisque des opérateurs au sol effectuaient un relais par un autre moyen inconnu pour le tenir informé des mouvements d'aéronefs évoluant dans la zone de CYDO. Impact : Remise des gaz et annulation de l'arrêt complet à CYDO prévu initialement.

## RÉGION DE L'ONTARIO

« MAYDAY » transmis au centre de contrôle régional (ACC) de Winnipeg par

un aéronef volant à haute altitude au sujet d'un Cessna U206G (C-GGPU), exploité par 2320127 Ontario Inc., en provenance de Sioux Lookout (CYXL), ON, effectuant un amerrissage forcé sur un lac près de Jeannette Lake à cause d'une panne moteur. L'aéronef s'est écrasé au milieu des arbres. Le Centre conjoint de coordination des opérations de sauvetage (CCCOS) de Trenton s'apprête à envoyer son C130 pour aider aux activités de sauvetage.

## RÉGION DES PRAIRIES ET DU NORD

**La station d'information de vol (FSS)** a appris à 2017Z qu'un impact d'hélice se serait produit durant des circuits à Lethbridge (CYQL), AB. Un Harvard 4, d'immatriculation privée, a fait un circuit de plus, puis a atterri sans aucun autre problème et a circulé par ses propres moyens. L'administration aéroportuaire est arrivée et a inspecté la piste et trouvé des objets intrus (FOD). Il semblerait que l'hélice ait heurté la piste, et l'aéroport a fermé la piste. Balayage et inspections supplémentaires effectués. Les endroits devant être réparés l'ont été et tous les FOD ont été ramassés. La piste a fait l'objet d'une dernière inspection FOD, puis a été rouverte.

## RÉGION DE PACIFIQUE

**Un de Havilland DHC-3T (C-GTMW)**, d'immatriculation privée, effectuait des circuits à Fort Langley (CBQ2), BC. Durant le second atterrissage, l'aéronef a rebondi et commencé à faire un dérapage incontrôlé vers la gauche. L'aéronef a quitté le côté gauche de la piste vers l'aire de trafic adjacente. Le bout de son aile gauche a heurté une remorque stationnée, ce qui a fait pivoter l'aéronef vers la gauche et l'aéronef a alors heurté une seconde remorque avant de s'arrêter brutalement. L'aéronef a été lourdement endommagé. Personne n'a été blessé; aucun incendie post-impact. L'ELT s'est déclenchée automatiquement, et son signal a été capté. ✈️



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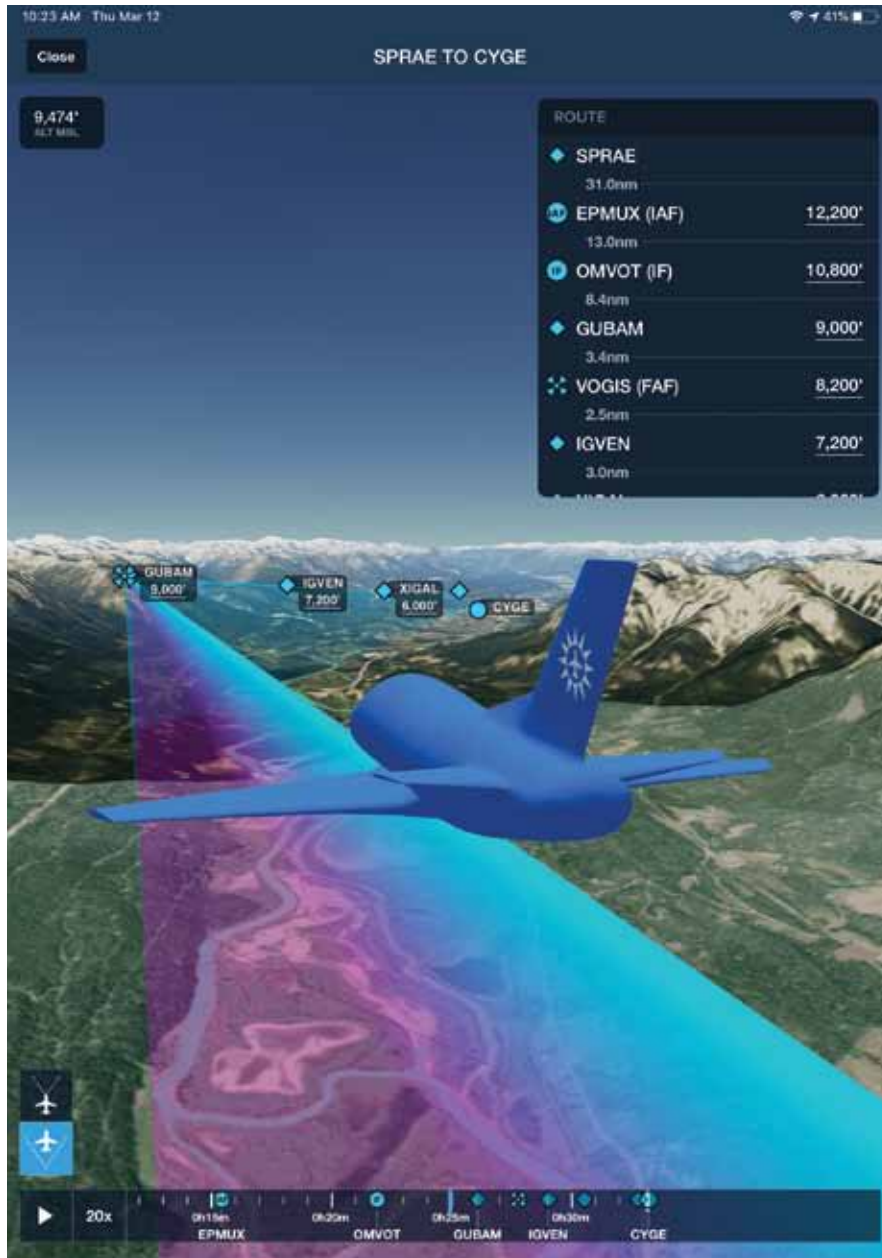
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# FOREFLIGHT INNOVATIONS

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uct, adding more features, removing bugs, adding ADS-B portable hardware and migrating from scanned aviation maps to vector-based maps with over twelve map overlays. ForeFlight is compatible with a range of GPS and ADS-B IN receivers, supporting devices from Dual Electronics, Bad Elf, Garmin and Apple devices with embedded GPS. As a software-focused company, ForeFlight partnered with uAvionix to manufacture multifunction ADS-B IN receivers, tightly integrated with ForeFlight.

To say that ForeFlight has added a few new features would be an understatement, to say the least. ForeFlight has been adding modules delivering new functionality, including a passenger app; 3D Review, ForeFlight Dispatch, Files in Flights, Track Logs and Cloud Sync with space optimization.

ForeFlight's Passenger App is designed to allow passengers to see the route of flight, similar to the cabin flight display systems which the airlines use. The Passenger App displays a map with a magenta line showing the flight's progress, with a dialog box displaying remaining time, ETA, knots, altitude and magnetic heading. It's an easy-to-use app, with just a few customizable settings. The Passenger App connects to ForeFlight Mobile (which the pilot is running) over Wi-Fi; no cellular connection to the Internet is required.

In December 2019, ForeFlight released significant changes to its maps view, beginning with upgrading its high resolution basemap and adding in highways, colour coding of streets and better coastal lines (rivers, lakes and oceans). The high resolution basemap is selected through More/Downloads/High Resolution Basemap and requires roughly 1 GB of space for North America. This feature is exceptionally useful for VFR flight, especially with highway names and mountain passes (U.S. and

**T**he smart device revolution, combined with micro GPS receiver chips, opened the door for analog E6B flight computers and paper (charts, approach plates, flight supplements, etc.) to be replaced by electronic flight bag (EFB) applications. My first

EFB app was created by FlightStar and ran on my HP 200LX Palmtop PC. The device ran MS-DOS, had a clamshell keyboard, 4 MB of storage, 640 kB of RAM and a 640 x 200 LCD display. FlightStar easily fit on a 20-MB storage card.

Since ForeFlight's inception, they have been constantly innovating their prod-



Europe only) added more recently.

The 3D Review feature, released in July 2019 and updated in January 2020, provides a detailed review of both planned flights, inflight approach and recorded flights. Thanks to detailed aerial imagery and terrain, combined with recorded AHRS data from a GPS/AHRS source such as Sentry ADS-B IN, flights can be reviewed with exceptional clarity. The feature interacts with the Nav Log to display the route of flight, including waypoints, procedures, approach markers (with altitudes) and glide slope information. This can be used as a pre- and post-flight briefing tool, providing an exceptional flight planning and review tool. 3D Review is included in ForeFlight's Performance plans.

Track Log Review is equally valuable as 3D Review for debriefing flights. To access recorded track logs, select More/Track Logs. A list, sorted by date, displays your flights, including the source of GPS/AHRS data. Track Logs will display an airspace map and a graph showing changes to the flight's altitude, speed, pitch and bank over time. Pressing the play button will play the flight at twenty times normal speed. A 3D button allows the Track Log to be displayed using 3D Review. Using AHRS data, stored in the Track Log, post-flight review, including attitude information, provides interesting training and skill-sharpening capabilities.

Files in Flights augments the document capabilities of ForeFlight. In the

Document tab, you are able to add new binders, facilitating cataloging and filing of files. The new Files in Flights features requires a Performance Plus or Business Performance subscription, allowing access to a variety of cloud drives, including Dropbox, Amazon S3 and Box. All of your files are downloaded and

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*"AS A FOREFLIGHT BETA TESTER, I EXPERIENCED FOREFLIGHT'S AGILITY IN THE DESIGN, IMPLEMENTATION AND THE FUNCTIONALITY OF THEIR NEW FEATURES AND RELEASES."*

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synchronized across your ForeFlight devices and stored in the ForeFlight Cloud. This is an exceptionally handy feature, allowing one to store and read POHs, CBP ports of entry and other files, completely transparent to the pilot.

ForeFlight's technology relies upon cloud computing to provide data synchronization between your Apple devices. In addition to the maps, charts, plates, documents and FBO business directories, ForeFlight stores data

pertaining to your flights, aircraft profiles, checklists, user waypoints and even provides a digital logbook, already populated with flight details. Normally, iPad and iPhone space can only be increased through deleting files or apps or through purchasing a new Apple device. ForeFlight's cloud synchronization and space optimization technology simplifies this process. Data, such as flights, favourite routes, filed flight plans and much more are moved up to ForeFlight's secure cloud. This allows you have to have multiple Apple devices (a typical subscription allows for three devices) plus the web version of ForeFlight (accessible through a ForeFlight account), all with the same data. This data is stored securely in the ForeFlight cloud indefinitely, ensuring you can access any of it whenever you need to. Space optimization is key to a healthy Apple iPhone or iPad.

As a ForeFlight beta tester, I experienced ForeFlight's agility in the design, implementation and the functionality of their new features and releases. Some of this soon became essential to ForeFlight customer's flight workflow in ways that they could not have predicted before using them.

You can rest assured that the bright minds at ForeFlight are continuing to innovate, bringing advanced capabilities, while improving safety, all for less than we spend on coffee each year. ForeFlight's annual subscriptions range from C\$139.99 to C\$419.99. 🍷



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# GROUNDED

## FLIGHT STUDENTS STUCK IN LIMBO AFTER SCHOOL CLOSURES



**B**y the time you read this I hope we, as a global community, have been able to overcome the COVID-19 pandemic. As I write this it is March 23, and with the news headlines changing by the minute it has become hard to keep track of the impact this will have on the aviation industry. With the economic climate changing so rapidly and a hiring frenzy turned into a hiring freeze, it's difficult for us to anticipate how quickly things will bounce back once this is all over. Needless to say, it is a closely intertwined system and what impacts the airlines trickles down and impacts flight students. With a growing list of flight school closures across the country, flight students have been left feeling unsure of their future. Some students close to flight test time, and others just started their journey in aviation, are now second-guessing their decisions to pursue careers in aviation.

Flight schools have been doing their best to keep the health of their students as the top priority. Despite their best efforts to stay open, many flight

schools across Canada have closed their doors amid the spread of the virus. Many are offering access to study material online to allow their students some flexibility with regard to their ground-school classes. Flight schools that have remained open have put various procedures in place to try to eliminate the spread of the virus. Some schools have assigned instructors to only one plane, and it gets sanitized after every flight. Others have created a shift schedule to keep the amount of people convening in one place low. Yet other flight schools have required their students to undergo a wellness check upon arrival; every person entering has to check in with Flight Ops and have their temperature taken before they are able to continue with their flight training.

When speaking with Dennis Simo, the CFI at Spectrum Airways, about the response to COVID-19 by flight schools, he said, "The problem is if you do stay open and for whatever reason one of your customers gets sick, there is an implied liability there. People have to be conscious of that.

▲ This is a typical sight at the many flight training institutions across Canada.

No matter what steps you are taking, if someone can prove that they caught it from one of your instructors, then you're in trouble."

Many flight schools are keeping the safety of their students and staff top of mind while also considering the financial impact on the business. Another consideration is that, at some point, it does not make financial sense to stay open. Some schools have suspended their in-motion insurance coverage to conserve whatever financial resources they can and are evaluating the situation on a week-to-week basis, preparing to re-open their doors as soon as they believe that safety is not being compromised.

An article written by Carl Valeri, a career pilot and podcaster, and published by AOPA titled 'Prospective pilots advised to stay the course during pandemic' suggests students keep their heads down and continue pursuing their flight training amid panic across the globe. Wrote Valeri, "The worst

thing you can do is stew it in your mind. Start planning what you'll do, save money and keep your situation the way it is. When things aren't going well for the rest of the industry and you're in the mode of learning, you need to stick with it."

Although this is good advice, what are flight students to do when their flight school closes and they lose their jobs to business closures? Not everyone is eligible for employment insurance and, although your variable expenses might be lower as a result of all the closures, it's impossible to save with no money coming in. With no easy answer, flight students are left taking it day by day, hoping for the best while anticipating the worst.

With so much time on our hands, how can students continue progressing at home? There is only so much

flight test prep that can be done on the ground before one has exhausted all their resources and stops feeling as though they are progressing.

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*"SOME SCHOOLS HAVE SUSPENDED THEIR IN-MOTION INSURANCE COVERAGE TO CONSERVE WHATEVER FINANCIAL RESOURCES THEY CAN..."*

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However, we all know that there are always ways to continue improving upon ourselves and our knowledge. Simo had some great suggestions for ways to keep ourselves occupied while

also learning about our greatest passion. "With people's busy lifestyles, many have not immersed themselves in the history and lore of aviation." He recommends reading books that are educational and inspirational, such as 'Fate is the Hunter'. "I don't think people immerse themselves in a deep technical understanding of airplanes anymore and just assume everything works. Why not deepen our knowledge of this pursuit of ours?"

The internet is an incredible resource and there is so much to know within the realm of aviation. Let's take this opportunity to dive deep and open our minds to a different side of aviation we may not have seen before. 📺

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## THE PERFECT FLARE

JC AUDET TALKS US DOWN STEP BY STEP



Last month we discussed the merits of the stabilized approach in VFR. Let us now have a look at completing this great approach with a smooth landing. Most pilots encounter difficulties achieving a smooth landing, one that does not shake our tooth fillings off. For these pilots the circuit is usually not a problem, but the touch-down can be issue. And it is related to the notorious flare; when and how to do it. The solution lies in the attitudes and movements we were taught on our first lesson and then were expected to practice in our air work.

We do remember the cruise attitude for straight and level flight, the nose high for climbing, the nose low for descending, and then the banking attitudes for turns. We will use these to fly a circuit to a perfect landing. In most small trainer aircraft, the downwind is typically flown at cruise speed. We are flying with the

nose set for cruise. Note the space between the horizon and the nose: the cruise attitude. As you come abeam the numbers, throttle back to about 1,700 rpm and apply some back pressure on the controls to hold the nose to maintain circuit altitude; this will cause your speed to reduce a few knots. Then you deploy the first notch of flaps, always maintaining the altitude.

Once the aircraft is stabilized, you are at a reduced speed, have some flaps extended and enough power to maintain altitude, and your attitude has returned to cruise attitude after a bit of up-and-down during these changes. By then, you are just about at 45° with the numbers and it is time to turn base. Your turn on base completed, you extend the second notch of flaps and hold the attitude until the aircraft slows down to the speed that you want on approach, then let the nose down to what you learned as a typical descending attitude. It turns

out that this is the descending attitude and airspeed you have been practicing in your air work and it just matches what you need here on approach. It is helpful to trim as required. You now leave the throttle alone.

You are descending at approximately 500 fpm. Don't change anything and keep an eye on the runway as you are nearing the point where you must turn on final. Check your ASI; if you maintained the attitude, the ASI is steady. Now is the time to turn on final. You are now perfectly lined up with the centre line, at 500 feet AGL, and at the recommended approach speed. Don't change anything; just make sure it keeps going that nicely. Look at your attitude: it is the proper descending attitude with respect to the horizon. Now imagine that the landing end of the runway (the numbers) is the horizon. Note that your attitude with respect to this new horizon is a cruise attitude. "Pure magic?"

you might wonder. “No, just logic.”

Now assess if you are really going to your selected touchdown point and adjust power and/or flaps as required, though flaps should be the very last thing that you touch, and only if you are too high. Do not change that attitude, it defines your airspeed, and you can control your airspeed by looking outside and maintaining the attitude (with a quick check at the ASI once in a while, just to confirm). Use the throttle to control your rate of descend while maintaining the attitude/speed constant.

We are now getting to short final and that dreaded flare. At some point, you will have to move your eyes to something other than the approaching near end of the runway. You will then pick the far end of the runway as your new horizon, which brings you back to a descending attitude with respect to this new horizon. Don't do anything yet; it is too early. Just keep going as you have been so far and keep flying to the approaching end of the runway maintaining the same attitude.

At some point, the ground will appear to jump at you; you will get scared and you will pull on the controls. And there you are, in a bad flare, too high, and it will not be a nice smooth landing.

“What happened? Everything was going so well. Why did you perceive that the ground jumped at you?” Your eyes are perfectly normal and played a trick on you. The typical human eye can only detect height accurately up to about 30 feet without the assistance of some reference point like a building, a telephone pole, a tape measure, etc. Given that no such things are located at the end of the runway, we have no reference for our eyes, so we cannot accurately detect our height above the ground until we reach about 30 feet. Our eyes then suddenly register and send the message to our brain. That's when our instinct of preservation takes over and we pull back on the column. This is precisely the moment to keep our pilots cool.

Think about it. This was simply an illusion; nothing has changed, and you still have some time before hitting the ground. There is no need to panic and react harshly. Calmly look at your cruise attitude with respect to the approaching end of the runway. Now change to that new horizon: the far end of the runway this time. You will now observe that you are in a descending attitude with respect to this new horizon. Now is the time to flare; gradually, smoothly bring the nose up to a cruise attitude with respect to this new horizon (far end). Hold the nose there for a second or two. The airspeed will start to bleed off as you do not have enough power to maintain the altitude above the runway (a few feet by now). All the while, you are slowly getting closer to the ground.

You now slowly reduce the power while at the same time gradually raising the nose until you eventually might have a climbing attitude with respect to that far end of the runway. Somewhere in there, your wheels will contact the runway in the smoothest touchdown you ever had. This is not the time to relax the back pressure, you are not done yet. Just throttle back to idle and hold the nose until it comes down on its own due to lack of airspeed.

I have used this technique over the years with consistent success when instructing. However, I caution you to not just run out to your aircraft and try it on the spot. Read and re-read this piece, and then read it again a few more times, until the technique really sinks in. Sit in your favourite chair, close your eyes, pretend you are in your aircraft, then practice your final approach and flare to a smooth landing. Visualize the attitudes and go through the motions with your hands and feet. Make sure nobody sees you if you think your reputation might suffer. I also recommend a safety pilot for the first few times (in the aircraft that is), just to ensure that you don't land too hard, or on the nose wheel. ✈️

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# L'ARRONDI PARFAIT

JC AUDET NOUS FAIT DESCENDRE ÉTAPE PAR ÉTAPE

**L**e mois dernier, nous avons discuté les avantages de l'approche stabilisée en VFR. Voyons maintenant comment terminer cette excellente approche avec un atterrissage en douceur. La plupart des pilotes éprouvent des difficultés à réaliser un atterrissage en douceur, qui ne fait pas tomber nos obturations dentaires. Pour ces pilotes, le circuit n'est généralement pas un problème, mais l'atterrissage est le problème. Et cela est lié au fameux arrondi : quand et comment le faire. La solution réside dans les assiettes et les mouvements que nous avons appris lors de notre première leçon et que nous devons ensuite pratiquer dans notre travail aérien.

Nous nous souvenons de l'assiette de croisière pour le vol rectiligne et en palier, le nez haut pour la montée, le nez bas pour la descente, puis les attitudes d'inclinaison pour les virages. Nous les utiliserons pour piloter un circuit vers un atterrissage parfait. Dans la plupart des petits avions d'entraînement, le vent arrière est généralement effectué à la vitesse de croisière. Nous volons avec le nez positionné pour la croisière. Notez l'espace entre l'horizon et le nez : l'assiette de croisière. Lorsque vous arrivez en ligne avec les chiffres ou le bout de la piste, ramenez les gaz à environ 1 700 tr / min, appliquez une pression vers l'arrière sur les commandes supportant ainsi le nez pour maintenir l'altitude du circuit. Votre vitesse diminuera un peu, puis déployez la première encoche des volets, toujours en maintenant l'altitude.

Une fois l'avion stabilisé, vous êtes à vitesse réduite, un peu de volets sor-

tis, assez de puissance pour maintenir l'altitude, et votre assiette est revenue à l'assiette de croisière après un peu de va et vient lors de ces changements. Sous peu, vous êtes à peu près à 45° avec les chiffres et il est temps de tourner en base. Votre virage en base terminé, vous sortez le deuxième cran des volets et maintenez l'assiette jusqu'à ce que l'avion ralentisse à la vitesse que vous souhaitez en approche, puis laissez le nez baisser un peu jusqu'à ce que



vous atteigniez ce que vous avez appris comme une assiette de descente typique. Il s'avère que c'est l'assiette de descente et la vitesse que vous avez pratiquées dans votre travail aérien et cela correspond justement à ce dont vous avez besoin ici dans l'approche. Utilisez un peu de compensation au besoin. N'utilisez pas la manette des gaz pour le moment.

Vous descendez à environ 500 pi/min. Ne changez rien, gardez un oeil sur la piste alors que vous approchez du point où vous devez tourner en finale. Vérifiez votre ASI; si vous maintenez l'attitude, l'ASI est stable. Il est maintenant temps

de tourner en finale. Vous êtes maintenant parfaitement aligné avec l'axe de la piste à 500 pieds AGL, et à la vitesse d'approche recommandée. Ne changez rien; assurez-vous que cela continue d'aller aussi bien. Regardez votre assiette : c'est la bonne assiette descendante par rapport à l'horizon. Imaginez maintenant que l'extrémité rapprochée de la piste (chiffres) soit l'horizon. Notez que votre assiette à l'égard de ce nouvel horizon est une assiette de croisière. « Magie pure ? » vous pourriez vous demander. « Non, juste logique. »

Maintenant, évaluez si vous allez vraiment au point de contact sélectionné et ajustez la puissance et / ou les volets selon les besoins, bien que les volets devraient être la dernière chose que vous touchez, et seulement si vous êtes trop haut. Ne changez pas votre assiette, elle définit votre vitesse, et vous pouvez contrôler votre vitesse en regardant à l'extérieur et en maintenant l'assiette (avec une vérification rapide à l'ASI de temps en temps, juste pour confirmer). Utilisez la puissance pour contrôler

votre taux de descente tout en maintenant l'assiette / vitesse constante.

Nous arrivons maintenant à la courte finale et cet arrondi tellement redouté. Éventuellement, vous devrez déplacer vos yeux vers autre chose que l'extrémité rapprochée de la piste. Vous choisirez alors l'extrémité éloignée de la piste comme votre nouvel horizon, ce qui vous ramènera à une assiette descendante par rapport à ce nouvel horizon. Ne faites rien encore, il est trop tôt. Continuez comme vous l'avez fait jusqu'à présent, continuez de voler jusqu'à l'extrémité de la piste, avec la même assiette.



À un moment donné, le sol semblera vous sauter dessus, vous aurez peur et vous tirerez sur les commandes, et vous en êtes là, dans un mauvais arrondi, trop haut, et ce ne sera pas un bel atterrissage en douceur.

« Que s'est-il passé, tout allait pourtant si bien? Pourquoi avez-vous perçu que le sol vous a sauté dessus ? » Vos yeux sont parfaitement normaux et vous ont joué un tour. L'oeil humain typique ne peut détecter la hauteur avec précision au-delà de 30 pieds sans l'aide d'un point de référence comme un bâtiment, un poteau de téléphone, un ruban à mesurer, etc. Étant donné que de telles choses ne sont pas disponibles à l'extrémité de la piste, nous n'avons aucune référence visuelle, nous ne pouvons donc pas détecter avec précision notre hauteur

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*"ÉVENTUELLEMENT,  
VOUS DEVREZ DÉPLACER  
VOS YEUX VERS AUTRE  
CHOSE QUE L'EXTRÉMITÉ  
RAPPROCHÉE DE LA  
PISTE."*

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au-dessus du sol avant d'atteindre environ 30 pieds. Nos yeux enregistrent alors soudainement et envoient le message à notre cerveau. C'est à ce moment que notre instinct de préservation prend le dessus et que nous tirons sur la colonne. C'est précisément le moment de garder notre cool en tant que pilotes.

Pensez-y : ce n'était qu'une illusion, rien n'a changé, il vous reste encore un peu de temps avant de toucher le sol. Il n'est pas nécessaire de paniquer et de réagir si rapidement. Regardez calmement votre assiette de croisière par rapport à l'extrémité rapprochée de la piste. Passons maintenant à ce nouvel horizon : l'extrémité éloignée de la piste cette fois. Vous remarquerez maintenant que vous êtes dans

une assiette descendante par rapport à ce nouvel horizon. Le moment est venu de faire l'arrondi : amenez progressivement et en douceur le nez à une assiette de croisière par rapport à ce nouvel horizon (le bout éloigné de la piste). Tenez le nez là pendant une seconde ou deux. La vitesse commence à diminuer car vous n'avez pas assez de puissance pour maintenir l'altitude au-dessus de la piste (à quelques mètres maintenant). Pendant tout ce temps, vous vous rapprochez lentement du sol.

Vous réduisez maintenant lentement la puissance tout en levant progressivement le nez jusqu'à ce que vous puissiez éventuellement avoir une assiette de montée par rapport à cette extrémité de la piste. Quelque part là-dedans, vos roues entreront en contact avec la piste réalisant l'atterrissage le plus doux que vous ayez jamais eu. Ce n'est pas le moment de relâcher les contrôles, vous n'avez pas encore fini! Réduisez maintenant ce qui reste de puissance et supportez le nez jusqu'à ce qu'il descende de lui-même en raison d'un manque de vitesse.

J'ai utilisé cette technique au fil des ans avec un succès constant lors de l'instruction, mais je vous préviens de ne pas simplement vous précipiter vers votre avion et de l'essayer sur les champs. Lisez et relisez cet article, puis relisez-le encore quelques fois, jusqu'à ce que vous absorbiez vraiment la technique. Pratiquez à la maison : asseyez-vous dans votre fauteuil préféré, fermez les yeux, prétendez que vous êtes dans votre avion et pratiquez votre approche finale et arrondi pour un atterrissage en douceur.

Visualisez les assiettes et changez les mouvements avec vos mains et vos pieds. Assurez-vous que personne ne vous voit si vous pensez que votre réputation pourrait en souffrir. Je recommande également un pilote de sécurité pour les premières fois (dans l'avion évidemment), juste pour vous assurer que vous n'atterrissez pas trop fort ou sur la roue avant. ✈️



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# INSURANCE AND COVID-19

## IMPORTANT CONSIDERATIONS DURING THE PANDEMIC

I was asked by the editor to write an article on how the current market conditions in the insurance industry are impacting the pricing of the COPA program. That was three weeks ago, and so much has changed since then that it seems of minor relevance. First and foremost, I want to acknowledge that the utmost priority is our health, and our thoughts and prayers are with everyone who has been impacted by this deadly virus.

As an aviation insurance specialist, however, my narrative will focus on insurance matters. I hope that by providing some guidance in my area of competence, you can focus on your top priority — your own health and wellbeing, and that of your family and friends.

While this isn't the first time we have been faced by uncertainty, the onset of COVID-19 has evolved into a global pandemic than none of us have seen before. However, we also never experienced 9/11 or the global financial crisis of 2008 before either. The subsequent closures of businesses, self-isolation and the worldwide shutdown of air travel have quickly moved a health crisis into an economic crisis with vast impacts on the aviation sector.

The three most discussed items at our firm are whether or not there is coverage for business interruption as a result of COVID-19; reductions, suspensions or non-renewals of coverage; and regulatory impact on the insurance policy during this unprecedented time in the aviation world.

The Canadian government is already responding with over \$80 billion in stimulus and subsidies, which will be imperative as it is not apparent to us that a declaration of pandemic would trigger the business interruption coverage under a company's insurance portfolio. As we are seeing, a pandemic is very widespread and extremely diffi-



cult to forecast. Even if coverage were readily available, we estimate that the actual affordability would be difficult for most businesses.

The trigger for a business interruption claim is a loss covered by the property policy. If the loss to the property creates an interruption in product or service delivery, or the ability to operate the business, then the business interruption would be triggered. While it is too early to assert coverage or deny coverage on behalf of all the insurance companies, if you feel you may have suffered or will suffer a loss, you should inform your insurance broker and maintain records and documents which will help substantiate such a claim.

However, in this time of crisis, the insurance industry, for the most part, is doing what it can to support their clients within their own fiscal constraints.

With respect to your private insurance (including aircraft), if you have grounded your aircraft, speak to your broker and see what options are available with the underwriter in terms of coverage reductions or premium financing.

If you are about to renew your insurance and don't anticipate flying your aircraft for an extended period of time, renew ground coverage only. Or, if midway through your policy term, ask about laying up your aircraft for a credit towards your premium, like the COPA insurance plan.

For Canadian businesses, the potential challenges and consequences of voluntary and/or mandatory closures is much greater.

Firstly, closing up hangars and offices and sending everyone home creates potential coverage concerns related to unoccupied premises.

Ensure that your insurance company is extending cover for these unoccupied locations. But also take some time to make sure the property is secure from perils such as fire, water or even crime. Some tips include turning off water, managing the temperature control, routine checks and maintenance, and ensuring all your business data has been backed up prior to closing the premises.

Secondly, these closures can create a significant strain on business income. As a business owner, you may be looking for ways to lower your insurance premium by removing or reducing coverages not required during the emergency.

The aviation underwriters are responding to this on a case-by-case basis. We are all experiencing the COVID-19 crisis together and, as individuals, your underwriters are extremely empathetic to the situation and looking to do the right thing. However, they also have to ensure that it doesn't put their annual results in jeopardy. The aviation insurance market has been unprofitable for many years with many considering 2020 to be the last chance to turn their

results around. If they start giving back sizeable premium credits before they know the true impact on losses, they might as well close their doors now, which will make for more hardships for operators in the long run.

Some early indications of how underwriters are able to assist include offering ground coverage at inception of the policy term, offering lay-up clauses for the down time during the pandemic closures, and/or looking at how they can offer assistance in terms of premium finance.

Finally, for both individuals and businesses, work with your broker to find flexible payment solutions.

The final area of importance is how closures and disruptions are impacting regulatory requirements and how this impacts your insurance coverage. Most

notably, both the FAA and Transport Canada have announced that they are waiving enforcement actions against individuals if you are unable to obtain

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*"...FOR BOTH INDIVIDUALS AND BUSINESSES, WORK WITH YOUR BROKER TO FIND FLEXIBLE PAYMENT SOLUTIONS."*

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a new medical certificate in a timely manner due to the COVID-19 pandemic. It's our experience that most insurance companies are acknowledging and agreeing to this exemption.

However, other regulatory requirements that may create conflict with the insurance coverage would include recurrency requirements and aircraft annuals. Be sure to check with your insurance broker before operating an aircraft where the pilot or the machine does not comply with regulations or the insurance requirements, regardless whether temporary measures are in place to waive those requirements. It is important to ensure that your insurance policy will still respond.

The situation is changing daily and it is impossible to predict what the next months, let alone days, will bring. The best advice I have received is to think in terms of months, not days, and to focus on the things you can control. Most importantly, keep your distance and stay safe. 🧘

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## TRANS-PACIFIC LEG MEANT LOADING UP ON FUEL

**C**anadian David McCulloch of Toronto wanted to set a record for flying west around the world in a light twin. This excerpt is from *Riding the Fire, Chapter 19, 'From San Jose to Honolulu'*.

Neither pilot was as concerned about the long over-water flight, as they were aware that, right now, they were overloaded with fuel to twice the allowable takeoff weight the airplane was designed for and, of that extra weight, nearly a ton was highly inflammable 100/130 high-octane aviation fuel. "The plane was designed to carry 160 U.S. gallons of fuel and was loaded with over 520 gallons," recounted McCulloch. "Literally, it was a flying gas bomb."

The first thing McCulloch and Keating had to do was survive the takeoff, get enough altitude and at least a modest rate of climb before they even reached the Pacific Ocean.

"The plane was not made to carry enough fuel for this feat. I used up all the safety margins built into this aircraft," said McCulloch. He had gone well beyond it. "Really all you have is a wing and a prayer." He was about to attempt what his long-time hero Howard Hughes had done the year he was born.

"I remembered thinking my daughter was born only a month before. I might never get to see her grow up. This is what the passion of flying will do to you."

The question in both their minds is whether the Cessna 414 will get off the runway or will it be an item on the five o'clock news across the United States and Canada — perhaps Europe. The possible fireball ending is a pretty interesting news story.

McCulloch pushed the throttles to their maximum limits on the quadrant.



When he accelerated to the maximum speed of 130 kt. (150 mph-241 km/h), he rotated, pulling back gently on the control column — and waited.

"With adrenaline pumping (and the devil watching) she finally lifts off the runway," McCulloch said. The aircraft lumbered into the air. But it's not over yet. The aircraft is airborne but, as every pilot knows, there is something known as ground effect. A cushion of air builds up between the wing bottom and the runway surface when the plane is taking off. In an aircraft of this size, this air cushion might exist up to ten or twelve feet. The plane might be flying but won't go higher.

Where the usual practice is to leave the gear down until the plane is out of ground effect, McCulloch was conscious of the drag the wheels were inducing. Where every knot of speed was important to ensure climb, he retracted the gear. This, and another 'trick', added another few knots of speed as well. He and Keating had readjusted the stops on the throttle, allowing them to

▲ David McCulloch's 1972 Cessna 414 ready for the record attempt.

increase their manifold pressure from 36 inches of boost to 41 inches of boost.

McCulloch remembers the takeoff as more like trying to stop the sink rate. "It was a long takeoff run. We used up a lot of the runway." The 414's usual 110-knot speed rotate (wheels off) was not sufficient. He increased his speed to 135 knots. "It required a lot of elevator to even get the nose up; all controls were slow to react. They were sluggish."

At this point they were balancing on the edge of a stall, the engines at full fine pitch were screaming away outside. The screaming was good. As long as they were, they were running. One hiccup out of the engines and the plane would pull to that bad engine and she would roll in: Fireball. If one of the props lost its governor and went flat, the airplane would roll to that engine: Fireball. If one of the turbo boosts failed, same result — fireball. Engine jug failure due to added boost: Fireball.

All of McCulloch's options at this point — if he could not get altitude — would result in a colourful yellow/orange fireball somewhere northwest of the field in a subdivision, or in the Alviso Salt Marshes.

He climbed a bit more. Soon they figured they were out of ground effect but still he had to keep the wings level. Banking one way or the other would result in the loss of lift. They climbed out straight ahead with McCulloch nursing the controls and the attitude of the airplane. As the Cessna twin burned off fuel it got a bit lighter. The lighter the better; better climb. "We were holding our breath for so long it's a wonder we didn't pass out."

Avoiding a fireball provides one with a lot of incentive, particularly when you have two big fuel tanks loaded with high-octane avgas right in the passen-

ger compartment with you. Satisfied finally that they were climbing, McCulloch still had to be mindful of the mountain

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*"THEY CLIMBED OUT STRAIGHT AHEAD WITH MCCULLOCH NURSING THE CONTROLS AND THE ATTITUDE OF THE AIRPLANE."*

---

barrier off to the west of him. The mountains climbed to nearly a half mile high but became gradually lower the further north they went, tapering to nothing at the entrance to San Francisco Bay.

San Jose International was at an altitude of only 54 feet. McCulloch climbed out to the northwest and when he had the altitude, he gently banked the aircraft left to the west and crossed over the mountains west of San Mateo.

"It was a long, slow flight over the land to the Pacific. Once over the ocean I've traded one danger for another. Instead of burning now, I will drown. My doctor-friend says I am an adrenaline junkie."

A 1,900-nautical-mile flight overwater from San Jose to Honolulu was ahead, with no alternate to land other than the Pacific Ocean....

*Riding the Fire, by Don Ledger, is available for purchase. See the Aviator's Bookshelf section in this issue for ordering details. — Ed.*

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OKANAGAN

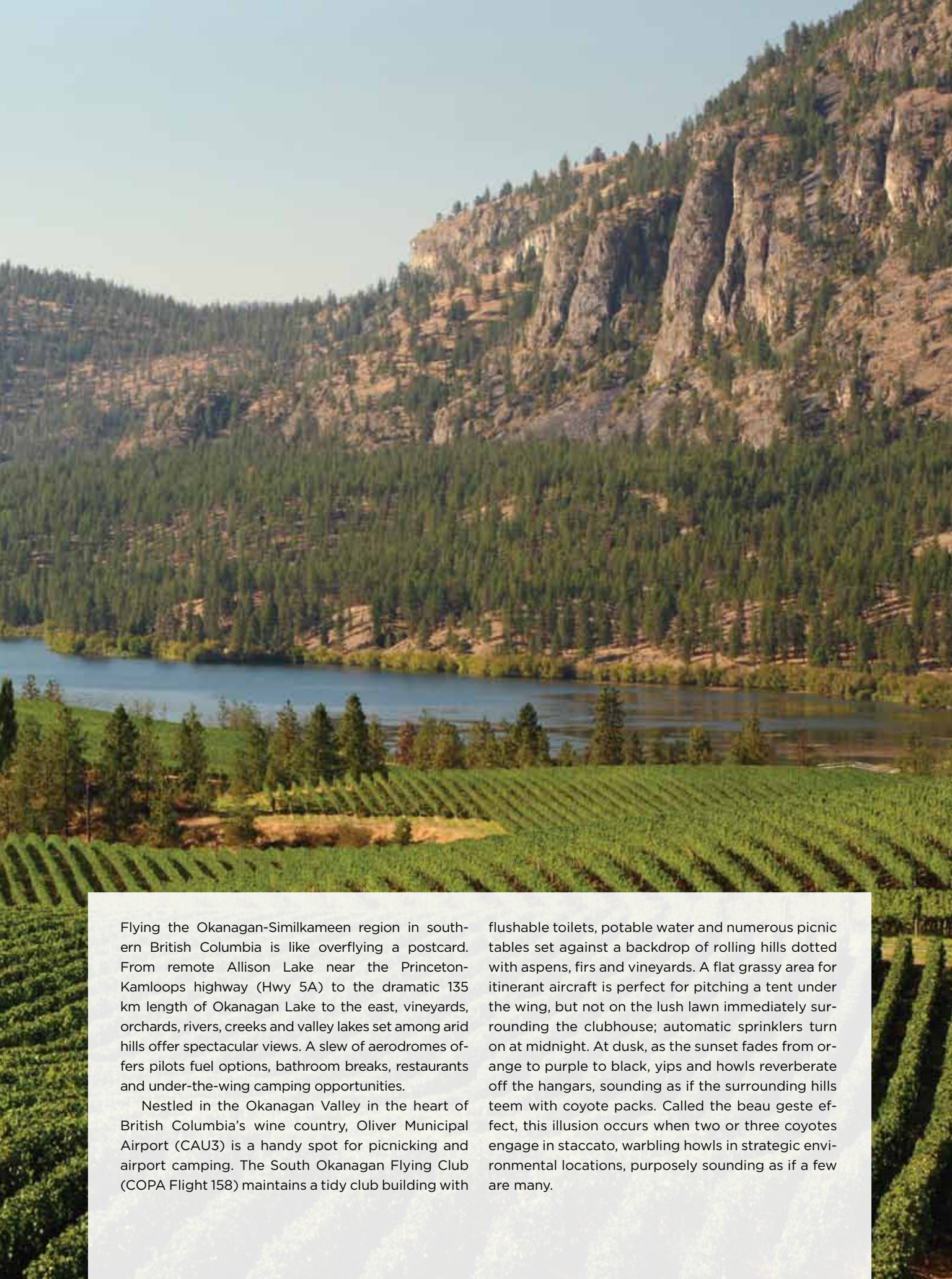


# B.C.'S OKANAGAN VALLEY

TOURING WINE COUNTRY BY AIR

*By Janine Cross*



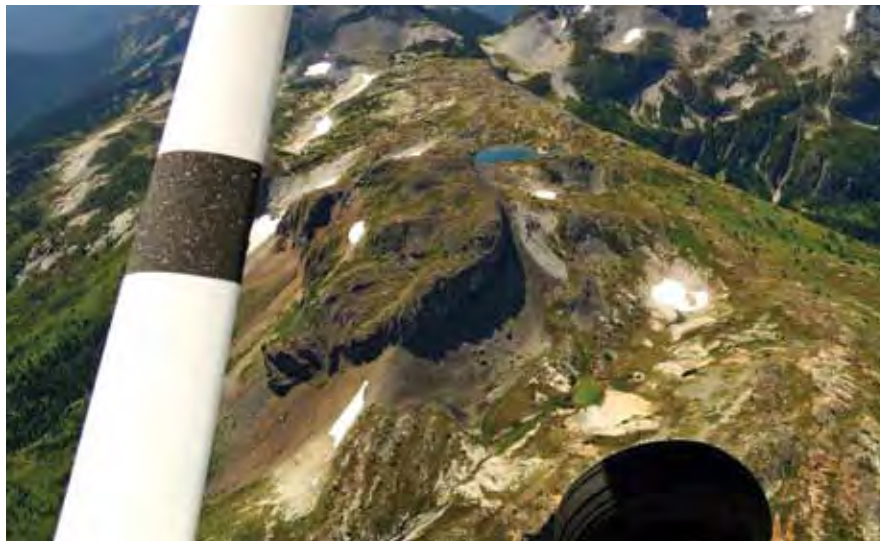


Flying the Okanagan-Similkameen region in southern British Columbia is like overflying a postcard. From remote Allison Lake near the Princeton-Kamloops highway (Hwy 5A) to the dramatic 135 km length of Okanagan Lake to the east, vineyards, orchards, rivers, creeks and valley lakes set among arid hills offer spectacular views. A slew of aerodromes offers pilots fuel options, bathroom breaks, restaurants and under-the-wing camping opportunities.

Nestled in the Okanagan Valley in the heart of British Columbia's wine country, Oliver Municipal Airport (CAU3) is a handy spot for picnicking and airport camping. The South Okanagan Flying Club (COPA Flight 158) maintains a tidy club building with

flushable toilets, potable water and numerous picnic tables set against a backdrop of rolling hills dotted with aspens, firs and vineyards. A flat grassy area for itinerant aircraft is perfect for pitching a tent under the wing, but not on the lush lawn immediately surrounding the clubhouse; automatic sprinklers turn on at midnight. At dusk, as the sunset fades from orange to purple to black, yips and howls reverberate off the hangars, sounding as if the surrounding hills teem with coyote packs. Called the beau geste effect, this illusion occurs when two or three coyotes engage in staccato, warbling howls in strategic environmental locations, purposely sounding as if a few are many.





▲ Oliver Municipal Airport, in the heart of Wine Country', welcomes 'under-the-wing' campers.

The town of Oliver is a ten-minute stroll north of the airport. Bistros, restaurants, grocery shops, and hotels line Main Street, and a plethora of winery tours offer opportunities to sample award-winning Chardonnays, Cabernets and everything in between. To combine wine touring with exercise, access the flat 18.4 km International Hike and Bike Trail (mostly paved) from the Kinsmen Waterpark in town. This sun-drenched trail follows the Okanagan River past eleven wineries, terminating in the south at Osoyoos Lake. For golfers, the Nk'Mip Canyon Desert Golf Course is only a six-minute taxi ride northeast of Oliver airport, as is Tuc-El-Nuit Lake, a spring-fed oasis framed by mountain vineyards and overlooked by McIntyre Bluff. A small sandy beach on the southwest corner of the lake offers a great place to swim.

Forty-two kilometres north of Oliver, Penticton Regional Airport (CYF) is perched between the southernmost tip of Okanagan Lake and the northern end of Skaha Lake. Gusting winds are common here, providing a nice, spicy landing more often than not. When on

PHOTOS: JANINE CROSS





▲ One can enjoy highly rated gourmet restaurants, many of them at wineries, or keep it simple at the campsite.

downwind left and on approach for Runway 16 in the summer, pilots have a great view of hundreds of colourful inner-tubes floating down the 7-km channel that connects the two lakes.

Although Penticton Regional doesn't possess the charm or under-the-wing camping opportunities of Oliver Municipal, it's only an eleven-minute taxi ride to a hub of inner-tube rental companies that offer pilots (and others) the chance to float the lazy channel. At the height of summer, rental line-ups are long, and sell-outs can occur before noon. Depending upon water flow, the entire river-float takes anywhere from two to four hours. Vendors along the banks sell ice cream and hot dogs, and while alcohol consumption is not permitted on the river, plenty of folks have ice-cold brews in hand as they float past the scenery. After flying downwind at 90 knots, it's fun to float the runway length at a sedate two knots shortly after. Keep in mind that that this region is considered Canada's only true desert climate, and as there's no shade whatsoever during the float, sunscreen, water and a hat are necessary. 🧢

## NEARBY AERODROMES



**Osoyoos Regional Airport (CBB9, 2,477' asphalt):** A pretty little picnic spot with a wonderful view of the vineyards and orchards on the hills across from Osoyoos Lake. There are no facilities or services at this airstrip.

**Kelowna International Airport (CYLW, 8,900' asphalt):** Set in a large city sprawled over the western and eastern banks of Okanagan Lake, it boasts the greatest percentage of calm wind observations for any major city in Canada.

**Vernon Regional Airport (CYVK, 3,517' asphalt):** Picturesque and fully serviced, the airport is only a 20-minute walk from the northeastern tip of Okanagan Lake and its sandy beach. Overflying nearby Kalamalka Lake affords a spectacular view of 'the lake of a thousand colours', so named because the glacial water fluctuates from cyan to indigo in colour, the variation derived from light scattering caused by the precipitation of calcite.

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## HISTORICAL SOCIETY PRESENTATION

TORONTO GROUP LEARNS ABOUT FORMER U.S. SPY PLANE



Aviation historian Martin Keenan was the guest speaker at a recent meeting of the Toronto chapter of the Canadian Aviation Historical Society (CAHS). The title of Keenan's presentation was 'Cold War Overflights of the Soviet Union and the U-2'.


The audience enjoyed Keenan's photo collection of the Lockheed U-2 spy plane, dubbed by many as the 'Dragon Lady'. First flown by the CIA, the single-engine, sub-sonic jet aircraft was later operated by the U.S. Air Force. It flew reconnaissance missions over the former Soviet Union (and other adversaries) at altitudes up to 70,000 feet.

One incident involving the U-2 that made international news was when, in 1960, a Soviet surface-to-air missile brought down a U-2 being piloted by Gary Powers, an ex-USAF pilot employed by the CIA. After Powers' conviction of espionage following a Soviet

trial, he was imprisoned for two years before being released in a prisoner swap with the U.S. in 1962.

The Toronto Chapter of the Ottawa-based Canadian Aviation Historical Society holds seven meetings a year, featuring interesting speakers. And what more appropriate of a venue can be found in Toronto than the Canadian Forces College on Yonge Boulevard? Members receive newsletters that correspond with the number of meetings held.

Members also receive the CAHS Journal, a quarterly magazine dedicated to Canada's aviation history. An annual convention is held each year in a different city across Canada. This year's event was to be held in Vancouver but has been rescheduled for next year due to the COVID-19 pandemic.

Other chapters include New Brunswick, Montreal, Ottawa, Manitoba, Regina, Medicine Hat, Calgary and Vancouver. 



▲ Guest speaker Martin Keenan working his way through his presentation.

## 99s ON A FEBRUARY FLY-OUT

A FAVOURITE 'OVERSEAS' DESTINATION

BY JENNIFER ZADOROZNIAK



The British Columbia Coast chapter of the Ninety-Nines flew into Victoria, BC (CYYJ) on February 29 for their first fly-out social of the year. Pilots from Abbotsford and Boundary Bay met at the nearby BC Aviation Museum (BCAM). The majority of the BC Coast 99 membership reside in B.C.'s Lower Mainland so it was extra special to have them visit us on Vancouver Island.

The BCAM sits at the end of Runway 32 and covers over five acres of land, with aircraft scattered both inside and outside of the museum's two huge hangars.

The museum has been open since 1985 and has over 24 airplanes and three helicopters, not counting the ongoing restoration of a Lancaster LM104. BCAM is run by volunteers and funded by donations. Its purpose is the collecting, restoring and displaying of

aircraft, as well as educating the public about all things aviation.

Doug Rollins, a skilled librarian and aviation historian, conducted our tour around the museum, sharing insider secrets and fun facts about Canadian and B.C. aviation history. We were blown away by the museum's variety of aircraft, volunteers, unique artifacts, demonstrations and the kids' area. A fun fact: the site on which the current Victoria International Terminal sits was once a munitions depot during wartime.

Of all the displays, the earliest versions were the most intriguing. These 'early birds' included a replica of da Vinci's ornithopter as well as the first completely Canadian-designed and built gas-powered aeroplane, the Twin Plane by W.W. Gibson. Its inaugural flight occurred on September 12, 1910,

▲ The BCAM counts a Canadian-built Trident TR-1 Trigull among its collection.

just down the road at Deans Farm. The brief flight was described as a hop. After modifications, it flew more successfully in Calgary in an area where there weren't any trees.

The BCAM has one of only three prototypes ever made and flown of the Trident TR-1 Trigull — a Canadian amphibious aircraft. Sadly, the company struggled financially, and the aircraft did not go into production.

After our in-depth BCMA tour, we had lunch across the street at Mary's Bleue Moon Café.

February weather is unpredictable and during lunch we witnessed TCU clouds, rain, hail and sunny weather, but the flying season is off to a great start. 🌩️

## CLUB COPA 198 - NEUVILLE, QC

LES 4 À 7 MENSUELS, UNE TRADITION BIEN ANCRÉE

TEXTE ET PHOTOS : JONATHAN BEAUCHESNE, DIRECTEUR COPA POUR LE QUÉBEC



◀ Des membres de l'Aéroclub de Neuville assistent à cette rencontre incontournable.

L'aviation générale, comme d'autres secteurs, repose sur des traditions et des coutumes. L'une d'entre elles s'avère être les quatre à sept mensuels à l'aérodrome de Neuville (CNV9), près de Québec. Instaurés il y a quelques années, ces rendez-vous organisés le premier vendredi du mois sont devenus un incontournable pour les membres de l'Aéroclub de Neuville (Club COPA 198) et d'autres amateurs d'aviation venant d'un peu partout.

Pour l'édition du 6 mars 2020, un encan silencieux fut organisé. Du matériel pour les pilotes, des articles de sport et de plein air ainsi que des vols dans un Cirrus ou dans un autogyre (pour ne nommer que ceux-là) étaient

mis aux enchères. Grâce à ces prix convoités, plusieurs centaines de dollars furent accumulés et serviront à financer les nombreuses activités de l'Aéroclub.

Effectivement, plusieurs activités sociales et aériennes sont organisées par l'Aéroclub tout au long de l'année. Que ce soit des repas, des activités de formation ou des périple aériens collectifs, toutes les raisons sont bonnes pour converger vers l'aérodrome. Fait intéressant : les pompiers se rendront à l'aérodrome dans les prochaines semaines pour en apprendre davantage sur les appareils, les opérations et connaître plus en détails le fonctionnement des installations aéropor-

tuaires. Une simulation d'urgence est même éventuellement prévue (date à confirmer, surveillez les NOTAM), ce qui ne fera qu'augmenter la sécurité des opérations à l'aérodrome en cas d'incident.

La présence de COPA fut soulignée et appréciée lors de l'évènement (4 à 7 mars 2020). Il faut dire que le support offert par l'association à l'équipe de CNV9 au fil des ans a contribué à développer une expertise et une jurisprudence qui servent désormais partout au Canada.

En effet, plusieurs se rappellent les nombreuses batailles juridiques qui ont parsemé l'évolution de cet aérodrome, inauguré en novembre 2011, menées en partie par la municipalité de Neuville. Or, beaucoup d'eau a coulé sous les ponts depuis ce temps. Désormais, les autorités locales et les propriétaires de l'aérodrome entretiennent de bons liens et les opposants sont beaucoup moins nombreux, ces derniers ayant réalisé le peu d'impacts des opérations dans leur quotidien grâce à la grande qualité des procédures mises en place. Cette cohabitation réussie est un modèle à suivre pour tous les propriétaires et promoteurs d'aérodromes et ce, partout au Canada.

Si vous passez par la région de Québec, n'hésitez pas à y faire un arrêt. Le carburant est à prix raisonnable, une voiture de courtoisie y est généralement disponible et les membres de l'Aéroclub se feront un plaisir de vous accueillir. D'ici là, n'hésitez pas à suivre leur page Facebook. 📱



# LES FILLES S'ENVOLENT À MIRABEL

TEXTE ET PHOTOS JEAN-PIERRE BONIN



La Semaine mondiale des Femmes de l'air (Women of Aviation Week, ou WOAW) a été célébrée cette année à Mirabel dans une formule très différente de ce qui était habituellement fait ces dernières années à Lachute. Au lieu d'un événement d'une journée avec des vols d'introduction pour les filles, l'événement s'est déroulé sur une semaine à partir du 2 mars où les filles étaient invitées à YMX Aerocité internationale de Mirabel pour contribuer à la réalisation d'une fresque géante en avions de papier rose et blanc. Elles pouvaient ensuite voler dans un appareil d'aviation générale, visiter la tour de Mirabel ou l'usine L3Harris Technologies.

La semaine a culminé le 8 mars lorsque quatre des six sections planifiées de la murale ont été révélées. L'intégralité de la fresque sera exposée chez ICAR Mirabel pendant le Festival Aéronautique Volaria en septembre. 🛩️

## GIRLS SOAR AT MIRABEL

TEXT AND PHOTOS JEAN-PIERRE BONIN

**Women of Aviation Week (WOAW) was celebrated this year using a formula quite different from what was usually seen in past years in Lachute. Instead of a one-day event with introductory flights for girls, the event, held at Mirabel this year, was spread over a week starting March 2.**

Girls were invited to the YMX International Aerocity of Mirabel to contribute to the making of a giant mural made of pink and white paper planes. They then could fly in a GA aircraft, visit the Mirabel tower or the L3Harris



Technologies plant.

The week culminated on March 8 when four of six planned sections of the mural were revealed. The whole



mural will be on display at the International Centre of Advanced Racing (ICAR) Mirabel during the Volaria Aeronautics Festival in September. 🛩️

## SLEMON PARK

### EVOLUTION OF A WARTIME AIR FORCE BASE

BY STEVE DRINKWATER

The year was 1941 and Canada, together with Great Britain and other allies, was at war. Britain bore the brunt of the air war against Germany, and the need for trained pilots grew exponentially. Given the aerial bombardment of British airfields and facilities, the Commonwealth allies (the United Kingdom, Australia, New Zealand and Canada) established the British Commonwealth Air Training Plan whereby Commonwealth pilots could train in the safer environment that Canada was.

On the outskirts of Summerside, Prince Edward Island an airfield was built and was named RCAF Station Summerside. Three years after the war ended in 1945, an air navigation school was established. In 1949, a public school, houses and roads were built, and the young community was named Slemon Park to honour Air Vice Marshal Roy Slemon, who later went on to serve as RCAF Chief of Air Staff and Deputy Commander of NORAD.

The Station became Canadian Forces Base Summerside in 1968. That same year, 413 Transport and Rescue Squadron moved in, becoming the prime Search and Rescue base for the East Coast. Other military schools and squadrons also transferred to Summerside over the ensuing years.

In 1989 the federal government announced the closure of CFB Summerside and squadrons were relocated. Three years later a property management and development corporation was formed to take ownership of the assets of the former base. It took on the residential community name and became known as the Slemon Park Corporation (SPC). The assets owned and controlled by the SPC include 567



hectares (1,400 acres) of land, 30 separate commercial buildings with over 77,100 square metres (830,000 square feet) of space and 253 residential units, now home to a thriving community of over 230 families. A hotel and conference centre are also present.

With its 8,000-foot by 200-foot runway, it also serves as Summerside's airport (CYSU). Although there is no scheduled air service, it is home to an FBO and to COPA Flight 125. Training opportunities are also available.

▲ Top: A view of Summerside Airport, including Slemon Park. Bottom: Air Force Heritage Park

SPC became a provincial crown corporation when it bought all outstanding shares that were in private hands in 2016. Since then, the province has invested in the repaving of runway — much needed after 40 years since the last paving. By 2017, over 1,200 people were employed by the more than 20 firms, many of them aerospace-related,



that make Slemon Park their base, generating a payroll of over \$50 million.

These days the SPC is putting greater emphasis on the historical origins their facilities. What once served as the officers' mess back in the day is now the Slemon Park Hotel and Conference Centre, complete with a full-service restaurant. Many of its 88 rooms bear the names of various military aircraft that once called Summerside home, such as the Anson and Harvard. The SPC is making plans to accentuate its military heritage though changes to the hotel website and restaurant menus.

"It's a very important story," SPC president Shawn McCarvill told the CBC recently, as he described further measures, such as exhibiting photos

of aircraft that once called Summerside home.

Located on the grounds of Slemon Park is the Air Force Heritage Park, complete with a memorial wall and walk of honour. It is an initiative of the Aviation Heritage Society (PEI) Inc., run by a group of volunteers whose mission according to its website is to "collect, preserve and promote the military aviation heritage of the province of Prince Edward Island." The society assembled a collection of three historical military aircraft, including a Canadair CP-107 Argus, a de Havilland Canada-built Grumman CP-121 Tracker and a McDonnell CF-101 Voodoo, all of which are now owned by the SPC and on display in the park. The society continues with the restora-

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*"WHAT ONCE SERVED AS THE OFFICERS' MESS BACK IN THE DAY IS NOW THE SLEMON PARK HOTEL AND CONFERENCE CENTRE"*

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tion of these aircraft and the development of the park.

SPC's McCarvill sums it up the historical initiatives: "...so people have more of an appreciation — a whole generation has grown up since this was CFB Summerside." 📷

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# ON THE HORIZON

## UPCOMING EVENTS

**Given the current COVID-19 pandemic, readers are advised to check with event hosts for any cancellations or postponements before making plans to attend.**

### MAY 3

Red Deer, AB (CYQF) Flight 92 Flying Club Annual fly in/drive in pancake breakfast, 8:00 - 11:00 at the Sky Wings Hangar More info: [www.reddeerflyingclub.org](http://www.reddeerflyingclub.org), [red\\_rig@hotmail.com](mailto:red_rig@hotmail.com)

### MAY 23

Toronto Island, ON (CYTZ) Flight 32 COPA For Kids, 09:00-14:00 (Rain date: June 6th). Registration will open first week of May at [www.tipa.ca](http://www.tipa.ca)

### MAY 24

Stirling, ON (CPJ5) Flight 53 Fly-In Breakfast, 08:00 - 12:00 Hosted by the Oak Hills Flying Club. <http://www.stirlingairport.ca> 613-395-2360

### JUNE 13

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

### JUNE 13

Melfort, SK (CJZ3) Flight 182, 09:00 weather permitting. Registration required: 306 752-2226

### JUNE 13

Vegreville, AB (CEV3) Flight 191 Annual Fly-in / Drive-in Pancake Breakfast, 08:00 - 1200. More info: [vegfflyingclub.com](http://vegfflyingclub.com)

### JUNE 14

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

### JUNE 14

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

## REGULARLY HELD EVENTS

**Given the current COVID-19 pandemic, readers are advised to check with event hosts for any cancellations or postponements before making plans to attend.**

### AIRDRIE, AB (CEF4)

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

### ARNPRIOR, ON

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

### BANCROFT, ON (CNW3)

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

### BEAVERLODGE, AB (CYQU)

Flight 184 - Monthly meeting 3rd Tue. Sept. to Apr. 19:30, Terminal Building second floor boardroom. [wpaa@telus.net](mailto:wpaa@telus.net)

### BONNYVILLE, AB (CYBF)

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

### BORDEN, ON (CNV8)

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

### BOUNDARY BAY, BC (CAK3)

Flight 5 - Boundary Bay Flying Club

monthly meeting, 2nd Wed. 19:30 [copa5.wordpress.com](http://copa5.wordpress.com)

### BRANTFORD, ON (CYFD)

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

### BURLINGTON, ON (CZBA)

Flight 28 - Monthly Pizza dinner 19:00. Meeting and program 19:30 on the 2nd Tue. (except Jul. and Dec.) [www.copaflight28.ca](http://www.copaflight28.ca)

### BUTTONVILLE, ON (CYKZ)

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

### CALGARY, AB (CYBW)

Flight 114 - Monthly meeting 2nd Wed. 19:00 (except Jul. and Aug.) Hangar Flight Museum [bbyl@shaw.ca](mailto:bbyl@shaw.ca), (403) 861-6716, [www.crufc.ca](http://www.crufc.ca)

### CARLETON PLACE, ON (CNR6)

Flight 121 - monthly meeting last Sat. 10:00, [ctwinter@gmail.com](mailto:ctwinter@gmail.com)

### CHARLOTTETOWN, PE (CYYG)

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

### CHATHAM-KENT, ON (CYCK)

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

### CLARENCE-ROCKLAND, ON

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

### COLD LAKE, AB (CEN5)

Flight 205 - Monthly meeting bi-weekly Thu. 16:30, terminal building [jayconlin@hotmail.com](mailto:jayconlin@hotmail.com)

# ON THE HORIZON

## **CORNWALL, ON (CYCC)**

Flight 59 - Monthly meeting 2nd Sat.  
09:00, [earfran@bell.net](mailto:earfran@bell.net)

## **DAWSON CREEK, BC (CYDQ)**

Flight 183 - Mile Zero Flying Club  
monthly meeting last Thu.  
[rfofster@pris.ca](mailto:rfofster@pris.ca)

## **DRAYTON VALLEY, AB (CER3)**

Flight 186 - Monthly meeting 2nd Thu.  
19:00. Break Jul. and Aug.  
[praa.clubinfo@gmail.com](mailto:praa.clubinfo@gmail.com)

## **EDMONTON, AB**

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

## **ESTEVAN, SK (CYEN)**

Flight 3 - Monthly meeting 2nd Tue.  
of every 2nd month 19:30  
Main terminal building.  
[Nealandnadine@hotmail.com](mailto:Nealandnadine@hotmail.com)

## **EXETER, ON**

Flight 177 - Monthly meeting 19:00  
2nd Tue. May to Oct. - Sixsmith  
Airport (CSX7). Nov. to Apr. -  
The Lions Den Exeter.  
[Flight177.copanational.org](mailto:Flight177.copanational.org)

## **FREDERICTON, NB**

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

## **GODERICH, ON (CYGD)**

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

## **GRAND FALLS-WINDSOR, NL**

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

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

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

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

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

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

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

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

Flight 131 - Monthly breakfast meeting  
08:30 1st Sat.  
Club 131 - Déjeuner mensuel 08h30 1er  
samedi, [flight131.copanational.org](http://flight131.copanational.org)

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

Flight 126 - Monthly meeting 19:00 2nd  
Wed., Clubhouse/Terminal building.

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

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

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

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

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

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

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

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

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

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

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

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

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

Flight 165 - Monthly meeting 3rd Mon.  
at 19:00, terminal building.  
[laclabicheflyingclub.ca](http://laclabicheflyingclub.ca)

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

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

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

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

## **LONDON, ON (CYXU)**

Flight 75 - Wed. BBQ's from June -  
Sept. 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 Thu. of  
every month. Maple Creek Airport  
Club House. [mcfllying@mail.com](mailto:mcfllying@mail.com)

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

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

## **MELFORT, SK (CJZ3)**

Flight 182 - Monthly meeting at  
19:30 3rd Tue., terminal building at the  
airport. Short meeting and then pre-  
sentation. [trent.rae@fyidoctors.com](mailto:trent.rae@fyidoctors.com)

## **MIRAMICHI, NB (CYCH)**

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

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

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

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

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

# ON THE HORIZON

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

Flight 23 - Monthly meeting 19:00 2nd Mon., [flyingnorthbay.ca](http://flyingnorthbay.ca)

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

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

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

Flight 142 - 19:30 Old Didsbury Flying Club monthly meeting 1st Tue. Monthly 2nd Sat.: Coffee and donuts and discounted fuel

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

Flight 70 - Monthly meeting 19:30 1st Thu., [copa70.com](http://copa70.com)

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

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

## **PENTICTON, BC (CYYF)**

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

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

Flight 34 - Monthly meeting 19:00 2nd Wed., [tommoore@live.ca](mailto:tommoore@live.ca)

## **PICTON, ON (CNT7)**

Flight 53 - Monthly breakfasts 08:30 - 10:30 2nd Sun. Apr. - Oct. (Except

June), Prince Edward Flying Club 613-403-4809

## **PITT MEADOWS, BC (CYPK)**

Flight 16 - Aero Club of BC monthly meeting 19:30 1st Wed. [aeroclubofbc.ca](http://aeroclubofbc.ca)

## **PONTIAC, QC**

Flight 169 - Monthly breakfast meeting at restaurant Aylmer 1st Sat.

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 Wed., [pilotpg@telus.net](mailto:pilotpg@telus.net)

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

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

## **QUEBEC, QC**

Flight 168 - Monthly meeting, various locations 19:30 3rd Mon.

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 Mon. Flying club building, 403-350-5511

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

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

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

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

## **SARNIA, ON**

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

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

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

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

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

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

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

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

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

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

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

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

Flight 65 - Vernon Flying Club monthly meeting 19:00 3rd Tue., VFC Clubhouse, [flyingclubvernon@gmail.com](mailto:flyingclubvernon@gmail.com)

Monthly pancake breakfast 09:00-11:00 4th Sun. Fly-in, drive-in, or walk in. Everyone is welcome  
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## VERMILLION, AB (CYVG)

Flight 204 - Monthly meeting 2nd Wed., [vrfflyingclub@gmail.com](mailto:vrfflyingclub@gmail.com)

## VICTORIA, BC (CYYJ)

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

## WELLAND, ON (CNQ3)

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

## WESTLOCK, AB (CES4)

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

## WETASKIWIN, AB (CEX3)

Flight 51 - Wetaskiwin Flying Club monthly meeting, 1st Tue., terminal building, [scottcoggan@hotmail.com](mailto:scottcoggan@hotmail.com) Monthly Fly-in 09:00 - 11:00 4th Sat. starting Jan. 26 until Dec. 28th. Coffee and treats will be served.

## WIARTON-GEORGIAN BLUFFS, ON (CYVV)

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

## WHITECOURT, AB (CYZU)

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

## WOODSTOCK, NB (CCD3)

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

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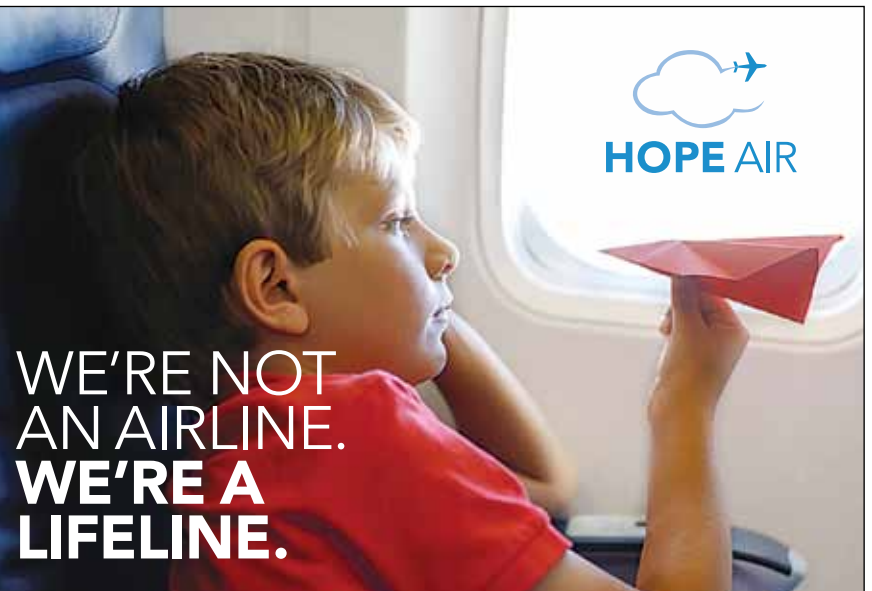
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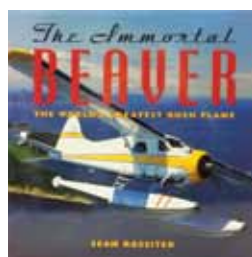
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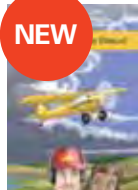
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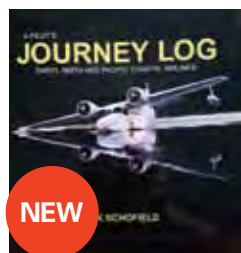
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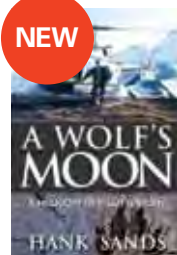


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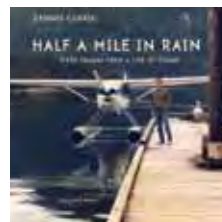


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1986 Mooney 252, 4098TT,693SM,MonroyFuel(105US),TKSDelce,530W!.....	\$159,900 USD	1974 Cardinal RG, 2927TT, 953SM, '0' SPOH, Hangared!.....	\$74,900 USD
1981 C206 Amph, 1468TT, 145SNEW Engine! G430W, 3730's, Exc P&I!.....	\$CALL	1974 C185 Amph PK3500's, 1859TT, 515 SMOH Lycoming O-540 Upgrade!.....	\$205,000 CAD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin530/430!.....	\$399,900 USD	1974 414 6905TT, 1185M, Full De-Ice.....	\$125,000 USD
1981 Duke B60, 4507TT, 1092 LBR, G530W, KFC-250 IFCS, Winglest!.....	\$218,000 USD	1973 T310Q, 2965 TTSN, 1965 LBR, GNS520W and GNS430, GTX345 ADS-B.....	\$75,000 USD
1980 Saratoga, 4660TT/1759SM, KingDigitalw/KAP150AP/HSI!.....	\$125,000 USD	1973 C172M, 14575TT,1585M,KingAvionics,G2EngMonitor!.....	\$68,000 CAD
1980 Outback RS, 2547TT, 860 SM, Dual Garmin G5's,696, WX, GTX320A!.....	\$69,000 USD	1968 C185 Amph,1696TT,6373SM,G500/G1N750,GTS800Traffic,Whip3730's!.....	CALL!
1980 A185F Amphib, 3645/545SNEW/10550/Aerocet3400, G1N750!.....	\$329,000 USD	1951 Harvard 6386TT, 2825M (Covington) Beautiful!.....	\$145,000 USD
1979 T210N, 2190 TT, 603 SM, Flint Tips! Loaded!.....	\$249,900 USD	1946 J3 CUB,w/PAT! STC's, 5450TT, 5505SMOH,.....	\$55,000 CAD
1979 SierraC24R, 2500TTAE, Fresh Annual!.....	\$39,000 USD	1943 Grumman G44 'Widgeon'8929TT,418SM,G1N750, Summer Ready!.....	\$275,000 USD

## FEATURED LISTINGS FOR MAY 2020



**CESSNA 180H 1964.** 6-place. Wheels/Skis/Floats Serial #18051470. Airframe TTSN: 5462 hrs. Continental engine 0-470; 230 HP w/20 hrs SMOH (Alberta Aero Engine 2019). McCauley prop 2A34C2D3-C, 20 hrs TTSN (Propworks Alberta Inc. 2019). Current CofA. Full instrument panel, radio package incl GN5530W, GPS/WAAS, GARMIN-VOR/LOC/GS, dual horizons; 1 vacuum/1electric and more (full detail available). Std wing tanks plus Flint Aero wing tip tanks, STC for 100LL or AutoFuel. Horton STOL kit; EDO 2870 Floats, Fluidyne C3200 Wheel/Skis. Blue/white exterior w/beige Selkirk fiberglass interior. Good condition. New seat covers, Rosen sun visors, new Davtron battery (2019). ELT, rear baggage door. 84-year-old owner selling to buy lighter aircraft. \$185,000CDN. Fred Carmichael 867-678-0911 or fcarmichael@northwestel.net (3682.20703)



**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 (3783.20839)



**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 (3456.20875)



**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. (3077.20860)



**1976 AERO COMMANDER 112TC IFR** TTSN 2640, SMOH 1050, Prop SNEW 0, All 76+. Interior 2016, annual & IFR Dec. 2019, dual ILS, GNS 430 W & KX155, GARMIN stereo, EGT CHT, ELT 406 Mhz. \$124,000 418-806-1475 (3773.20881)



**1977 PA 18 SUPER CUB** Total rebuild carried out in 2009 @ TTSN 1498 hrs. by Cub Crafters. TTSN now 1640. New Univair fuselage, 3" extended landing gear, 2000 gross wt, 1085.2 empty. Extended range fuel tanks: 46 US gal. New heavy-duty sealed lift struts. Steve's Aircraft gascolator. Total of 25 STC's were installed during rebuild. Side luggage door, large luggage compartment. Propeller O/H'd to zero hrs. July 2010, 5-year corrosion inspection C/W May 2016. Prop SPOH 92.2 hrs. New in 2009: Garmin SL40 com radio, Garmin GTX327 xpdr, ACK encoder. Garmin 495, PM1000II Intercom, Artex 406 ELT, E-4 EGT gauge. C-4 CHT gauge, VA-1 volt/amp. New electrical, wiring, circuit breakers, switches. Welded float fittings installed. CofA May 2019 \$140,000 USD. Contact: 250-392-2868 or randy-fly.bc@shaw.ca (3790.20874)



**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 (2445.20870)



**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 (2445.20871)



**1987 ROTORWAY HELICOPTER** 150hp. Professionally built, full radios, heater. 140TT. \$39,900 obo Contact: 780-510-4636 or alwarawa@gmail.com (3808.20869)

**Classified Ad Deadline for June is May 1st**  
Post online anytime at [canadianplanetrade.ca](http://canadianplanetrade.ca)

**www.csplane.com**



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



**2006 FOUND BUSH HAWK** XP TT765, SMOH, 765 IQ540, SPOH 230, 2016. G530W, EDM 930, STEX55X A/P. AEROCET 3400. CALL FOR PRICE



**1977 C-A185F 1390** TTAF. 474 SMOH, 139 SPOH, WING X, VG'S, SPORTSMAN BUBBLE. E-3500 AMPH OR 3430'S. 269K CAD

### 50 Canadian Singles, Twins and Floatplanes



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



**1959 DHC-2. COMPLETELY** REBUILT BY SEALAND 2015, 535 SMOH. 150 SPOH. SEALAND 5250 AMPHIBS, UPGROSS, CABIN EXT. ALASKA DOOR. MANY OTHER BEAVERS AVAILABLE.



**1960 C-175 SKYLARK** 2802 TT, 930 HRS SMOH 0-470 230HP. PROP OH'D 2014. AQUA 2400 NEW FROM 2014. 92K CAD

### STILL THE #1 STOP FOR FRESH WATER FLOATPLANES



**1973 LAKE LA-4-200,** TT 1748, SMOH 486 (IO-360) "0" TIME MT PROP, 2 AUX FUEL TANKS NEW PAINT. 79K CAD



**1962 CESSNA 185A,** TT 3400, SMOH 100, SPOH '0", L/R FUEL, EDO 2870'S (HATCHES) WHEELS, AUTO-PILOT 129K CAD



**1963 CESSNA 182F,** SFRM 18 HRS 2017. SPOH 31 HRS. GARMIN EQP. CLEAN AIRFRAME, WELL MAINTAINED. 89K CAD

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



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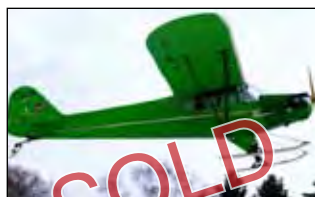
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FEATURED LISTINGS FOR MAY 2020



**CHINOOK PLUS 2** Ultralight aircraft. Registered C-JLTL in 2011. Rotax 582 blue top water cooled, Warpdrive 3 blades, tundra tires. All Lexan fuselage covering. Full Lotus amphibian floats, electric controlled wheels, intercom. 4 doors open, tie-down kit, electric flaps. One owner, ground tested but not flown due to health reason. 2.5 hrs on engine, periodic run-ups. Currently stored indoors. Wings off, seaplane grumets, inspection panels added, rivnuts on front windshield. \$27,500. Contact: Yves 819-639-8918 or yvesagd@yahoo.ca (3806.20733)



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



**1983 CESSNA TR182 TT-3793, SMOH-1910hrs** Gear up 1989. Prop 48hrs 2017. Compressions good, oil analysis every change. EDM800, strike finder, Slaved HSI, 400B A/P, 2 ARC Nav/Coms, ILS DME, 406 ELT, Tanis eng heater, heated prop, LED landing/taxi lights. 2015: new gear/fuel hoses, 2016: new O/H turbo charger. 2017: Prop O/H, new plugs. 2018: AI O/H, Cabin/wing/tail insulated, eng covers. Very light hail dings on ailerons, stabilator, flaps. Heated hanger last 5 years. \$99,000 shawndodsword@hotmail.com or 403-836-9751 (3812.20793)



**1946 PIPER J-3 CUB** 2800 hrs. Rebuilt and recovered (Randolf dope) 1991. Aluminum spars. SN 17790. Annual Oct. 8, 2019. Continental C-85 1600 hrs SMOH. 250 STOH (2005) Slick magnetos. Macauley CF7142 propeller overhauled in 1996 (550 hrs). NASSA carb overhauled in 2006 (250 hrs). New landing gear bungees. 53 litre fuel tank in right wing. Cub style instruments. Rear seat shoulder harness. Pointer Sentry 3000-10, 121.5 ELT \$38,000. (519) 469-3874 (3813.20795)



**BELLANCA CITABRIA 7GCBC, 1973** One owner, always hangared. St Raymond (CSK5). 5183 TTSN, O-320 1430 TTSOH. All ADs done. New wings metal spar. BEDM-700, 403 ELT. Good shape plane, flies well. \$47,800 Cdn. Richard Noel 418-261-5986 or richardnoel@bell.net (3795.20762)



**1994 RANS COYOTE SE6 HOMEBUILT** Rotax 912 TTSN 781. New 72" Warp Drive. Long-range tanks. Cabin & carb heat. Loaded with instruments. Icom 200. Full Lotus, skis, wheels. \$23,900 Mattawa ON. 705-744 2168 (3480.20827)



**FAIRCHILD CORNELL** Restored 2003, 1750 TT, 26 SMOH, 22.5 Prop. Last CofA 2013, pristine but low use since. Full logs, spare RANGER engine available. Distributing collection, \$90,000 or "Fair Value" 780-228-2500 (3819.20814)

**1978 CESSNA 182Q JPI EDM 700.** Graphic engine monitor. Meticulous logs. Hangared. Newer paint, white with blue/red stripe. New windshield. Interior - grey leather, great condition. Hartzell 3-bladed Scimitar 350 SNEW. Garmin GNS-430 NAV/COM/GPS w/ Glideslope, Bendix King KX155 NAV/COM w/Glideslope, Garmin GTX-327 xpdr, Garmin GMA-340 audio panel, 4-place intercom. Vertical card compass, Rosen visors, standby vacuum. Knots 2U flap gap seals, Knots 2U cowl/body fairing kit. \$165,000US. davereid320@gmail.com (3828.20863)



**1948 PIPER VAGABOND** Totally rebuilt 2015. Newly recovered, NEW paint, vortex generators, landing gear, tires and 406 ELT. 1522 TTAf. Engine 256 hrs on Continental A-75-8. \$33,000 CDN. Also, BRS-6 Model 800 ballistic recovery system. \$1500 250-898-1214 (3818.20813)



**RESTORED DE HAVILLAND TIGER MOTH** TTAf 2141, SMOH 23.9, Prop 0, AAIR 2017, Glider hook, canopy. Mice entered right lower wing and chewed limited rib-stitching. Full inspection is warranted. \$80,000 or "Fair Value" 780-228-2500 (3819.20815)



**1941 PIPER J3 CUB** Absolutely nicest Cub in Canada. 65hp TTSN 3486hrs. Rebuild 2014, new fabric, complete new engine, sandblast and paint frame. Less than 100hrs since rebuild. Asking \$40,000 OBO Terry 905-353-2224 (3820.20816)



**CHALLENGER LIGHT SPORT XL-65** Amphibious floats, retractable wheel/skis, tundra tires. Go anywhere, in any season, in one of the best Challengers I have seen in 25 yrs as Canadian distributor! Outstanding fit & finish. 10/10 in/out. Aerothane paint. Custom interior. Every option, every accessory. All season kit w/cabin heater. NDH. Always hangared. 92 hrs TT. XL-65 is the ultimate Challenger. Major advancements over earlier models. New tail/aileron design for harmonious handling. Easy entry cockpit. Rotax 582 Bluehead: oil injection, 3-blade adjustable Warpdrive prop. Compared to 503: 30% more horsepower, 23% less fuel. Twice the performance: off the water in 7 seconds! 3-4 US gph, mogas or avgas. Wing tanks w/5 hrs endurance. Baggage compartment. www.challenger.ca/CIXSL \$60,000 CDN FIRM. National Ultralight - Bryan Quickmire bdq@challenger.ca or 705-721-9811 (3830.20866)



**1976 GRUMMAN AA-1B** 1870 TT. 270 hrs since lower end done. New cylinders 40hrs. Joy to fly at 120 MPH burning 5-6 gal/hr. Fresh annual, ELT, 2 radios. \$28,000 Lindsay Airport. Contact: Ray raylou.plante@sympatico.ca or 705-731-0744 (3832.20873)



**SAFARI HELICOPTER** 65hrs TT, 185 hp Superior XP360 engine. Upgraded main rotor hub, R22 governor, heavy duty tail boom. IFR inst panel and more! R44 snow shoes, hauling trailer. fresh annual. \$120,000 CDN. Ph: Chris 780-361-8810 (3639.20847)



**BEAUTIFUL 1956 CESSNA 172** O-300-C. 3401 TTSN. 1250 SMOH. 157 SBOH. 157 hrs on prop and mags. All comps plus 70. New interior. 50 amp alternator, light weight starter, Bendix/King KY 97S, mode C, 4-place intercom, front shoulder harnesses. STC's for all mods. Flies beautifully. May 2020 annual included. \$50,000 firm. Jim. 250-341-5845 (3836.20880)



**1967 CESSNA 172H** 3800TT 900SMOH. New tires, new carb. 406 ELT. 7/10 in and out. Fresh annual Feb/20 \$59,900 obo. Contact: 780-510-4636 or alwarawa@gmail.com (3808.20868)

For a list of common abbreviations used in Classified advertising please see page 48



FEATURED LISTINGS FOR MAY 2020



**THE SKY'S THE LIMIT!** This advanced 2011 Zenith CH750 Ultra-light is the perfect plane for going fishing, camping, gold panning, or for exploring anywhere off the beaten path! Jabiru 3300 engine, Sensenich propeller, Lowrance avionics, dual throttles, strobe lights, custom seats and much more! Like new..less than 200 hrs...always kept in a hangar. \$60,000 Ph 250-921-5524 or 250-367-7425 (Bill) 6:00am - 4:00pm PT (3587.20823)



**1970 CESSNA 180H CAP 3000 FLOATS** TTSN 2560 TTSOH 1080. New prop 25, Horton STOL wing ext. LRF, EGT/CHT, COM xpdr, 4-pl intercom, GPS500, ACK 406 ELT \$135,000 Ph: 705-753-2184 or 705-498-0736 (3733.20810)



**1994 DIAMOND HK36R** Super Dimona C-GBPA Serial #36.339 Powered glider. Reliable Rotax engine 912-A2 80 HP (2009). 244 SMOH. Electric variable prop (2017). 28.9 SOH. LR tank (80 ltrs), Glider 28:1. Regularly flown. All ADs completed and up-to-date. Always hangared. Like new. Annual due May 8. 2020. Long equipment list. 9.7/10 in and out. To be seen. Only \$136,000 CDN. Contact: Guy Lapierre 418-655-8864, lapierre.guy@videotron.ca or Simon Paquet, info@simonpaquet.ca or 418-208-8596 (2710.20829)



**PIPER J3 CUB REPLICA** TTAF 140 hours. Zero-time C 90 rebuilt by Aerotec engines. Rebuilt landing gear. New Cleveland brakes, wheels and tires. Recovered wings. New certified Wag Aero sealed wing struts. New custom exhaust. All new glass. New 406 ELT. New electrical system. Float attachments. All new Randolph paint w/ Ranthane finish. \$79,500 Cdn. Brewer Aviation Contact: jbrewer@eastlink.ca or 902-626-5262. (2564.19913)



**1980 BONANZA A36TC** 4224 TT, 357 SMOH, Gami's, 220 NEW Prop, GNS430, KX155, Garmin 696, KING HSI, 650a ADF, Collins DME, KFC200, Built in 02 and Intercom, Osborne Tips, Rosin Visors, always hangared. \$188,500US. Ph: 306-921-7721 or keith752@sasktel.net (3564.20828)



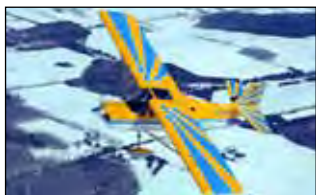
**1978 CESSNA 172 HAWK XP II TT** 3200, SMOH 300 Hrs IO-360KB. SPOH 20 Hrs 2019. IFR Panel. GMA 347, I-LINK MFD MX20, SL30, 2L60, SL70. Auto-pilot. \$115K CAD 613-632-0123 sales@csplane.com www.csplane.com (2378.20886)



**1953 CESSNA 170B** 4187 TT, 551 SMOH, 75 STO, ICOM A200 & KT76A ModeC. New BAS seatbelts, 406 ELT & pitot/static re-cert. Annual Jan/2020. Always hangared. Based CYXU. Beautiful Flying Classic! \$63,500 CDN Marc 519-200-0715 (3458.20826)



**1978 BEECHCRAFT DUKE** 2688 TT 990/1228 SMOH. Garmin 530, 430 WAAS. Props overhauled 2015. Annual June 2019 BrantAero. \$195,000USD London, ON Contact: 519-851-7104 or brian@londonfoods.com (3762.20867)



**1975 DECATHLON 8KCAB** Lycoming 150 HP AEIO-320. TTSN 1850, SMOH 685, STO 90. Ten-year prop overhaul August 2019. Constant speed prop. Inverted fuel & oil. 5-point harness front & back. Mode C. 406 ELT, CHT, EGT. Garmin SL 40 Comm. Scott tail wheel. All AD's current. Wheel pants. Fabric & interior in very good condition. NDH. Fresh annual Feb. 24, 2020. Lost medical. Hangared Abbotsford (CYXX). \$68,000 CDN Brian: bnosko@gprg.com or 604-375-4774 (3821.20822)



**2011 MURPHY MOOSE** 40 hrs TTSN. M14P 360 HP radial eng. VT530 twin-blade prop. Dynon D60 EFIS plus 6-pack. Garmin SL40 nav/com. GTX320A xpdr. \$145,000 OBO 204-795-2445 Winnipeg, MB evanfisk@shaw.ca (3826.20848)



**1947 PIPER P11 CUB SPECIAL** TSMOH 8.3, prop TSN 8.3. Starter, alt, new wheels and brakes, VG's. Excellent fabric & paint. Floats and skis. Mint condition \$50,000 USD Call 306-713-0985 or email wobbelair@shaw.ca (3831.20872)



**1980 PEZETEL M18 DROMADER** TT 982, 1st run engine. Annual Nov 2018. Pezetel prop TTSO 0 April 2018. Based in St Thomas ON \$60,000 USD Ph: BC 250-738-0056 (2676.20853)



**TURBINE OTTER (PT6A-34)** TT 18,124.8, SMOH 2510 hrs to go until O/H. Recent new struts. Available on 8000 amphib or stretched 6170 floats. Motivated! Contacts: 613-632-0123 sales@csplane.com www.csplane.com (2378.20885)



**1971 CESSNA T210K** 2817 TT, 1815 SMOH, 435 SPOH, GNS 480, GMX200, STEC55X, GTX327, SL30, GMA 347, SL 30, Sandel SN3500 EHSI, Uvalde, Horton STOL, VGs, Knisley exhaust, 6-place, 02, Dual PTT, 90 gal fuel, 1487 useful, JPI fuel monitor, EI UB16 engine analyzer, WX500 stormscope, Monarch fuel caps, electric trim, paint 8/10, interior original. \$100,000USD Contact: c\_frpk@msn.com or 780-205-0534 (3834.20876)



**CESSNA 172 TT2625** Engine 967, 0 top end 160 hp and prop. New interior. MX300 Navcom King KT76A xpdr, JPI EDM 830, Garmin 560 weather, dual GPS receiver. Oversize landing gear. \$75,000CDN. Fresh annual. 204-512-6001 (3612.20852)

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#### AVIATION ABBREVIATIONS

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



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

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- **Propellers & Blades** - McCauley, Hartzell, Hamilton Standard.  
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- **Hardware** - 12,000+ part numbers, 40% discount!
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**Group Life Insurance Program** – Get life insurance, designed just for COPA members, at affordable group rates. Most life insurance policies have a general aviation exclusion making it difficult for you to get coverage that covers you while you're travelling as a pilot or a crew member in a private plane. And, if you can find coverage, it's most likely going to be extremely costly. Now, through COPA and Sun Life Assurance Company of Canada, you can help protect your family's lifestyle with life insurance that fits the needs of Canadian pilots.

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

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

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## 025 - BEECH

**BEECH 19A** 530HRS TTSN, 2300 hrs SMOH, 23 hrs STO, STC 160 HP, King radio. \$29,500. 418-809-0299 Tres bon, 4 places. Raison de la vente - achat d'un avion sur flotte. (3814.20796)

## 030 - BELLANCA

**1971 BELLANCA 17-30A VIKING** Airframe 1767 TSN, Engine 244 SMOH, KMA 24 Audio panel, KX165 Com1, KX165 Com 2, KN 62A DME, KR87 ADF, KT 76 Xdr, Garmin 155 XL GPS, PM 1000 Intercom. Last annual April 2018. Needs a Propeller. 866-729-2424 or cwce.ltd@gmail.com (3706.20831)

## 040 - CESSNA

**1976 CESSNA 182P** SIDS completed, engine 0 TSOH, new VFR avionics, new autopilot, new paint, CofA April 2020. Beautifully restored Cessna 182P for sale. ADS-B out. Brand new engine OH. More Details: www.uppervalleyaviation.com. Ph: 604-991-4300 (3579.20245)

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For a list of common abbreviations used in Classified advertising please see page 48

## 100 - HOMEBUILT



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## 135 - PIPER

**1977 PA-28R-201T** 2642 TT, 950 SMOH w/fresh teardown, IFR, Garman gear, STEC auto pilot. New prop. Newer paint and interior. \$139,900. More details - www.uppervalleyaviation.com. Ken Smith 604-991-4300 or email: salesuva@telus.net (3579.20233)

**1965 CHEROKEE 180C** w/1300hr till TBO. Tanis heater, 403 let, IFR gear. Replaced oil lines, rebuilt mags, prop inspection. 1050 useful load. Cross-country or time builder. \$36,000. Phone calls only. Walter 905-986-0781. (3817.20812)

## 270 - ENGINES FOR SALE

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## 305 - HELP WANTED

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### 330 – NOTICEBOARD

**FORMATION DE MAINTENANCE ROTAX 912 TRAINING** La première session approuvée par Rotax aura lieu à Valcourt QC en avril 2020. Formation mécanique non requise. [www.casair.info](http://www.casair.info) pour les dates et les détails/for dates and details. 450-577-1051 or [casair@cooptel.qc.ca](mailto:casair@cooptel.qc.ca) (2747.20854)

### 340 – PARTS FOR SALE



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