

Flight



The Journal of the Canadian Owners and Pilots Association

JULY 2020

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(p.46)

Aviation Photography

JP Bonin marks
20 years 'shooting'
aircraft



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FEATURE

A PASSIONATE SHUTTERBUG

The quality of aviation photographer and COPA Flight contributor Jean-Pierre Bonin's work is such that it's hard to comprehend that he does not do it for a living. As he marks twenty years of dedicating himself to his hobby, Bonin's passion for all things aviation is evident, even as he notes he is not a pilot. So, what is it that motivates this COPA member? The opportunity to share.

ON THE COVER: COPA Flight contributing photographer Jean-Pierre Bonin captures this 1946 Piper J3C-65 at one of the many fly-ins he attends.

COPA Flight



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*COPA's Vice President of Operations
Fills in for the President in this Issue
— Ed.*

I have been asked these questions numerous times in my many years as a COPA member. My obvious answer, to this day, is very easily understandable by the other person: I get a monthly publication, good insurance rates since I have an airplane, some books and guides, and....? That likely does not sound like much in terms of membership benefits. Despite this perspective, I am passionate about COPA, what COPA is and what COPA stands for. And I firmly believe that COPA is an absolute necessity for general aviation (GA) in Canada. The major benefit I get for my membership in COPA is very difficult to describe or to explain. It may be easier to do that through the asking of a different question: **Where would GA be today, in Canada, if COPA had never existed?**

From its humble beginning to what it has become, COPA has always been there to represent the voice of the small private operator, the one who owns and fly a plane for the sheer love of it, the one who is willing to sacrifice a great number of common aspects of life to fuel a passion that most of the population at large probably has difficulty to understand or rationalise.

COPA is the voice of GA to Transport Canada (TC) and Nav Canada, among others. These first two are the ones that exert by far the most influence on the aviation life of all GA owners and

WHAT IS COPA?

AND, WHAT DO I GET FOR MY MEMBERSHIP?

pilots across our country. These two institutions regularly consult with us on numerous issues before a new policy, rule or procedure is deployed. We do not always get what we advocate for in totality, but we generally do influence the decisions.

But no matter the efforts and results of these efforts, it is very rare and difficult to perceive, or identify, any specific individual benefit. These benefits serve the collective and maintain the accessibility, affordability and freedom of aviation in Canada.

We also receive many requests that include what used to be the typical major delays (now significantly improved) with TC in obtaining service of any kind (e.g. medical renewal, change of ownership, downgrading to an RPP, various issue with one's aircraft documentation). We intervene and resolve issues around cell tower intrusions or excessive property tax assessments, among many others. These are tangible benefits to the individuals and the collective also reaps benefits from these.

COPA is extremely effective in resolving these issues, and typically does so very quickly with the help of the highly competent and dedicated staff at our headquarters in Ottawa. Your association is overseen by a Board of Directors, all of whom are dedicated volunteers, and managed by our President and CEO.

Our mission has never so true and relevant as it now. *To advance, promote and preserve the Canadian freedom to fly.* ✈️

QU'EST-CE QUE LA COPA ?

ET QU'EST-CE QUE J'OBTIENS POUR MON ADHÉSION ?

Le vice-président des opérations de la COPA remplace le président dans le mot de ce numéro — Ed.

On m'a posé ces questions à plusieurs reprises au cours de mes nombreuses années en tant que membre de la COPA. Ma réponse évidente, à ce jour, est très facilement compréhensible par mon interlocuteur: je reçois une publication mensuelle, de bons tarifs d'assurance puisque j'ai un avion, des livres et des guides, et...? Cela ne ressemble probablement pas beaucoup à des avantages intéressants. Malgré cette perspective, je suis passionné par la COPA, ce qu'est la COPA et ce qu'elle représente. Et je crois fermement que l'association est une nécessité absolue pour l'aviation générale (AG) au Canada. Le principal avantage que j'obtiens pour mon adhésion à la COPA est très difficile à décrire ou à expliquer. Il peut être plus facile de le faire en posant une question différente.

Où serait l'AG aujourd'hui, au Canada, si la COPA n'avait jamais existé ?

De son humble début à ce qu'elle est devenue, la COPA a toujours été là pour représenter la voix du petit opérateur privé, celui ou celle qui possède et pilote un avion pour la simple passion de voler, qui est prêt à sacrifier beaucoup d'aspects communs de la vie pour alimenter une passion que la plupart de la population dans son ensemble a probablement du mal à comprendre ou à rationaliser.

La COPA est la voix de l'AG auprès de Transports Canada (TC) et de Nav Canada, entre autres. Ces deux premiers sont ceux qui exercent de loin la plus grande influence sur la vie aéronautique de tous les propriétaires et pilotes d'AG à travers notre pays. Ces deux institutions nous consultent maintenant

de façon régulière sur de nombreuses questions avant le déploiement d'une nouvelle politique, réglementation ou procédure. Nous n'obtenons pas toujours ce que nous préconisons en totalité, mais nous influençons généralement les décisions.

Mais quels que soient les efforts et les résultats de ces efforts, il est très rare et difficile de percevoir ou d'identifier un avantage individuel spécifique. Ces avantages servent le collectif et maintiennent l'accessibilité, des prix abordables et la liberté de l'aviation au Canada.

Nous recevons également de nombreuses demandes qui incluent ce qui était autrefois vus comme des retards majeurs de services (désormais considérablement améliorés) de la part de TC, de quelconque nature (par exemple, renouvellement médical, changement de propriétaire, rétrogradation à un RPP, divers problèmes avec la documentation de l'avion). Nous intervenons et résolvons les problèmes liés aux intrusions de tours de téléphonie cellulaire dans les espaces aériens ou aux dans des cas d'évaluations fiscales foncières excessives, entre autres. Ce sont des avantages tangibles pour les individus et dont le collectif tire également des bénéfices.

La COPA est extrêmement efficace pour résoudre ces problèmes et le fait généralement très rapidement grâce au personnel compétent et dévoué de notre siège social à Ottawa. Votre association est supervisée par un conseil d'administration, tous des bénévoles dévoués et gérée par notre président-directeur général et le personnel du bureau d'Ottawa.

Notre mission n'a jamais été aussi vraie et pertinente qu'aujourd'hui: *Faire progresser, promouvoir et préserver la liberté de voler au Canada.* ✈️

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SEND US YOUR STORIES, LETTERS AND PHOTOS

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

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

Please keep event reports and local news stories from 300 to 400 words. Send them in an MS Word document without any formatting or inserted graphics. News stories should be from 500 to 1,000 words, and make sure statements made in the article are factual. We will edit out any libellous or erroneous material.

Photos must be sent in high resolution or we can't use them. A rule of thumb: if the file is 1 MB or larger it's good to go. This is your magazine and among its roles is to reflect the activities, goals and objectives of COPA. We're happy to help you make COPA even stronger through an open channel of communications.

Letters should be no more than 500 words and be civil and respectful.

Send your submissions to steve@copaflight.ca by the first of the month for inclusion in the next issue of the magazine.



✉ POWELL RIVER

Thank you for a great magazine. I believe the article on page 33, Powell River airport (CYPW), shows a photo of Gillies Bay (CYGB) airport on Texada Island, just across the water from Powell River.

*Chris Kane
Delta, B.C.*

You're correct, Chris. Our stock photo supplier has been notified. Above is the photo that should have appeared in the article. — Ed.

✉ INSPIRATIONAL STORIES

My compliments on the [June] issue. I never expected to make the front cover.

Even though I'm now 60 and retired, have a commercial licence, float rating and 1,700 hours of PIC time, I'm still an aspiring pilot. I'm in the process of building my float time to find seasonal work at one of our many fishing lodges here in Canada.

The articles about these young people and their dreams of finding careers in aviation is, to me, most impressive. I hope my [Little Toot] story inspires them as much as theirs have inspired me.

*Roland Blackburn
Morinville, Alberta*

eFLIGHT

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

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RISE AND SOAR

OVERCOMING CHALLENGES TO REACH ONE'S GOALS

BY KRISTEL PICCIO

“What do you want to be when you grow up?” is the golden question everyone has been asked in their early years of life, yet many are unsure of what the answer is. As I grew up, I realized my answer has changed over time from having a confident “I want to be a teacher” answer at the age of five to “What should I do with my life?” at the age of 19. I certainly believe with life comes great experiences that allow us to be curious and dream for bigger and greater things.

My name is Kristel. I am currently training towards my private pilot licence in Southern Ontario. I was born and raised in the Philippines and moved to Canada at the age of seven. I believe my love for aviation grew out of the inspiration from my own father who was an aircraft maintenance engineer (AME).

My curiosity began when my father would take my brother and me plane spotting at the end of the airport runway. It was then that I admired this big, heavy machine that was propelled by gigantic engines and wings that extended like eagles and soared through the clouds. Curiosity sparked within me. I have considered a lot of career choices: a dentist, a teacher, a zoologist, an orphanage director, a dietary aide, yet none tugged at my heart as much as being in aviation did. I have been so blessed to grow up in a country filled with not only diversity in culture but also diversity in career choices.

Before choosing to jump into aviation, I had the opportunity to serve in the Philippines as a missionary working amongst the orphans, the street children and the less privileged in remote areas. I noticed when I travelled in the most remote areas and villages how difficult it was to reach out to the locals in case of a medical emergen-

cy or to deliver food and goods. So I thought, “How convenient would it be to fly a plane here one day...”.

The commercial aviation industry has drastically changed over the years. Not only has the industry improved in technology, aircraft maintenance, customer service, management and logistics, but more importantly, it has progressed in introducing more women to the flight deck and to the industry. With only seven percent of the world’s pilots being women, I am so humbled and proud to be a part of this small yet growing percentage. Growing up, I never thought it was an option for females to become pilots, especially when I was only exposed to the norm — a male-dominated aviation industry (especially in Asia). Women in aviation were either stewardesses, customer service agents or office workers. Or, they were working within hospitality and food services. Seeing female pilots was very rare.

The last two years I considered becoming a flight attendant. And so I applied. To my surprise, I received a few opportunities to work with airlines, but with changing life circumstances, I decided to decline their offers. I sat and thought to myself, “What if I just fly the plane?” And without hesitation, I did my research on flight training and began to scout out different flight schools in Canada.

For those who are familiar with flight training, the cost can be very high and nearly impossible to finance. Most flight schools provide private training which makes it difficult to seek financial aid because flight training is not funded by the government. This situation presented a challenge not only for me but also for my family, who lovingly supports me. However, I chose not to



let the obstacles stop me from reaching my dreams. And so I took action.

I began to think of ways to fund my flight training. One of the ways was to design and sell my own apparels (‘Rise and Soar’) such as t-shirts, hoodies and long sleeves. This allowed me to not only help pay off initial costs, but it gave me opportunities to connect, inspire and share with others more about aviation.

I write and share with you a glimpse of my story in the hopes that I can inspire young women considering a career in aviation. There are so many opportunity and careers within the aviation world. Pursue your passion and do not let anything or anyone stop you from soaring above the clouds, whether it be in aviation or something else entirely. Regardless of what journey you are on or how difficult it may be, do not compare yourself to others. Spread your wings and fly to the world of opportunities.

If you would like more information or have any questions regarding aviation or flight training, you may contact me at pilotkristel@gmail.com.

🐦 #allforflight

CHRISTINE GERVAIS

NEW PRESIDENT AND CEO TAKES THE HELM



Canada as an air traffic controller and worked in the Ottawa control tower for nearly a decade. Fluently bilingual in English and French, for the last four years Christine has been dedicated to management at Nav Canada, with her most recent role in Level of Service. During this time, she gained comprehensive experience as a leader in a high-performance team and advanced her education in project management.

"CHRISTINE BRINGS WITH HER OVER 20 YEARS OF EXPERIENCE IN THE FIELD OF AVIATION."

She has maintained her pilot licence recency requirements, both on floats and on wheels.

Christine brings with her not only significant experience in the field of aviation, but also professionalism and leadership skills. Her network has prepared her well to successfully assume the role of COPA's President and CEO. In addition, her ambition, combined with her professional ethics, exemplifies that she is ready and capable of undertaking new challenges.

Her sustained passion for the wild blue yonder will serve her well as COPA's advocate to advance, promote and preserve the freedom to fly for all of General Aviation in Canada.

Christine will be starting on June 22 and transition with Bernard for a few weeks. 🐾

Bill Mahoney, Interim Chair of COPA's Board of Directors, is pleased to announce that Christine Gervais (no relation to Bernard) has been appointed its new President and CEO. Christine brings with her over 20 years of experience in the field of aviation as a commercial pilot, an air traffic controller and, more recently, a manager in airspace and level of service management.

Christine holds a current commercial pilot licence which she earned with the

Ottawa Flying Club's Professional Pilot Development Program over 20 years ago. A follow-up float endorsement led to the start of her professional aviation career. She has flown the great de Havilland Beaver in Northern Ontario, a Grand Caravan from Africa to South America (and many more flights and aircraft in between). She completed her final professional landing as a corporate pilot.

Following the birth of her son, she successfully trained and joined Nav

CHRISTINE GERVAIS

NOUVELLE PRÉSIDENTE ET CHEF DE LA DIRECTION À LA BARRE

Bill Mahoney, président par intérim du conseil d'administration de la COPA, est heureux d'annoncer que Christine Gervais (sans relation avec Bernard) a été nommée présidente et chef de la direction. Christine apporte avec elle plus de 20 ans d'expérience dans le domaine de l'aviation, en tant que pilote professionnelle, contrôleuse de la circulation aérienne et plus récemment, gestionnaire de l'espace aérien et de la gestion des niveaux de service.

Christine détient une licence de pilote professionnelle en vigueur qu'elle a acquise avec le programme de perfectionnement des pilotes professionnels du Ottawa Flying Club il y a plus de 20 ans. Peu de temps après, une annotation hydravion l'a conduite au début de sa carrière professionnelle en aviation. Elle a piloté le fabuleux de Havilland Beaver dans le Nord de l'Ontario, un Grand Caravan de l'Afrique à l'Amérique du Sud (et bien d'autres vols et types d'avion entre les deux) et a fait son atterrissage professionnel en tant que pilote corporative.

Après la naissance de son fils, elle a terminé avec succès la formation appropriée et s'est jointe à NAV CANADA en tant que contrôleuse de la circulation aérienne où elle a travaillé à la tour de contrôle d'Ottawa pendant près d'une décennie. Parfaitement bilingue en français et en anglais, au cours des quatre dernières années Christine s'est consacrée à un poste de gestion à NAV CANADA, son plus récent rôle étant dans la gestion des Niveaux de service. Pendant ce temps, elle a élargi ses compétences et son expérience en

tant que leader dans une équipe de haute performance, tout en poursuivant une formation poussée en gestion de projet.

Elle a maintenu à jour sa licence de pilote et ses besoins réglementaires, autant sur roues que sur flotteurs.

Christine apporte avec elle non seulement une expérience significative dans le domaine de l'aviation mais aussi son professionnalisme, ses compétences en leadership et son

*"SON AMBITION
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DE RELEVER DE
NOUVEAUX DÉFIS."*

réseau l'ont bien préparée à assumer avec succès le rôle de présidente et chef de la direction de la COPA. De plus, son ambition combinée à son éthique professionnelle, montre qu'elle est prête et capable de relever de nouveaux défis.

Sa passion soutenue pour le vaste ciel bleu lui sera très utile à la tête de COPA pour faire progresser, promouvoir et préserver la liberté de voler pour l'ensemble de l'aviation générale au Canada.

Christine débutera le 22 juin, faisant une transition avec Bernard pour quelques semaines. ✈️



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WORLD'S LARGEST AIRPLANE LANDS IN CANADA



Canadians witnessed the landing of the only Antonov An-225 in existence at Toronto's Pearson airport on May 30, bringing delight to crowds of plane spotters. The flight from China was bringing in medical supplies from China, stopping for fuel in Anchorage, Alaska along the way.

The Toronto appearance was the second in a month in Canada for the behemoth, after landing at Montreal's Mirabel airport earlier in the month, also carrying medical supplies. That event, however, was at the height of Quebec's COVID-19 lockdown and few people were able to witness its arrival or subsequent takeoff. The Toronto appearance, however, was subject to fewer restrictions and photographer Gustavo Corujo managed to capture a few great shots that we are sharing with you on these pages.

The An-225, named 'Mriya' by the manufacturer (Ukrainian for 'dream'

or 'inspiration'), was designed and built by the Antonov Design Bureau in Soviet-controlled Ukraine during the early 1980s. Powered by six turbofan engines, it was built to transport the Soviet space shuttle Buran. When the Buran project died away, the An-225 was parked, unused for years.

In 1989 Antonov created a subsidiary, Antonov Airlines, to commercially exploit earlier Antonov cargo aircraft, such as the An-124 (from which the An-225 was derived) and the An-12. In the 1990s, seeing a need for aircraft with a higher payload, the company re-engined the An-225 and had it certified for civilian use. Its gross takeoff weight is 640 tonnes (1,411,000 pounds), and the heaviest payload it has carried to date is 253.82 tonnes (559,580 pounds), supported by its 28-wheel main landing gear and four-wheel nose gear.

The An-225 has just recently returned to service, in March of this year, after a

▲ Fourteen wheels make up just the right main landing gear of the giant An-225.

year-long modernization effort.

Construction of a second An-225 was begun but stopped when Soviet funding became scarce near the end of the Cold War in the 1980s. Efforts were made to revive the project in the mid-2000s, but again stopped due to inadequate funding.

There were reports in 2016 that a Chinese company was to acquire the second, partially built An-225, finish it by 2019 and use it to launch satellite-carrying rockets into space from the aircraft while in flight (referred to as an air-launch). However, this An-225 is not yet flying and doubts about the continuation of the project linger due to the difficult relationship between Ukraine and Russia, where many An-225 parts are stored. 🇺🇦

COPA SEEKING NOMINATIONS FOR BY-ELECTIONS IN BC/YUKON

COPA is seeking nominations to fill the position on COPA's Board of Directors left vacant by David Black's resignation from the board this spring.

If you are a COPA member in good standing and reside in British Columbia or the Yukon, and feel you have something to contribute at the national level within COPA, please consult COPA's website and click on the ABOUT followed by elections for more information. If you have any further questions, please contact Kate Klassen at kklassen@copanational.org.

The election will take place in the late summer. 🗳️



PHOTO: BESTGREENSCREEN (ISTOCK)

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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.

QUEBEC REGION

An amateur-built Cyclone 180 type aircraft on floats, in private operation, carried out a local recreational flight according to visual flight rules from and to Lake Ouareau, near St-Donat, QC, with 1 pilot on board. The pilot was conducting the first flight after winter storage. Before departure, they drained their fuel tanks and circulated on the lake for about fifteen minutes before taking off. After 10 minutes in flight, the engine began to lose power and stopped. The aircraft was approximately 600-700 feet AGL and the pilot performed an emergency landing right ahead of them on the Ouareau River, between Lac Blanc and Lac Archambault. During the landing, one wing struck branches and the aircraft nose-dived into the shallow water. The pilot was restrained by their 4-point seat belt, suffered no injuries and was able to evacuate the aircraft to get to shore. The emergency locator transmitter (ELT) was activated. The aircraft sustained substantial damage.

ONTARIO REGION

A privately registered Quad City Challenger II, advanced ultra-light aircraft, departed the Midland/Huron Airport (CYEE), ON and was flying in the vicinity of Port Severn, ON when it crashed into Georgian Bay. The pilot, who was the sole occupant, received fatal injuries.

A privately registered Zenair STOL CH-701 advanced ultra-light aircraft landed at Oshawa, ON (CYOO) and, approximately halfway down the runway, on the rollout, the main landing gear collapsed. The aircraft came to rest on the runway, there were no injuries.

C-GMTY, a YMF Waco F5C aircraft, was landing on Runway 24 at the Chatham-Kent airport (CYCK), ON, with an 8 knot 40 degree left crosswind. During the landing rollout, the tail began to oscillate and the pilot lost directional control of the aircraft. The aircraft ground looped to the left, collapsing the right main landing gear. The right wing was damaged and there was a propeller strike when the main gear collapsed. There were no injuries to the 2 occupants on board.

C-FBVJ, a Cessna 172K aircraft, was landing on the grass strip at Alexandria, ON (CNS4), when control of the aircraft was lost. The aircraft went into the ditch by the runway, breaking off the nose landing gear. The pilot was not injured; the aircraft sustained substantial damage.

A privately registered, amphibious-equipped Found Brothers FBA-2C1 was operating from Fort Frances Municipal (CYAG), ON, to an unnamed lake located approximately 40 nm north of CYAG, with the pilot and one passenger on board. During the initial touch down on landing at the unnamed lake, the aircraft bounced and then overturned during the second touch down on the water. The pilot and passenger were able to evacuate the aircraft without injury and clung to the aircraft floats. The aircraft eventually drifted to shore where the two occupants walked to a cabin and called for help. It was reported that the landing gear was retracted. The winds were strong and gusting and the water surface conditions were choppy with large waves.

PRAIRIE AND NORTHERN REGION

C-FKKN, an Air Tractor AT-401B agricultural aircraft operated by Western Canadian Aerial Ltd., was on approach to Runway 04 at Neepawa (CJV5), MB, with only the pilot on board. During the landing roll, the pilot lost directional control and the aircraft ground looped to the right. The aircraft came to rest on the runway in an upright position. The pilot was not injured and the aircraft sustained substantial damage. It was reported that the tail wheel began to shimmy on touch down.

The Transportation Safety Board of Canada (TSB) called to advise of a privately registered ultralight Kangook MF aircraft accident near Gibbons, AB. No NAV CANADA services provided.

C-GRID, a McDonnell Douglas Helicopter 369E (500E) operated by BI-Air Application Services Ltd., was en-route from Blackfoot, AB, to Buffalo Narrows, SK, with only the pilot on board. While in cruise at approximately 1500 feet above ground level, the engine (Allison 250-C20B) began to lose power and the helicopter started to lose altitude. The pilot immediately began an autorotation procedure and forced landed the helicopter in a wooded area. The pilot evacuated the with a minor injury and the helicopter sustained substantial damage. The pilot walked to a clearing and used their personal GPS device to track their location. The pilot was then picked up by JRCC. The helicopter's 406 ELT did activate and was shut off by the pilot before they left the accident site. There was no post impact fire.

RÉGION DU QUÉBEC

Un Cyclone 180, de construction amateur, sur flotteurs et en exploitation privée, effectuait un vol récréatif local selon les règles de vol à vue depuis et à destination du lac Ouareau près de St-Donat, QC avec 1 pilote à bord. Le pilote effectuait le premier vol après le remisage de l'hiver. Avant le départ, il a drainé ses réservoirs d'essence et a circulé sur le lac pendant une quinzaine de minutes avant de décoller. Après 10 minutes en vol, le moteur a commencé à perdre de la puissance et s'est arrêté. L'aéronef se trouvait à environ 600-700 pi AGL et le pilote a effectué un amerrissage d'urgence droit devant lui sur la rivière Ouareau entre le lac Blanc et le lac Archambault. Lors de l'amerrissage, une aile a heurté des



branches et l'aéronef a piqué du nez dans l'eau peu profonde. Le pilote retenu par sa ceinture de sécurité à 4 points n'a subi aucune blessure et a pu évacuer l'aéronef et se rendre jusqu'au rivage. La radiobalise de repérage d'urgence (ELT) s'est déclenchée. L'aéronef a subi des dommages substantiels.

RÉGION DE L'ONTARIO

Un Quad City Challenger II, un avion ultra-léger de type évolué d'immatriculation privée, qui avait quitté l'aéroport de Midland/Huron (CYEE), ON, volait à proximité de Port Severn, ON, lorsqu'il s'est écrasé dans la baie Georgienne. Le pilote, seul à bord, a subi des blessures mortelles.

PHOTOS: JP BONIN

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NEWSLINE

Un Zenair STOL CH-701, un ultra-léger évolué, d'immatriculation privée, a atterri à Oshawa (CYOO), ON, et, à environ mi-chemin sur la piste, lors de la décélération, son train principal s'est affaissé. L'aéronef s'est immobilisé sur la piste; personne n'a été blessé.

Un YMF Waco F5C (C-GMTY) atterrissait piste 24 à l'aéroport de Chatham-Kent (CYCK), ON, avec un vent de travers gauche de 8 noeuds et 40 degrés. Pendant la course à l'atterrissage, la queue de l'aéronef a commencé à osciller et le pilote a perdu la maîtrise directionnelle de l'aéronef. L'aéronef a fait une giration au sol vers la gauche, ce qui a fait s'affaisser le train principal droit. L'aile droite a été endommagée et il y a eu un impact d'hélice lorsque le train principal s'est affaissé. Aucun des 2 occupants à bord n'a été blessé.

Un Cessna 172K (C-FBVJ, atterrissait sur la piste enherbée à Alexandria (CNS4), ON, lorsqu'il y a eu perte de maîtrise de l'aéronef. L'aéronef s'est retrouvé dans le fossé près de la piste, et son train avant s'est cassé net. Le pilote n'a pas été blessé; l'aéronef a subi des dommages importants.

Un Found Brothers FBA-2C1, un aéronef amphibie d'immatriculation privée, effectuait un vol de Fort Frances Municipal (CYAG), ON, à un lac non désigné nommément situé à environ 40 NM au nord de CYAG, avec le pilote et un passager à bord. Lors du toucher initial en amerrissant sur le lac sans nom, l'aéronef a rebondi puis s'est renversé lors du second toucher sur l'eau. Le pilote et le passager sont sortis indemnes de l'aéronef et se sont agrippés aux flotteurs de l'aéronef. L'aéronef a finalement dérivé jusqu'au rivage, et les deux occupants ont alors marché jusqu'à une cabane pour appeler à l'aide. Il a été signalé que le train d'atterrissage était rentré. Les vents étaient forts et soufflaient en rafales et la surface

de l'eau était agitée avec de grosses vagues.

RÉGION DES PRAIRIES ET DU NORD

Un Air Tractor AT-401B (C-FKKN), un aéronef agricole exploité par Western Canadian Aerial Ltd., était en approche piste 04 à Neepawa (CJV5), MB, avec seulement le pilote à bord. Lors du roulement à l'atterrissage, le pilote a perdu la maîtrise directionnelle et l'aéronef a fait une giration au sol vers la droite. L'aéronef s'est immobilisé sur la piste en position verticale. Le pilote n'a pas été blessé et l'aéronef a subi des dommages importants. On a appris que la roue de queue avait commencé à dandiner au point de toucher.

Le Bureau de la sécurité des transports du Canada (BST) a appelé pour aviser d'un accident d'aéronef ultra-léger Kangook MF, d'immatriculation privée, près de Gibbons, AB. Aucun service NAV CANADA fourni.

Un hélicoptère McDonnell Douglas 369E (500E) (C-GRID), exploité par BI-Air Application Services Ltd., était en route de Blackfoot, AB, à Buffalo Narrows, SK, avec seulement le pilote à bord. Pendant le vol de croisière à environ 1 500 pi au-dessus du sol, le moteur (Allison 250-C20B) a commencé à perdre de la puissance et l'hélicoptère a commencé à perdre de l'altitude. Le pilote a immédiatement entamé une procédure d'autorotation et a forcé l'atterrissage de l'hélicoptère dans une zone boisée. Le pilote a évacué l'aéronef avec des blessures mineures et l'hélicoptère a subi des dommages importants. Le pilote s'est rendu dans une clairière et a utilisé son GPS personnel pour marquer sa position. Le pilote a ensuite été récupéré par le JRCC. L'ELT 406 de l'hélicoptère qui s'était déclenchée a été arrêtée par le pilote avant qu'il ne quitte le lieu de l'accident. Il n'y a pas eu d'incendie après impact. 🚒

ENFORCEMENTS

ATLANTIC REGION

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

ONTARIO REGION

A foreign pilot operated an aircraft between Canada and a foreign state when a flight plan had not been filed. (CAR 602.73(4), \$250)

A person conducted a take-off, approach or landing in an aircraft within a built-up area of a city or town when it was not conducted at an airport, heliport or a military aerodrome. (CAR 602.13(1), \$750)

PACIFIC REGION

A person failed to make an entry in a technical record person that was accurate, legible and in a permanent manner. (CAR 605.93(1), \$250)

A person conducted a take-off, approach or landing in an aircraft over an open-air assembly of persons, in a manner that is likely to create a hazard to persons or property. The person also conducted a take-off, approach or landing in an aircraft over an open-air assembly of persons at an altitude

from which, in the event of an engine failure or any other emergency necessitating an immediate landing, the aircraft could not land without creating a hazard to persons or property. (CAR 602.12(2), \$750; 602.12(3), \$750)

A person operated an aircraft at a distance less than 500 feet from any person, vessel, vehicle or structure. The person operating the aircraft also conducted aerobatic manoeuvres below 2,000 feet AGL. (CAR 602.14(2); 602.27, \$1,875)

RÉGION DE L'ATLANTIQUE

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

RÉGION D'ONTARIO

Un pilote étranger a utilisé un aéronef pour un vol entre le Canada et un État étranger sans avoir déposé un plan de vol. (RAC 602.73(4), 250 \$)

Une personne a effectué le décollage, l'approche ou l'atterrissage d'un aéronef à l'intérieur d'une zone bâtie d'une ville ou d'un village, alors que le décollage, l'approche ou l'atterrissage n'a pas été effectué à un aéroport, à un héliport ou à un aéroport militaire. (RAC 602.13(1), 750 \$)

RÉGION DU PACIFIQUE

Une personne a effectué une inscription dans un dossier technique alors que l'inscription n'était pas précise, lisible et permanente. (RAC 605.93(1), 250 \$)

Une personne a effectué le décollage, l'approche ou l'atterrissage d'un aéronef au-dessus d'un rassemblement de personnes en plein air, d'une manière qui risque de constituer un danger pour les personnes ou les biens. La personne a aussi effectué le décollage, l'approche ou l'atterrissage d'un aéronef au-dessus d'un rassemblement de personnes en plein air, alors que l'aéronef n'était pas utilisé à une altitude qui permettrait, en cas d'une panne moteur ou toute autre urgence exigeant un atterrissage immédiat, d'effectuer un atterrissage sans constituer un danger pour les personnes ou les biens (RAC 602.12(2), 750 \$; RAC 602.12(3), 750 \$)

Une personne a utilisé un aéronef à une distance inférieure à 500 pieds de toute personne, tout navire, tout véhicule ou toute structure. La personne a aussi utilisé l'aéronef pour effectuer une acrobatie aérienne à une altitude inférieure à 2 000 pieds AGL. (RAC 602.14(2); 602.27, 1 875 \$)



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HANDHELD TRANSCEIVERS

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Portable handheld transceivers are a life-saving device when communications system go wrong in the cockpit. In 2008 I was on a VFR flight with a friend in his Cessna 182RG from Toronto to Ottawa. East of Peterborough is a communications and radar dead zone. Expectedly, it got very quiet on the frequency. However, twenty miles later, there was still no response from Montreal Centre — we had just experienced a communications failure. After unplugging my headset from the intercom and directly into COM1, it came alive with radio transmissions. It was the intercom that had failed us.

No doubt, a perfect time for a handheld. On the return flight, the aircraft owner used COM1 and I used my handheld.

A lot has changed in handheld technologies over the years. Bluetooth, smartphone apps and GPS are new features added into premium handheld transceivers. Icom, Sporty's and Yaesu build quality products, including a line of accessories. A must-have is a push-to-talk switch. The standard portable PTTs we use for our main comms typically won't work with handhelds (different connectors, with the exception of Sporty's PJ2). Historically a handheld's Achilles heel was its battery, such as nickel-cadmium (NiCd) or nickel metal hydride (NiMH). This has changed with the advent of lithium-ion (Li-ion) batteries. TIP: once a month, turn it on and check the battery condition, charging it as necessary.

Sporty's has been building handheld transceivers since the early 1960s. Their current radios are the SP-400 (ILS/VOR/COM) and the PJ2 (COM only). Doug Ranly, product manager for Sporty's, said, "The selection of a handheld radio is based upon the mis-

sion. For pilots looking for a backup radio, which spends 99 percent of its time in a flight bag, the PJ2 is a perfect fit, whereas for radios used around the clock by flight line personnel, an Icom might be a better choice." The PJ2 was introduced in 2019 and costs U\$199 (plus shipping and taxes). The PJ2 is unique in that your headset can be plugged directly into the handheld; no adapter is required. As with the SP-400 (U\$279), it uses alkaline cells, which last longer than the rechargeable versions. The PJ2 has a USB port to power the handheld from a USB port on your panel or a Sporty's Flight Gear power vault. With the slow elimination of VORs in favour of GPS, Sporty's sees the days of VORs coming to an end.

Although their competitors are including GPSes in their handhelds, Sporty's handheld communication philosophy has three aspects: communicate, communicate and communicate. We have lots of other GPS devices in the cockpit, including our smartphones. Sporty's has 49 accessories for their radios, from cables to chargers to cases. The user interface (UI) is simple to use and is similar between the two radios, allowing migration and upgrading to Sporty's new radio tech easy. Warranty for the SP-400 is five years, one for the PJ2.

Icom has been in the radio communications market since 1954 and introduced aviation radios in 1978. My first handheld radio was an Icom IC-A22. However, as I've aged, I have found the tiny letters on the display difficult to read. In came their newer Icom IC-A24 with larger digits, designed over 15 years ago based upon pilot feedback solicited at aviation events. Their latest line of radios includes the IC-A16, A16B, A25C, A25C SPORT and A25N. The IC-A25N has built-in GPS, Blue-



▲ Above: Sporty's PJ2. Opposite page: Icom IC-A25N (l) and Yaesu FTA-750 (r).

tooth and uses an iOS/Android app to program the radio. Icom radios ship fully equipped with a Li-ion battery pack and charger, an AC adapter, an antenna, a headset adapter, a belt clip and a hand strap. Their radios have a loud and clear 1,500 watts of audio output, making them perfect for noisy environments, such as on a ramp or apron. The IC-A25N's app supports smart devices with connectivity over Bluetooth. An aviation headset can be connected either over Bluetooth or with the wired headset adapter. David McLain, national sales manager for the Americas, said "Forty percent of our customers are buying Bluetooth-equipped Icom handhelds and we see this trend only increasing over time. With ICOM radios acting as backup to the backup, our radios are built to

military standards focusing on quality rather price." All Icom radios come with a three-year warranty.

Yaesu was founded in 1959 and has been manufacturing aviation transceivers since 1998. Their current lineup of aviation handhelds includes the FT-250L, 450L, 550L and 750L. All of their radios include a high-capacity Li-ion battery, a headset adapter, a belt clip, a 100-240VAC charger, a 12VDC charger/power cable, a drop-in charging cradle and a micro-USB cable. The radios may be user-configured, with favourite frequencies added, and firmware updated through Yaesu's YCE01 PC Programming software (Windows PC only). The radios offer a 200- or 250-channel memory capacity, configured 10 channels per memory bank (20 banks or pages). Hans Rooker of Yaesu said, "Many pilots will use the memory pages for a specific destination, like Oshkosh, placing

the relevant frequencies on a single page." Yaesu's top-of-the-line model is the 750L, which has a 66-channel GPS receiver. Currently there is no aviation database on the radio. Users can manually add lat-long locations for their favourite destinations. The FT-550 is available in an alkaline-battery-only version, reducing the price by C\$147. All Yaesu aviation radios come with a three-year warranty.

Typical handheld range is usually three to five miles. However, adding connectivity to the aircraft's external antenna dramatically improves the range of the handheld. The next few years may see some interesting changes as we migrate from an analog world to digital radio technologies. Handheld radios, for most of us, tend to be a set-it-and-forget-it device, spending most of its life in a flight bag. ✈️



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AVIATION'S NEXT GENERATION

A GLIMPSE INTO THEIR EARLY DAYS

COPA Flight columnist Annie Rusinowski continues this month with her introductions to young pilots across our country who are in the early stages of their aviation careers. Instagram users will be able to follow them as they advance in their careers if they so choose. — Ed.

SAYGE TREMBLAY WINNIPEG, MANITOBA

Sayge Tremblay was first inspired to become a pilot when she was fifteen years old. She was interested in travelling and came across the Air Cadet program, which appealed to her because it would give her the opportunity to travel around Canada while taking part in various camps.

Sayge preaches that the Air Cadet program is the hidden secret of Canada and an incredible opportunity for young people. She received her glider pilot licence and later completed her private pilot licence through the Air Cadet scholarship program at the age of seventeen. Sayge is working toward her commercial ticket while also volunteering for a number of organizations and working as a dispatcher for a medevac company in Winnipeg. In

the future she hopes to grow her experience by working as a bush pilot and float plane pilot, gaining valuable experience as she works her way up in the industry.

Sayge volunteers at her high school, teaching ground school to students in the aviation program, and takes children for their first flight experience through the Young Eagles program. She has helped organize the Manitoba Aviation Council's conference for three years and was invited to join the Council's board of directors. She is the secretary of the 99s Manitoba Chapter, and is also an active member of the Northern Chapter of Women in Aviation.

To prospective pilots, Sayge recommends to just go for it. "I had so many people tell me it's not possible, you're too young and I believed what they said. Believe in yourself and go for it," she



says. Throughout the COVID-19 pandemic Sayge has been keeping the aviation community connected, organizing Zoom calls. Follow along with Sayge's aviation journey on Instagram: [@sayge_](#)



THOMAS VAREP-POPOV BRAMPTON, ONTARIO

Thomas Varep-Popov became passionate about aviation after taking his first flight in a Boeing 767 when he was four years old. Although he was too young to start flying, he and his parents began to

work together to set him on a path that would help turn his dreams into a reality.

Thomas began saving for his flight training at a young age and, although mesmerized by the airlines, he grew an interest in general aviation immediately after beginning his flight training. Thomas completed the Integrated ATPL program at Brampton airport, where he developed quite the reputation as a 'coffee aficionado'. Aside from his passion for aviation, Thomas is equally as passionate about coffee, even roasting his own beans and bringing an entire espresso bar to the flight school to support the overworked flight students.

He loved the Integrated ATPL Program and said that the practical training he acquired from flying all over

Canada and the United States was invaluable. Thomas is now the holder of a 'frozen ATPL' at the age of 19.

Getting involved with warbird and aerobatic flying are some of Thomas's goals in general aviation. He has had the opportunity to learn to fly tailwheel aircraft on a Tiger Moth based out of York airfield with Pete Stewart and is also a member of Chapter 3 of Aerobatics Canada. He has started working toward his Instructor Rating over the last few months and is excited to pass on what he has learned to others.

Thomas is an incredibly passionate and enthusiastic person who leaves a lasting impression on everyone he meets. You can follow along on Thomas' aviation journey on Instagram [@thomas_v_p](#)



STEPHEN GRUNDMANIS WHITEHORSE, YUKON

Yukon born and bred, Stephen Grundmanis has a deep appreciation for airplanes and a love for northern flying. As a northern resident, he grew up relying on air transport more heavily than residents in the provinces to the south.

His passion stemmed from the necessity to travel to sporting tournaments as a kid, which developed into an interest and admiration for these flying machines. "I fell in love with those mountain views and those early morning sunrises as we would leave Whitehorse and travel to Vancouver, Edmonton, Calgary and beyond," said Stephen. It was a fascination from the start and, as a young kid, he started building model and remote-control planes. He began working cargo and ramp at Air North during his summers off from university, where he studied political science and history. After a fateful flight in the jump seat of a Hawker Siddeley HS 748, Stephen began to think about pursuing a career in aviation. His father had some friends who recommended he purchase an aircraft to complete his training with. Between studying and searching

through classified ads, he found himself a beautiful 1965 Cessna 150.

Stephen completed his private licence that summer and would fly from Whitehorse to Victoria while he was still in school. In 2018 he completed his CPL, Multi/IFR and was on his way to simulator training. He is currently working for Air North, flying the ATR 42-320, where he would love to stay long-term and grow as a pilot.

"It's a really unique job in that you are not just flying the plane, you're loading bags, you're loading cargo, you're offloading cargo, you're fueling the plane, you're interacting with a lot of the customers just because the airports are so tiny, and I love it because it's a very diverse job," Stephen told me.

Stephen's passion for aviation really shines through and we are excited to see where this journey takes him. You can follow along with Stephen's aviation journey: [@stephengrundmanis](#) on Instagram.

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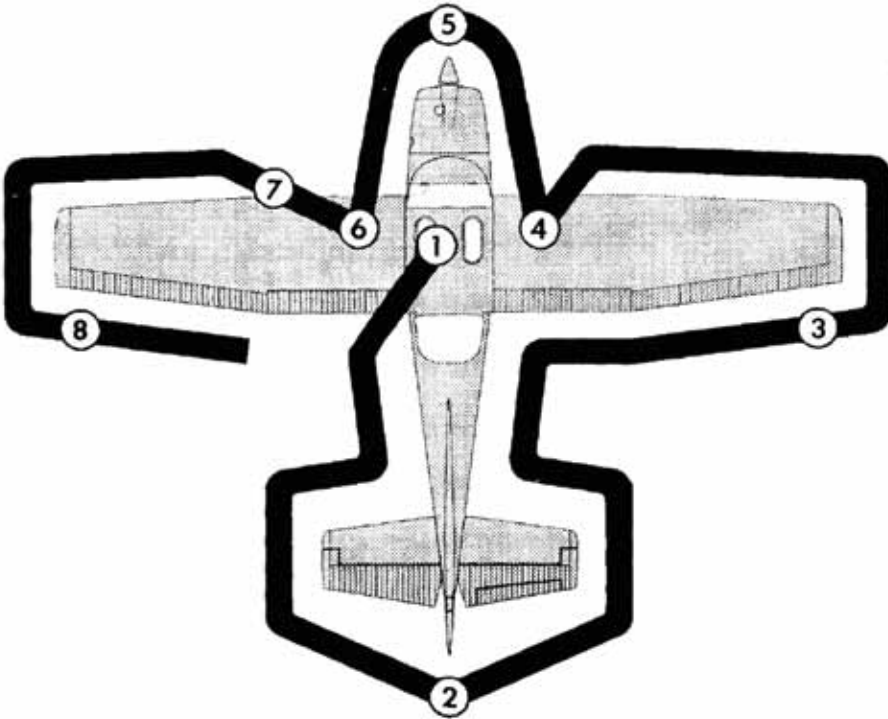
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THE WALK AROUND

A DISCIPLINED APPROACH REQUIRED



◀ This image is familiar to all pilots who trained on Cessna aircraft.

Cadet glider program across the field. They were preparing for their day's activities and they were quite exuberant that morning, with the sound of hearty laughter coming all the way to us.

The refuelling completed, we had to go back to our building for some now forgotten reason; probably a coffee or some other thing very important to a pilot for the first flight of the morning. Walking back to the plane, we were approaching from the front this time. I now forget who noticed it first, but the foam plugs were still in place in the cowling air intakes. We readily understood the reason for the joyful laughter at the Air Cadets' site. Well, we had agreed to meet at the propeller, and that we did, but we did not walk in front of it and, consequently, did not see those cowlings plugs, let alone think about them. I still wonder how high off the ground we would have reached before that new engine would have seized with undesirable consequences. But I am willing to bet it would be in the very low numbers, if at all. We shared a look of dismay and then he did a proper walk around while I stayed out of the way.

This incident was a powerful lesson in discipline which we never forgot. He went on to become an instructor, a very good one at that, obtained his ATPL and is still enjoying a good flying career. And I continued on my own career.

This incident often popped back into my thoughts over the years, thinking how lucky we had been in the end, be it that we needed fuel, or a coffee or something else. Needless to say, this was our one and only unconventional walk around ever, and it was a significant illustration of what an innocent lack of discipline can lead to. 🛩️

It was a beautiful sunny morning in the summer of 1980. I was a flight instructor at a satellite flight school located a short flight away from the main facility. A brand-new Cessna 182 had been left at our satellite school and had to be flown back to the main school. One of our commercial students who, like all of us at some time or other, was always seeking some free flight hours, volunteered to fly the airplane back to its home base. As luck would have it, another plane was to be flown back to our base. We had agreed the previous night that I would accompany him, and we would spend a bit more time in flight to give him a partial checkout on the C-182. This was a very early morning flight.

Walking out of the school building, we were approaching the plane from the tail end of the aircraft. He suggested that we should share, or split, the walk around, i.e., we would each do our side of the plane, starting at the tail and

meeting at the propeller. Not very conventional for a walk around, but this was one of those great time-saving ideas that comes on a beautiful sunny morning, on an airport, particularly when one is not in a rush. The two halves of the

"I STILL WONDER HOW HIGH OFF THE GROUND WE WOULD HAVE REACHED BEFORE THAT NEW ENGINE WOULD HAVE SEIZED."

walk around completed, we climbed in the cockpit, started up the engine and noted we need some fuel. Hmm. We taxied to the fuel pump. Getting out of the plane at the pump, we could not help but notice the activity at the Air

L'INSPECTION PRÉ-VOL

UNE APPROCHE DISCIPLINÉE EST REQUISE

C'était une belle matinée ensoleillée, à l'été 1980. J'étais instructeur de vol dans une école de pilotage satellite située à quelques minutes de vol de l'installation principale. Un tout nouveau Cessna 182 avait été laissé à notre école satellite et devait être ramené à l'école principale. Un de nos étudiants au niveau professionnel, qui, comme nous tous, à un moment ou à un autre, cherchait toujours des heures de vol gratuites, s'est porté volontaire pour ramener l'avion à son domicile. Par chance, un autre avion devait être ramené à notre base. Nous avons convenu la nuit précédente que je l'accompagnerais et nous passerions un peu plus de temps en vol pour lui donner une vérification partielle sur le C-182. C'était un vol très matinal.

En sortant du bâtiment de l'école, nous approchions l'avion par l'arrière. Il a suggéré que nous devrions partager ou diviser l'inspection, c'est-à-dire que nous ferions chacun notre côté de l'avion, en commençant par la queue et en nous rencontrant à l'hélice. Pas très conventionnel pour une inspection, mais voilà bien l'une de ces bonnes idées pour gagner du temps, idées qui viennent par une belle matinée enso-

leillée, sur un aéroport, en particulier quand on n'est pas pressé. Les deux moitiés de l'inspection achevées, nous avons grimpé dans le cockpit, démarré le moteur et constaté que nous avions besoin de carburant. Ouais ! Nous avons donc circulé jusqu'à la pompe à carburant. En sortant de l'avion à la pompe, nous ne pouvions pas nous empêcher de remarquer l'activité du programme de planeur des Cadets de l'Air de l'autre côté du terrain. Ils se préparaient pour leurs activités de la journée et ils étaient assez exubérants ce matin-là, avec un rire profond venant jusqu'à nous.

Le ravitaillement terminé, nous avons dû retourner dans notre bâtiment pour une raison maintenant oubliée : probablement un café, ou quelque chose de très important pour un pilote pour son premier vol du matin. En revenant à l'avion, nous nous approchions par l'avant cette fois. J'oublie maintenant qui de nous deux a fait la constatation le premier, mais les bouchons en mousse étaient toujours en place dans les entrées d'air du capot. Nous avons facilement compris le rire moqueur provenant du site des Cadets de l'Air. Eh bien, nous avons convenu de nous rencontrer à l'hélice, et c'est bien ce que

nous avons fait, mais nous n'avons pas marché devant, et par conséquent, nous n'avons pas vu ces bouchons de capot, et encore moins y penser. Je me demande encore à quelle hauteur au-dessus du sol nous aurions pu arriver avant que ce nouveau moteur ne s'arrête tout simplement, avec des conséquences indésirables. Mais je suis prêt à parier que ce serait dans des nombres très faibles, voire même pas du tout. Nous avons partagé un regard de consternation, puis il a fait une inspection appropriée pendant que je restais à l'écart.

Cet incident a été une puissante leçon de discipline que nous n'avons jamais oubliée. Mon pilote de ce matin-là est devenu un instructeur, et très habile dans ce domaine, a obtenu son ATPL, et continue de mener une belle carrière de pilote. Et j'ai continué ma propre carrière.

Cet incident est souvent revenu dans mes pensées au fil des ans, en pensant à la chance que nous avons eu en fin de compte, que ce soit pour avoir besoin de carburant, d'un café ou d'autre chose. Inutile de dire que ce fut notre seule et unique inspection non conventionnelle à ce jour et une illustration impressionnante de ce que peut entraîner un innocent manque de discipline. ✈️



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THE CARIBOU VS THE STEAMROLLER

IT COULD HAVE TURNED OUT A LOT WORSE



◀ RCAF CC-108 'DHC-4 Caribou' in United Nations livery over the Indus River in northern Pakistan.

was a little less welcoming than the Sialkot sports field. It was a roughed-out and dusty dirt airstrip, just over 1,000 feet long, with scrubby bushes at both ends. Our arrival was later than the original schedule and all the passengers disappeared quickly. The general's flag sagging in the gentle breeze, we again waited.

This time they were very late returning and Major Catavelli was beside himself. "Let's get going," he urged. We jumped up front and rushed through the checks and engine start, hastily backtracked to the end of the strip, spun around and poured on the power; we were on our way. We were really on the way, as the acceleration was exceptional. Yes, we were light, but we were really accelerating. The Caribou doesn't blast away — it normally levitates. We were over halfway down the strip, picking up speed rapidly when we both recognized, to our horror, we had forgotten to lower the flaps. No wonder we were accelerating without the flaps for lift and drag. The stall speed flaps-up versus flaps-down is over 30 knots difference. There was nothing left to do but rotate and hope for the best. We became airborne, flapless, with the stall warning stick shaker going off and it was only sheer power that kept us flying. We went through the tops of the scrub bushes still accelerating and managed to climb away. There were expletives and apologies and then silence. Wow, were we lucky.

The flight back to Srinagar was quite other than the general's VIP flag flapping away and still standing on its post out the left side window. In our haste we had forgotten that too.

The airfield in Srinagar has regular commercial jet traffic. It is over 5,000

We were flying for the United Nations Military Observer Group India Pakistan (UNMOGIP)

in an RCAF CC-108 — a de Havilland DHC-4 Caribou. The aircraft had two Pratt & Whitney R-2000 Twin Wasp radial engines, each putting out 1,450 hp. It had classic de Havilland STOL capability and could carry up to 32 troops.

The setting was Srinagar, Kashmir, nestled in the Himalaya Mountains in the north of India. The Kashmir Valley is known as the breadbasket of India, with lush agriculture well-watered by mountain streams.

Our mission for the day was a rather simple one, a VIP flight. We were to fly the mission's chief military officer, General Louis Tasera of the Chilean Army, to two of his outposts and return to Srinagar. Prior to departure, the general's aide, Major Adolfo Catavelli of the Italian Army, informed me it was crucial that we get the general back to Sri-

nagar before 13:00 as he had an important meeting in the afternoon.

There were three flight legs, all under an hour. The two fields we were visiting were familiar and challenging. First stop was Sialkot in Pakistan. Today they have an international airport, but our destination was a sports field about 1,200 feet long. The STOL landing was demanding but nothing we couldn't handle. The good news for the day was we only had five passengers and a light fuel load. The aircraft performance was impressive. As with most VIP ops we would fly the general's flag on a post above the left window after landing. The general liked that. The passengers departed and we waited and waited. Our proposed departure time came and went and, when the entourage did arrive, Major Catavelli was asking if we could make up any time. I said we would do what we can, which wasn't much.

The next stop was the village of Poonch, back on the Indian side of the Line of Control. The airfield there

feet above sea level and in 1970 the runway was paved, smooth and about 9,000 feet long. The runway has a significant slope uphill from the north end heading southeast. The Caribou loved the long-sloped runway. We would come in low at the north end with only the first five degrees of flap, the nose higher than normal, much faster than normal and with adequate power to stay level in ground effect, about two feet above the runway. We would just wait for the runway to come up and meet us. The wheels would slowly start to turn and very slowly the oleos would compress as we settled on for an ultra-smooth landing. We would often comment that we should have, as Down East International Airlines had in their Vanguard, a 'Have Landed' sign.

They were resurfacing the taxiways at that time, so it was even better. We now had to clear the runway at the far end, making braking not necessary at all.

Now all eyes were on the VIP parking. We could see the general's car with his flag on the front fender. Our general's flag had a slight cant to the rear from flapping along in the 150-knot breeze. Not good. Our marshaller was in position and we would come in at 90 degrees and do a hard-right turn onto the VIP parking spot. Keeping an eye on the marshaller, I did the sharp right turn and put the Caribou right on the spot. Following protocol, as the engines were winding down, I hopped out of the seat and was the first one out the door. Standing at the bottom of the stairs I gave the general the big five, a snappy salute. He said, "Thank you," and trundled off to his car. Major Catavelli nodded and grunted his thanks and was gone. I thought "I'm glad that is over." But it wasn't.

Down under the length of the left wing came Warrant Officer Frank Elvins. He was in charge of maintenance of the aircraft and he had fire in his eyes. With his 3,000-psi finger pointed at chest level he shouted, "You hit the steamroller!" My eyes opened wide and I said, "What?" "You hit the steamroller!" "What steamroller, where?" His

finger shot over my shoulder and he pointed, "There." I spun around and there, seen for the first time, was a huge steamroller they were using to resurface the taxiways. "Oh no, how did we miss that?" I said to Warrant Officer Elvins, "Where did it hit on the airplane?" We marched out to the wingtip and he pointed at the outboard aileron hinge. Sure enough, the bottom of the hinge looked like someone had scuffed the paint with 60-grit sandpaper. No other damage.

We walked over to the steamroller and climbed up to look at the heavy steel roof. Sure enough, there was a perfectly straight line from front to back laid down in white paint from the Caribou.

My heart was in my shoes. What if we had been heavier? What if we had 25 passengers or a vehicle on board or a full fuel load? The oleos would have been compressed significantly more and the damage would have been huge.

We were very lucky, twice in one day. 🙏

WHAT DID WE LEARN THAT DAY?

- Manage External Pressure. Beware of the effects of the "I have to get there no matter what" syndrome.
- The more you feel pressed for time, the more you do things hastily, the higher your chances of making a mistake.
- Allow sufficient time for unforeseen delays.
- Do not rush: Use your checklist and stick to the procedures.
- You need to commit to using the checklist. Make it a part of your pre-flight routine and have the discipline to follow it through!
- Also, do not become overly focused. Continue to scan outside both in the air and on the ground or you may hit a steamroller.
- The old aviation cliché is always appropriate: Learn from the mistakes of others; you will not live long enough to make them all yourself."

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THE FATE OF FLIGHT 3505

CANADIAN PACIFIC AIRLINER FAILS TO CHECK IN



On July 20, 1951, a Canadian Pacific Air Lines (CPAL) DC-4, registration CF-CPC, departed at 18:53 as Flight 3505 from Vancouver International Airport en route to Tokyo. Captain Victor Fox was in command of the Canadian crew, made up of first officer Bruce S. Thompson, flight engineer Arthur Boon, navigator Ernest L. Kraucher, radio operator Freeman (Fred) Tupper and stewardesses Eva Maria Lee and Kathleen Moran. Passengers were two Canadian sailors and 29 American servicemen, 23 of whom were assigned to the 61st Troop Carrier Group, 1705 Troop Transport Wing, USAF at McChord Air Force Base (AFB) in Tacoma, Washington.

There were two possible routes the flight could take for the first leg of

the trip between Vancouver and the USAF's Elmendorf AFB in Anchorage, Alaska, seven hours flying time from Vancouver. The 'commercial route', or Amber One, followed a series of radio range stations along the coast, with radio range legs that ran parallel to the mountains. One would therefore not have to veer far off course to be in difficulty. From Gustavus to Anchorage the mountains were as close as 25 miles, so during flights along this route it was normal practice to fly on the edge of the beam farthest away from the rock piles.

The other choice, called the 'military route', followed the radio range system to Sandspit, and then went direct to the range at Middleton Island just short of Anchorage. In fact, the military route had

been designed to avoid unfavourable weather along the coast and specifically the Pacific lows that moved up the gulf. Most CPAL flights now chose the military route as it offered adequate navigation facilities and weather could be forecast with the same accuracy as the other route.

"Navigation is easier along the inside, commercial route," Captain Fox stated, and so chose it, Amber One, for Flight 3505 this night. First Officer Thompson spoke up. "I think the weather is generally better on the military route. It's over the open sea and away from land. Along land, near the mountains, the clouds tend to pile up and are thicker with more icing and turbulence."

The captain's choice prevailed. The first officer shrugged and offered no further disagreement, although observers sensed his discomfort.

STORM WARNINGS

At 17:00 the captain, first officer and navigator were given a meteorological briefing and informed that a weak frontal system was currently forming in the Gulf of Alaska. The front would be 150 to 200 miles off the Gulf Coast, between Sitka and Yakutat, at the time their flight would be passing through there. Although light icing conditions might be expected, this was not unusual, and no warning was received regarding severe icing or turbulence on either route.

However, just prior to departure, as First Officer Thompson passed by the dispatch office he was heard to mutter, "I wish I wasn't going on this trip." The dispatcher nodded sympathetically. Often, crews made similar comments but usually meant they'd rather be home than taking off on another routine trip. But this time Thompson's statement seemed to convey a deeper reason, although nothing more was said.

The flight took off with seemingly no problems, and then the aircraft was gone, heading north into darkening skies.

Successive radio checks were made along Amber One at reporting points of Comox, Port Hardy, Sandspit, and Dixon intersection near Prince Rupert, but none at the next point of Sitka. In fact, the Sitka radio position report was not passed through to the control station at Yakutat until 23 minutes later, at 23:00, after the aircraft had passed this station. This detail seemed irrelevant at the time, especially when a message was received from the aircraft after passing over the Cape Spencer Intersection, which was the next radio reporting point after Sitka but before Yakutat. There was no indication of difficulty. In fact, the message read, "All's well." The aircraft was on course, within three minutes

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of the flight plan, and at the assigned flight altitude of 9,000 feet.

The minimum altitude over this route was 7,000 feet, in reduced weather slightly higher. A much higher altitude, however, would have led to stronger forecast headwinds. Because the DC-4 was not pressurized, flying at higher altitudes would have been uncomfortable for passengers and crew. The weather conditions at both Anchorage and Fairbanks, the alternate field, were good, and expected to remain so for their arrival.

The next ETA radio check was scheduled for midnight at Yakutat. It never came.

"ALTHOUGH THE RCAF HAD ALL COASTAL RADIO STATIONS SET TO THE INTERNATIONAL FREQUENCY, NONE COULD GET A BEARING ON THE STEADY HUM."

Fourteen hours after the last communication was received, a faint signal lasting over a period of three hours was picked up at Anchorage and at Cranbrook, British Columbia, and also by ships at sea. Although the RCAF had all coastal radio stations set to the international frequency, none could get a bearing on the steady hum, which revealed no Morse code signals. Finally, the Coast Guard confirmed that this signal could not be from the missing airplane. 🛩️

The above excerpt is from The Unfair Weather of Mount Fairweather, just one of the vividly told and fascinating historical accounts included in Amazing Stories and Flyers by Shirlee Smith Matheson. To purchase a copy, see The Aviator's Bookshelf section in this issue for ordering details.



Photo by Mike Reyno

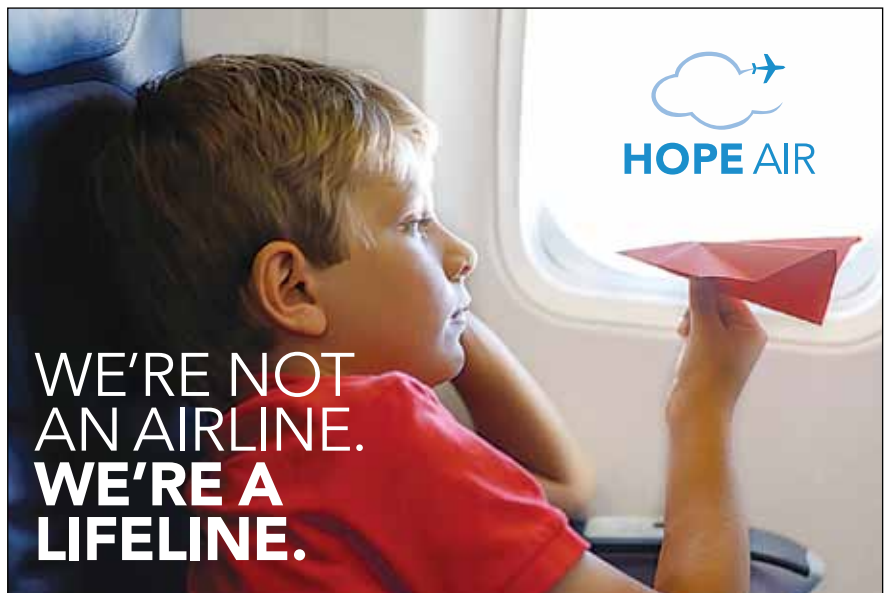
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TWENTY YEARS OF AVIATION PHOTOGRAPHY

WHY I DO IT AND WHAT I GET IN RETURN

Text and photos by Jean-Pierre Bonin



The title may be a bit presumptuous considering the many very talented photographers out there. And, having taken my first aircraft picture at age 13 in 1964 (a KLM DC-8 at Montreal/Dorval), some have questioned this ‘20-year celebration’ of mine. The fact is, between 1975 and 2000 I did almost no aviation photos at all. Then one morning in June of 2000, Hélène, my wife, came into the house saying, “You’ll never guess what’s in the garage on the other side of the street.” On July 2, 2000, Hélène tells me, “Go meet him. Anyway, you’re dying to do so!”

And thus started my adventure in the wonderful world of GA aviation. Luc Couillard, my neighbour, had all the composite parts of an Ultravia Pelican 600, including the fuselage, in his garage. His partner, Christian Godin, had all the metal parts (wings and tail) at his backyard workshop. I had just met my first two pilots.

I was learning how to put up a website at the time, so I added a section for a weekly picture follow-up of the evolution of their plane. On June 18, 2001 their plane was flying and on October 28, 2001 so was I — in a GA aircraft.

In 2002 I witnessed my first fly-in in Lachute (CSE4) with my friend and fellow aviation photographer Pierre Langlois. In 2006, Lac-à-la-Tortue airport (CSL3) held an aviation festival and it was the start of my collaboration with LaBrousse magazine

(now L’Aviateur) of the Québec Bush Pilots Association (APBQ, now Aviateurs.Québec).

The year 2006 also marks my first COPA membership. Some may ask, “But why? You’re not a pilot nor an aircraft owner.” Well, the answer was easy: “To Advance, Promote, and Preserve the Canadian Freedom to Fly”. Or, in other words, put money where my mouth was. And of course, I also started my contributions to COPA Flight magazine.

One of the most frequent comments I get is, “You should sell your pictures.” Nope, no thanks. I share my pics on the Internet (search *djipibi* or Jean-Pierre Bonin aviation) and I send, to any pilot who asks, photos I may have taken of his or her aircraft, in high resolution and at no charge. Yes, I give a lot from the right hand, but then I received so much in my left hand.



I've flown north to Chisasibi (CYKU), near the northern limit of Cree territory, south to Sun 'n Fun at Lakeland Linder airport (KLAL) in Florida, west to Geneseo airport (D52) and Oshkosh (KOSH) for AirVenture in the U.S. I've been to Billy Bishop Toronto City Island airport (CYTZ), Huronia airport (CYEE) and Midland and Tillsonburg airport (CYTB) in Ontario, and many others in eastern Ontario and Quebec, of course. I've flown in trikes, taildraggers, singles or twins, pushers or pullers, on straight floats or amphibis, on straight skis or wheels/skis, on powered parachutes, gyrocopters and helicopters, experimentals, kits or certified aircraft. I've gone up in a balloon, a sailplane, ultralights and warbirds.

So, what was the question again? Oh yes — why don't I sell my pics to pilots or aircraft owners? I guess you see the point.

I may seem to be bragging here, but it's not my intention. However, it might explain why my interest in aviation developed into a devouring passion (Hélène says it's no passion, it's a pathology.) This is not all about flying machines. It's mostly about those magnificent men and women, many becoming friends over the years. About those fly-in and air show organizers and volunteers, all of whom have all been so generous and welcoming. About those pilots and their crews and passengers relating their experiences, and fellow photographers sharing tips and tricks of the trade.

With so many photographers out there, all sharing pics over the Internet, often all 'invading' the same best vantage points and getting similar results, I turned instead to the human side of events, even events where no aircraft were to be seen (annual general assemblies or formation sessions or banquets,

▲ Bonin makes it a point to capture the joy exhibited by youth at these events.

any event were pilots and aficionados would gather). I went behind the scene, taking pictures of volunteers, people manning corporate or information booths and, of course, spectators coming alone or as families. This, I guess, has become my trademark.

So, as the years went by, I went from aircraft photographer to aviation photographer. Then Dave O'Malley of Vintage Wings of Canada said to me, "JP, you are not an aviation photographer, you're an aviation event photographer." And proud to be, may I add. O'Malley also once said, "JP, you are documenting an era in aviation". Looking back on those 20 years, he again was spot on.

Thanks to all for two decades of fun, smiles, laughs, fiestas and happy memorabilia. 📷

VINGT ANS DE PHOTOGRAPHIE AÉRONAUTIQUE

POURQUOI JE LE FAIS ET CE QUE J'OBTIENS EN RETOUR

TEXTE ET PHOTOS DE JEAN-PIERRE BONIN



Le titre est peut-être un peu prétentieux compte tenu des nombreux photographes très talentueux dans le domaine. Et, après avoir pris ma première photo d'avion à 13 ans en 1964 (un DC-8 de KLM à Montréal/Dorval), certains ont remis en question cette célébration de mon « 20e anniversaire ». Le fait est qu'entre 1975 et 2000, je n'ai pratiquement pas fait de photos d'aviation. Puis un matin de juin 2000, Hélène, mon épouse, est entrée dans la maison en disant: « Tu ne devineras jamais ce qu'il y a dans le garage de l'autre côté de la rue...». Le 2 juillet 2000, Hélène me dit: « Va le rencontrer. De toute façon, tu meurs d'envie de le faire ! »

Et c'est ainsi qu'a commencé mon aventure dans le monde merveilleux de l'aviation générale. Luc Couillard,

mon voisin, avait toutes les pièces composites d'un Ultravia Pelican 600, y compris le fuselage dans son garage. Son partenaire, Christian Godin, avait toutes les pièces métalliques (ailes et queue) dans son atelier d'arrière-cour. Je venais de rencontrer mes deux premiers pilotes.

J'étais en train d'apprendre à mettre en place un site web à l'époque, alors j'ai ajouté une section pour un suivi hebdomadaire en photos de l'évolution de leur avion. Le 18 juin 2001, l'avion volait et le 28 octobre 2001, moi aussi... dans un avion d'aviation générale.

En 2002 j'ai assisté à mon premier rendez-vous aérien à Lachute (CSE4) avec mon ami et photographe d'aviation Pierre Langlois. L'aéroport de Lac-à-la-Tortue (CSL3) a tenu un

▲ Capturing night shots like this one demand special skills.

Festival de l'aviation en 2006 et ce fut le début de ma collaboration avec le magazine LaBrousse (maintenant L'Aviateur) de l'Association des pilotes de brousse du Québec (APBQ, maintenant Aviateurs.Québec).

L'année 2006 marque également ma première adhésion à la COPA. Certains peuvent demander « Mais pourquoi ? Vous n'êtes pas un pilote ni un propriétaire d'aéronef... » Eh bien, la réponse est simple : « Avancer, promouvoir, et préserver la liberté de vol des Canadiens ». Ou, en d'autres termes, passer de la parole aux actes. C'est ainsi que j'ai également débuté mes contributions au magazine COPA Flight à ce moment.



Un des commentaires les plus fréquents qu'on me dit est « Tu devrais vendre tes photos ». Non, non merci. Je partage mes photos sur Internet (recherchez djipibi ou Jean-Pierre Bonin aviation) et j'envoie, gratuitement, des photos en haute résolution à tout pilote qui demande des photos que j'aurais pu prendre de son aéronef. Oui, je donne beaucoup de la main droite mais il faut l'admettre, j'ai reçu tellement de la main gauche : Vol vers le nord jusqu'à Chisasibi (CYKU, imite nord du territoire Cri); vers le sud jusqu'à Sun 'n Fun, l'aéroport de Lakeland Linder (KLAL), Floride; « Ouest » vers Geneseo (D52) et à Air-Venture en Oshkosh (KOSH) aux États-Unis; ou Billy Bishop Toronto City Island (CYTZ), Huronia Airport (CYEE), Midland et Tillsonburg airport (CYTB) en Ontario et quelques autres dans l'est de l'Ontario et tant d'autres au Québec bien sûr. J'ai volé dans des avions à roue avant, à roue de queue, mono ou bimoteurs / moteur monté en avant (pull) ou en arrière (push), sur flotteurs ou amphibies, sur skis ou skis / roues, dans des pendulaires et des gyrocoptères ainsi que des hélicoptères, des aéronefs expérimentaux, des kits ou des avions certifiés; en montgolfière, en planeur, en ULM, en « warbirds ».

Quelle était donc encore la question ? Ah oui... pourquoi je ne vends pas mes photos aux pilotes ou propriétaires d'aéronefs... Je suppose que vous voyez le topo.

Mais je peux sembler être en train de me vanter ici. Ce n'est pas mon intention je vous l'assure. Mais cela peut expliquer pourquoi mon intérêt pour l'aviation s'est transformé en une passion dévorante (Hélène dit que ce n'est pas une passion, c'est une pathologie.)

Il ne s'agit pas uniquement de machines volantes. Il s'agit surtout de ces magnifiques hommes et femmes, dont beaucoup sont devenus amis au fil des ans. Les organisateurs de vols et de spectacles aériens et les bénévoles sont tous si généreux et accueillants, les pilotes et leurs équipages et passagers racontent leurs expériences et les collègues photographes partagent



leurs trucs et astuces.

Avec autant de photographes dans le domaine partageant tous des photos sur Internet, « envahissant » souvent tous le même « meilleur point de vue », et obtenant souvent des résultats similaires, je me suis tourné vers le « côté humain » des événements, même ceux où aucun avion ne devait être vu (assemblées générales annuelles ou sessions de formation ou banquets, tous les événements étaient des pilotes et des aficionados se réunissaient). Je suis allé dans les coulisses, j'ai pris des photos des bénévoles, des gens qui animaient des kiosques d'information ou ceux de compagnies et bien sûr, pris des photos des spectateurs qui venaient seuls ou en famille. Je suppose que c'est devenu

▲ Les gens dans les aéroports sont un sujet aussi important que les avions pour J-P Bonin.

ma « marque de commerce ».

Ainsi au fil des années, je suis passé de photographe d'avion à photographe d'aviation. Puis Dave O'Malley des Ailes d'époque du Canada m'a dit : « JP, tu n'es pas photographe d'aviation, tu es photographe d'événements aériens. » Et je me permettrai d'ajouter, fier de l'être. M. O'Malley m'a aussi dit « JP, tu es en train de documenter une époque », et portant un regard sur ces 20 dernières années, je dirais qu'il était encore en plein dans le mille.

Merci à tous et à toutes pour deux décennies de plaisir, de sourires, de rires, de fêtes et de joyeux souvenirs. 🐾

UNDER-THE-WING CAMPING

A PRIMER FOR THOSE WHO WANT TIPS

Story and photos by Janine Cross



▲ Under-wing camping takes a bit of organization, but the effort is worth it.

Years ago, when I first suggested that my husband and I go on an extended airplane camping trip, hubby was dubious. He had many good reasons to be, as he suffers severe sleep apnea and requires a CPAP machine at night, our work requires daily email access, and the plethora of photography, navigation and electronic equipment we fly with demands overnight recharging. Weeks of off-the-grid, under-wing camping, surrounded by forest or sand dunes, seemed downright impossible.

But after attempting several single-night camping forays at an unserved island airstrip, we were hooked. Since then, we've made weekend tent trips and long summer camping itineraries part of our regular aviation experience. Here's how we do it.



SLEEPING ARRANGEMENTS

We use a three-season, three-person tent with a simple three-pole system that one of us can set up or take down in less than five minutes, especially handy if we wake to rapidly closing weather and need to pack fast. Our little dog sleeps in his collapsible nylon kennel in the pull-out vestibule, while we sleep on highly compressible self-inflating foam pads that, when stored, fold and roll up into compact tubes, each about 13 cm in diameter and 28 cm in length. We use individual pads because packing several small objects rather than a single unwieldy one is far preferable in our Cessna 172. I confess we also use an additional set of closed-cell foam mats between our arthritic joints and the hard ground.

EATING ARRANGEMENTS

Exploring local cuisine in fine restaurants and quaint cafes is always a delight, but it's not a real camping experience until we've roasted wieners and marshmallows over a firepit or gathered wild blackberries for pancakes cooked on our camp stove. The stove burns white gas, kerosene, unleaded gas and jet fuel; we've even used 100LL in a pinch. It's quick and easy to use, boils a litre of water in less than four minutes and packs into a nylon bag about the size of a one-litre jug of engine oil. Our non-stick cookware nests into a compact 21 x 14 cm unit that includes a two-litre pot, fry pan, four mugs, pot gripper and a waterproof stuff-sack that doubles as a wash basin. We specifically chose backpackers' cookware for its

WHAT'S IT ALL WEIGH?

With the two of us, all our gear, our dog, and full fuel, we're always about 150 pounds under our aircraft's gross weight. The weights of some of our gear are:

- Tent:** 7 lb
- Sleeping pads:** 1.4 lb each (x 2)
- Foam mats:** 1 lb each (x 2)
- Sleeping bags:** 2.5 lb each (x 2)
- Stove:** 1 lb
- Nesting cookware:** 2 lb
- Foldable solar panel:** 4 lb
- MotoMaster booster:** 15 lb
- Collapsible dog kennel:** 8 lb
- Dog:** 30 lb
- Spirit of adventure:** 0 lb each (x 2)

UNDER-WING CAMPING



▲ We created our own tie-downs with six eight-inch spikes, two screw-pin anchor shackles, and some nylon rope. For our high-wing airplane, we used 15 feet of rope per side. We carry these tie-downs and a hammer everywhere we go, regardless if we are camping or not. They've come in handy at many hundred-dollar hamburger stops.

lightweight and small size. For food that needs refrigeration, we carry a small cooler that's just slightly larger than a good survival kit. A one-litre sack filled with matches, utensils, spices, dish-soap and a scrubber completes our camping kitchen. We also carry water to most campsites, as we've discovered that on-site potable water can vary wildly in quality.

ELECTRONICS

Our portable multi-panel solar charger folds up to about half the width and twice the length of the Canada Flight Supplement. After an hour of sitting in the sun, it fully recharges our cell phone and Garmin GPS and, after two hours, our iPad for the next day's use of Foreflight. To run my husband's CPAP machine throughout the night, we use an automotive cigarette lighter adapter connected to a MotoMaster 1200-amp battery booster

pack. At fifteen pounds, the booster pack is heavy, but hubby is terribly fond of breathing, so we indulge. We charge the booster pack the day prior to leaving home and the charge lasts two and a half nights. After a full night of running the CPAP machine, we've even used the MotoMaster to boost a pilot's dead car battery.

OUR SECRET TO SUCCESS

Waking up to deer grazing metres from our tent while a forest full of birds trill in the background, watching the sunset while a campfire crackles at our feet and falling asleep under a constellation of glittering stars after a day of exploring sand dunes, lakes, forests or isolated beaches, are just a few of the reasons why we enjoy airplane camping. But we aren't extreme backcountry campers; we dip in and out of being off the grid during our long itineraries. For us, the secret to enjoying a long camping trip is alternating our camping nights with a stay at a local hotel or Airbnb. This allows us to refreeze our ice packs for our cooler, recharge the MotoMaster, enjoy a long, hot shower and set up our laptops and catch up on work. We take advantage of these hotel days by dining at local eateries, stocking up on supplies and exploring tourist attractions by airport courtesy

"FOR US, THE SECRET TO ENJOYING A LONG CAMPING TRIP IS ALTERNATING OUR CAMPING NIGHTS WITH A STAY AT A LOCAL HOTEL OR AIRBNB."

car or taxi. Our little dog seems to appreciate our hotel stays even more than we do.

CREATING THE ITINERARY

Discovering which aerodromes have overnight toilet access and allow under-the-wing camping requires some sleuthing. The information is sometimes found in the CFS, but often not. Occasionally it's stated on the airport website, an online pilot forum or one of COPA's Where-to-fly features. Mostly, we have to contact the manager of each airport we hope to stay at to learn if under-the-wing camping is permissible. Both in the U.S. and in Canada we've been welcomed warmly, given private tours of hangars and on-site museums and been supplied with courtesy cars and maps so we can explore the area. One of the lessons we've learned over the years is to always check the location of the local drag races and their scheduled race times. Often, in small communities, drag strips are located adjacent to the airport and weekend races make for a loud camping experience!

We've been lucky enough to enjoy the hospitality of a widespread pilot community that supports and encourages the unique experience of camping under our wing. 🐾

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GROUNDDED

A JOINT INITIATIVE OF COPA AND OTTAWA'S FLIGHT 8

BY LAURA MATHESON, VICE-PRESIDENT, COPA FLIGHT 8

While COVID-19 has resulted in many restrictions, particularly affecting the world of aviation, it has also bred innovation. The new GROUNDED web series is one such example, presented by COPA's NextGen initiative (run by and for members aged from 16 to 35) in partnership with Ottawa's COPA Flight 8.— Lauren Nagle.

Things were just starting to take off for Ottawa's COPA Flight 8, recently resurrected after a five-year hiatus. I worked alongside President Cameron Boekhoff and Secretary Gabriel Muglia to shape what we wanted the flight to represent and plan how to effectively work on behalf of local aviators. With growing community support and new faces at our meetings, the future was bright and exciting.

Unforeseeable to everyone at the time, COPA Flight 8 would only meet twice before restrictions due to COVID-19 would require the postponement of upcoming meetings. Once the World Health Organization declared a pandemic on March 11, everything quickly changed. Within a matter of days I saw my employment and flight training dwindle as the crisis evolved until both came to an abrupt stop.

While chatting with Cameron about our new realities, I pitched the idea of a general aviation web series that could potentially become a solution to physical distancing. Cameron loved the idea, and suggested we share it with Lauren Nagel, Director of Member Communications at COPA's head office. She came on board right away and, after a quick chat with Gabriel, we were off. It took just over a week for the 'GROUNDDED' web series to go from an idea to a broadcast event, which truly



speaks to the commitment and passion of the team.

Our first episode, on mountain flying, aired April 22. As the moderator I had the pleasure of speaking with our presenters Adam Tetzlaff, Todd Weselake, Taylor Giannelia and Rhodielyn Padilla. Their combined love of the mountains shone through, including their respect for the challenges of mountain flying and the fun you can have while focused on preparation and safety.

Our second episode on 'Becoming an Airline Pilot', which aired May 7, featured panellists Kate Speer, Clark Morawetz, Riley Searle and Malachi Bender Bennett. The four shared stories of their educational backgrounds, training experiences and piloting careers, assuring us that there are many pathways to achieving this goal. The GROUNDED team is grateful for these

▲ Videoconferencing has allowed new ways of interacting with others.

panellists for generously sharing their stories and enthusiasm. Their input made all the difference and we look forward to having them back for future panels.

We were very pleased with the turnout for our first two episodes and look forward to seeing more friendly faces in the future. While we market the series to NextGen-aged members, we never turn away more 'mature' members who would like to join us. GROUNDED meets biweekly on Wednesdays at 20:00 ET. More information is available at copanational.org/en/grounded.

@copanational

COPA — Canadian Owners and Pilots Association

BC COMMUNITIES HONOUR CAPTAIN CASEY

SNOWBIRD OFFICER CONTINUES TO INSPIRE CANADIANS

BY CYNTHIA PRESCOTT

A dedicated member of the Canadian Forces Snowbirds air demonstration team, Captain Jennifer Casey, was fatally injured in the May 17 crash of the Tutor jet she was a passenger in. The pilot, Captain Richard MacDougall, was seriously injured. This accident occurred during Operation Inspiration, a month-long cross-Canada flight to salute the front-line health care workers, first responders and essential workers, but also all Canadians doing their part to stop the spread of COVID-19.

We are all, as Canadians, deeply saddened and grieve alongside Jennifer Casey's family and friends. Our thoughts are also with the loved ones of Captain Richard MacDougall, and we hope for a swift recovery from his injuries.

Casey, a former journalist, was 35 years old and was the public affairs officer for the Canadian Forces Snowbirds. She was an inspiration for Canadians and especially for women involved in aviation. She will never be forgotten.

To honour and pay tribute to these fallen pilots and the CAF Snowbirds team, pilots from the British Columbia General Aviation Association organized and launched Operation Backup Inspiration, with a mass flight over different cities and hospitals across British Columbia's Lower Mainland, with safety being of paramount importance.

More than thirty pilots and their aircraft launched from Abbotsford airport (CYXX) at 18:30 in a sequenced line, snaking around the region and over downtown Vancouver before concluding over the Royal Columbian Hospital in New Westminster. The participants then broke off to return to their home airports.



Tribute flights were also organized at other British Columbia locations.

Ninety-Nines member and Glacier Air owner Colette Morin was given the honour of leading a flight of 10 airplanes, organized by the Squamish Flying Club, to complete an itinerary over the towns of Squamish and Whistler. Morin was joined by 99s member and Whistler resident Alexis Thind.

Pilots in Kelowna, Quesnel and many other locations throughout B.C. organized flyovers to honour the

▲ Glacier Air's Collette Morin led a group of area pilots over Squamish and Whistler, B.C.

fallen aviators and the Snowbirds in general.

This has been a very sad time and a very inspiring time for all of us. We wish to express our condolences and support to the Canadian Forces Snowbirds, their families and everyone emotionally involved with the fallen birds whose spirit will be flying among us forever. 🕊️

REGION SEES THREE NEW DIRECTORS ELECTED

NEW ENERGY AND DIVERSITY

COPA members resident in Alberta, the Northwest Territories and Saskatchewan have elected new directors to replace retiring directors Bram Tilroe and Larry Biever, both of whom represented Alberta and the N.W.T., and Saskatchewan director Shane Armstrong, who resigned from the board a few months ago. The results of the online election were announced in the May 15 issue of eFlight.

The new directors elected to represent Alberta and the N.W.T. are Henry Vos and Ken Zachkewich. Candace Pardo was elected to represent Saskatchewan.

Henry Vos is an experienced pilot with a commercial pilot licence and an instructor rating. Although not his main career, he operates an ultralight flight school near Peace River, Alberta using a Pipistrel Alpha Trainer.

Ken Zachkewich is a chiropractor by day and a passionate private pilot the rest of the time. One of the founders and the first president of COPA Flight 165 – Lac La Biche Flying Club, Zachkewich has also played a key role in creating and continuing the annual Lac La Biche Ice Fly-in or, as he and others prefer to call it, Canada's other favourite winter fly-in.

Saskatchewan's Candace Pardo, a pilot since 2013 and now a Class 3 flight instructor in Yorkton, is currently working to complete a bachelor's degree in business management. Her spare time is taken up by sharing her love of aviation with others, from working with at-risk youth to get them involved in aviation activities, to making presentations at local schools about opportunities in aviation.

"I think COPA will benefit from the energy both Ken and Henry will bring



Candace Pardo



Henry Vos



Ken Zachkewich

to the Board," retiring director Bram Tilroe told COPA Flight. "And Candace, with her youth, is another great addition." Tilroe, a member of COPA since 1963, served four years on the board as a director and its western vice-chair.

Tilroe added that more participation by young people and women is vital for COPA to be properly repre-

sent, and to be attractive to newer generations. "I also welcome the appointment of Christine Gervais as COPA's new president and CEO," said Tilroe, who previously served on Nav Canada's advisory board and has worked on many projects with Christine during her time as a manager with Nav Canada. 🇨🇦

UNIVERSAL HELICOPTERS INDIGENOUS-OWNED COMPANY CLOSES



Long-time Newfoundland and Labrador helicopter operator Universal Helicopters has grounded their fleet and closed their doors on May 27 after nearly 60 years in operation, leading to the laying off of 50 employees.

Founded in 1963, the one-time Okanagan Helicopters subsidiary grew to become a main industry player with up to 21 helicopters in its fleet.

The company's main base and head office was the Labrador town of Happy Valley-Goose Bay.

"What a sad event for not only here, but for the industry," former employee Geoff Goodyear was quoted by CBC in an interview.

The current COVID-19 pandemic was not the only factor in the company's collapse, as the company started experiencing financial concerns in 2019, not long after their heavily financed acquisition in 2018 of Lakelse Air, a British Columbia-based company with five bases and 12 helicopters.

Forty percent of Universal Helicopters was owned by the Nunatsiavut Group of Companies (NGC), an investment made

▲ Universal Helicopters served Newfoundland and Labrador, Nunavut and Greenland.

by the Inuit-controlled company in 2013. In a press release issued shortly after the closure was announced, NGC's CEO Chris Webb said, "Unfortunately, the investment did not work out as...intended. The company performed poorly in 2019."

Goodyear, who had been with the company from 1978 until 2015, and served as both a pilot and, since 1999, as its president, told local media outlet Satwire, "There are citizens in this province who were born in the back of a Universal aircraft and people whose lives were saved, either them being lost and in distress in the woods or being medevacked from a remote area to a hospital. There's a legacy here that goes back to the early sixties."

Contracts that were in place with Universal are being serviced by Canadian Helicopters and Newfoundland Helicopters, both of which are based in Newfoundland and Labrador. 🇨🇦

NEW BOARD DIRECTOR



Brian Pinsent of Moncton, New Brunswick is the region's newest director to join the COPA board. The long-time owner of a Lake Buccaneer amphibious airplane, he hopes to ensure the concerns from grassroots members get their due attention from the organization.

Pinsent operates a water aerodrome on New Brunswick's Cumberland Lake (CCB7) from May to October of each year.

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.

JULY 11

Kars, ON (CPL3) RAA Chapter 4928 19th Annual Summer Fly-In, drive-in, splash-in BBQ, 11:00 - 14:00, Rideau Valley Airpark Kars, Ontario, Canada More info: 613-296-3391

JULY 13

Iroquois, ON (CNP7) The Iroquois Flying Club's Annual Fly-In Breakfast cancelled for the first time in 54 years. See you all again on July 11, 2021!

AUGUST 9

Westlock, AB (CES4) Flight 139 Annual Fly-in Breakfast 07:00 - 11:00 more info: dan@syz.com. We look forward to seeing you there!

SEPTEMBER 4-6

Stanley, NS (CCW4) Flight 60 49th Annual Labour Day weekend Fly-in Friday and Saturday events with Sunday the 6th as rain date/departures. Awards, aircraft judging, forums, live music & corn boil Friday evening. Our famous annual auction Saturday night. Food on site including breakfasts. Stanley Hilton available on a first come first serve basis. Longest running & largest fly-in of its kind in Canada, don't miss it! More info: pchatterton@ns.sympatico.ca, 902-462-8668

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 Thursday 19:30, airdrieflyingclub.ca

ARNPRIOR, ON

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

BANCROFT, ON (CNW3)

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

BEAVERLODGE, AB (CYQU)

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

BONNYVILLE, AB (CYBF)

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

BORDEN, ON (CNV8)

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

BOUNDARY BAY, BC (CAK3)

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

BRANTFORD, ON (CYFD)

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

BURLINGTON, ON (CZBA)

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

BUTTONVILLE, ON (CYKZ)

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

CALGARY, AB (CYBW)

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

CARLETON PLACE, ON (CNR6)

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

CHARLOTTETOWN, PEI (CYYG)

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

CHATHAM-KENT, ON (CYCK)

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

CLARENCE-ROCKLAND, ON

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

COLD LAKE, AB (CEN5)

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

CORNWALL, ON (CYCC)

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

DAWSON CREEK, BC (CYDQ)

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

DRAYTON VALLEY (CER3)

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

ON THE HORIZON

EDMONTON, AB

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

ESTEVAN, SK (CYEN)

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

EXETER, ON

Flight 177 - Monthly meeting 19:00 2nd Tuesday, May to October - Sixsmith Airport (SX7). November to April - The Lions Den Exeter. Flight177.copanational.org

FREDERICTON, NB

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

GLOVERTOWN, NL (CYQX)

Flight 195 - Monthly meetings 19:00 Meetings are held every third Tuesday at. Alternating Locations between the GFT in Gander. More info: 709-533-7109

GODERICH, ON (CYGD)

Flight 45 - Monthly meeting 19:30 2nd Wednesday winter months- airport terminal, summer months - airport clubhouse. Check copa45.com for updates.

GRAND FALLS-WINDSOR, NL

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

GUELPH, ON (CNC4)

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

HANOVER, ON (CYHS)

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



HAVELOCK, NB (CCS5)

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

HAWKESBURY EAST, ON (CPG5)

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

HINTON, AB (EE4)

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

INNISFAIL, AB (CEM4)

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

IRON CREEK, AB (CEK6)

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

KAMLOOPS, BC (CYKA)

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

KELOWNA, BC (CYLW)

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

KINGSTON, ON (CCE6)

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

KITCHENER, ON (CYKF)

Flight 26-Breslau Flyers Monthly Meeting 19:00 2nd Tuesday, upstairs classroom Waterloo-Wellington Flight Centre. copaflight26.com Online Zoom monthly meeting 19:00 1st Wednesday. ca.groups.yahoo.com/neo/groups/cykf-pilot-decision-making-workshop/info stevenmcdowell@rogers.com

LAC LA BICHE, AB (CYLB)

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

LETHBRIDGE, AB (CYQL)

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

ON THE HORIZON

LINDSAY, ON (CNF4)

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

LONDON, ON (CYGS)

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

MAPLE CREEK, SK (CJQ4)

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

MEDICINE HAT, AB (CYXH)

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

MELFORT, SK (CJZ3)

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

MIRAMICHI, NB (CYCH)

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

NANAIMO, BC (CYCD)

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

NELSON, BC (CZNL)

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

NORTH BAY, ON (CYYB)

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

OLDS DIDSBURY (CEA3)

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

OKOTOKS, AB (CFX2)

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

OSHAWA, ON (CYOO)

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

PONOKA, AB (CEH3)

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

PENTICTON, BC (CYYF)

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

PETERBOROUGH, ON (CYPQ)

Flight 34 - Monthly meeting 19:00 2nd Wednesday. tommoore@live.ca

PICTON, ON (CNT7)

Flight 53 - Monthly breakfasts 08:30 - 10:30 2nd Sunday April - October (Except June), Prince Edward Flying Club. 613-403-4809

PITT MEADOWS, BC (CYPK)

Flight 16 - Aero Club of BC monthly meeting 19:30 1st Wednesday aeroclubofbc.ca

PONTIAC, QC

Flight 169 - Monthly breakfast meeting at restaurant Aylmer, 1st Saturday

Club 169 - Déjeuner mensuel a restaurant Aylmer, 1er samedi, 819-360-0706 ou 812-329-2830

PRINCE GEORGE, BC (CYXS)

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

QUALICUM BEACH, BC (CAT4)

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

QUEBEC, QC

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

Club 168 - Rencontres mensuel, lieux varies 19h30 3ieme lundi. 418-889-9023

RED DEER, AB (CYQF)

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

RUSSELL, MB (CJW5)

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

SASKATOON, SK (CYXE)

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



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MADE IN CANADA

ON THE HORIZON

SARNIA, ON

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

SEDGEWICK, AB (CEK6)

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

SHOAL LAKE, MB (CKL5)

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

SUNDRE, AB (CFN7)

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

TISDALE, SK (CJY3)

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

VAL D'OR, QC (CYVO)

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

VERNON, BC (CYVK)

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

Flight 65 - Vernon Flying Club monthly pancake breakfast, 09:00-11:00 4th Sunday. Fly-in, drive-in, or walk in. Everyone is welcome.
flyingclubvernon@gmail.com

VERMILLION, AB (CYVG)

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



VICTORIA, BC (CYYJ)

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

WELLAND, ON (CNQ3)

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

WESTLOCK, AB (CES4)

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

WETASKIWIN, AB (CEX3)

Flight 51 - Wetaskiwin Flying Club monthly meeting, 1st Tuesday, terminal building, scottcoggan@hotmail.com

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

WIARTON-GEORGIAN BLUFFS, ON (CYVV)

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

WHITECOURT, AB (CYZU)

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

WOODSTOCK, NB (CCD3)

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

LIST YOUR EVENT IN COPA FLIGHT

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



MILES TO MILLIONS

The senior captain for Air Canada showed up for every flight even as he built a real estate empire worth a billion

dollars. Grenier's ready wit and the many twists and turns of a penniless 19-year-old commercial pilot's career built on perseverance and the willingness to take risks takes readers on an unusual journey, even for the the aviation industry.

By Bill Grenier

Price: \$35.95 \$33.95 (includes shipping)



MAVERICK IN THE SKY

In *Maverick in the Sky* the author paints a fascinating portrait of flying ace Freddie McCall, one of the most successful

fighter pilots of World War I. McCall's bold spirit might well have been inherited from his clan motto *Dulce Periculum* — Danger is Sweet. His amazing wartime accomplishments, his extraordinary flying skills, his fiercely independent barnstorming character and his self-reliant entrepreneurial spirit make him one of Canada's most spectacular mavericks.

By Shirlee Smith Matheson

Price: \$12.95 \$11.95 (includes shipping)



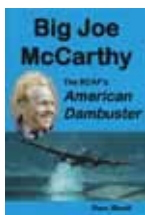
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A collection of true aviation stories that graphically demonstrate the almost super-human

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By Shirlee Smith Matheson

Price: \$24.95 \$22.95 (includes shipping)



BIG JOE MCCARTHY, THE RCAF'S AMERICAN DAMBUSTER

After Joe McCarthy completed a tour of

operations with 97 Squadron, he was personally selected to fly on the Dambusters Raid. He also participated in an additional 33 challenging and varying operations with this "special duty" squadron then flew Nazi aircraft to the U.K following the war.

Author: Dave Birrell

Price: \$38.95 \$36.95 (includes shipping)



QUIETUS — LAST FLIGHT

Generously illustrated, *Quietus: Last Flight* offers a unique insight into the Second World War on

the home front in Canada, as well as a glimpse into the post-war aviation medicine and present-day aviation accident investigation.

By: Anne Gafiuk

Price: \$51.00 \$47.50 (includes shipping)



SCAMPER AND THE AIRPLANE THIEF

When a student kidnaps the small training plane for a joyride, it is up to the little Luscombe

8F to show courage, determination, and quick thinking to save the day. Will Scamper, the little red seaplane, be able to save himself and his rebellious pilot in Canada's wilderness? Ages 5-8

Author: Danielle Marcotte

Price: \$19.95 (includes shipping)



FINDING NIMMO

Finding Nimmo is a beautifully written story by Craig and Deborah Murray about

Fishing the British Columbia Coast—Heli Fishing that is, an invention of Peter Baratt of West Coast Helicopters and Craig Murray of Nimmo Bay Resort.

Authors: Craig and Deborah Murray

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LOST: UNSOLVED MYSTERIES

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times within miles of busy airports and crowded cities, and cannot be found despite desperate and prolonged searches.

By Shirlee Smith Matheson

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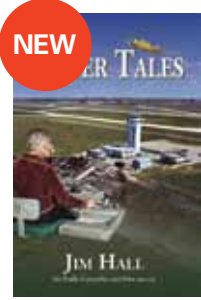
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By: Alan Eugeni

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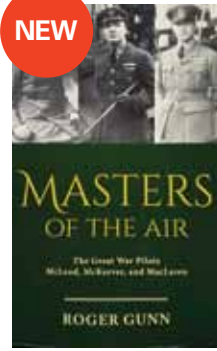


NEW

TOWER TALES

This is the history of aeronautics from the view atop the control tower. Fiery crashes, near misses, stunts, mishaps and even encounters with strange lights in the sky. These factual stories describe various incidents, accidents plus humorous occurrences. These are the Tower Tales.

Author: Jim Hall
Price: \$38.95 (includes shipping)



NEW

MASTERS OF THE AIR

A fascinating look at three of the greatest Canadian pilots in the First World War; Masters of the Air brings Alan McLeod, Andrew McKeever and

Donald MacLaren to life, detailing their development as pilots, battles in the air and near-death experiences.

Author: Roger Gunn
Price: \$38.95 (includes shipping)



BAZ

S/L Ian Bazalgette was the only Albertan awarded the Victoria Cross during World War II. Based on extensive interviews with his friends,

relatives, crewmembers, and over one hundred letters and other photos and documents that were only recently located by the family, this third edition tells the story of a Canadian hero. Signed by the author.

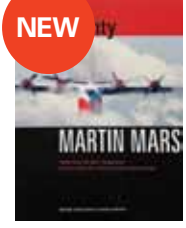
By Dave Birrell
Price: \$25.95 \$24.45 (includes shipping)



BUSH PILOT'S MAYDAY

This book features journeys far inside the Arctic Circle, including the recovery and repair of his aircraft found upside down on a beach in northern Alberta. Outdoor enthusiasts and adventure lovers will be fascinated by this tale.

Author: Ken Forscutt
Price: \$24.95 (includes shipping)



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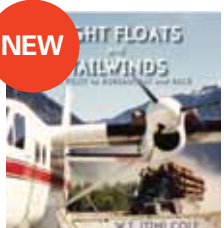
Authors: Wayne Coulson & Steve Ginter
Price: \$29.50 (includes shipping)



THOSE DARNED AIRPLANES

Traveling by plane has its benefits, but it takes a different kind of person with a lot of know-how to design, build, and fly their own plane. That was Elmer Andrews. Of interest to pilots, would-be pilots, aspiring pilots, and anyone looking for a good story of local "feats of daring-do" well told!

Author: Elmer Andrews
Price: \$28.50 (includes shipping)



NEW

TIGHT FLOATS AND TAILWINDS

Take a peek into the inner workings of Transport Canada in its heyday, when it was not only a regulator but also when it operated the air navigation system, air traffic control and many of the airports in Canada.

Author: W.T. (Tim) Cole
Price: \$40.95 (includes shipping)

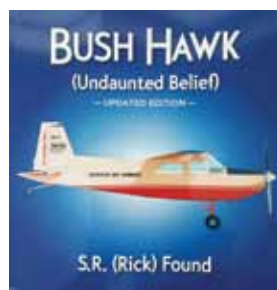


A WOLF'S MOON, A HELICOPTER PILOT'S STORY

The stories in A Wolf's Moon span several decades and relate Hank's encounters

with a host of northern characters, from diamond drillers and geologists to forestry personnel and biologists. His adventures with bears, wolves and whooping cranes, camp cooks and grizzled prospectors, make this a great read for all aviation buffs.

Author: Hank Sands
Price: \$27.95 (includes shipping)



BUSH HAWK Updated Edition

The famed FBA-2 known by bush pilots simply as

the "Found" outlasted all of its competitors. Meet Bud Found, aptly cited for his undaunted belief in the aircraft born of his skill and imagination that would ultimately be named the Bush Hawk.

By S.R. (Rick) Found
Price: \$39.50 \$36.20 (includes shipping)

FEATURED LISTINGS FOR JULY, 2020



PORTABLE FOLDING BOAT
WWW.PORTA-BOTE.COM Great for fishing and hunting. Take it anywhere you can go. Be safe with the lightest, durable and stable folding boat. Gilles Berthiaume Contact: 514-592-4186 or gberthiaume@alpha-vico.com (3135.20290)



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 hanged. \$188,500US. Ph: 306-921-7721 or keith752@sasktel.net (3564.20966)



JUNGSTER 1 8/10 Scale Bucker Jungmeister 579TTSN Lyc O-290G 100 SMOH. Extra long-range fuel tank. Garmin GNC250XL Radio/GPS. Individual hydraulic toe brakes & steerable tail wheel. Pilot best if 5' 9" or less. CAD\$14,000 OBO lindenhbr22@gmail.com or 780-910-6562. (3535.20892)



2013 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. (2564.21015)



1946 STINSON 108 TTSN 1917, Franklin 165 heavy case, McCauley prop 140 hr, Skytech starter, STC's, alternator mags overhauled, new plugs 20 hrs, fully restored 2006, always hanged. Fresh annual Feb 2020, \$49,000 Cdn 613-443-3625 or gildengratton@gmail.com (3849.20930)



GREAT RV9A 420TTSN Professional build, exc condition. Lyc O-320, Sensenich prop, mode-c, AP-TruTrack, Lightspeed ignition, D10A, GD Rapids EIS, Garmin 696. Radio IC-A200 x 2, EIS. Carpet and leather upholstery. \$85,000. 613-884-4101 or cwwatters@rogers.com (2610.20933)



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. \$24,000 Lindsay Airport. Contact: Ray raylou.plante@sympatico.ca or 705-731-0744 (3832.20999)



FOSTER REPUBLIC SEABEE Home built Foster 001 GM Engine, Robinson gearbox. TT 70 hrs since construction. GW3800 \$95,000 CDN. Roger 819-336-4181 after 6pm ET (3144.20958)



1943 GRUMMAN G44 WIDGEON 8909TT, 1616 SMOH w/418 since major engine work. Leavens/2004, Garmin GTN750/GTS800/GDL69/GTX335 Pkg. \$275,000 USD Please Call! Apex Aircraft Sales. 905-477-7900 www.apexaircraft.com (2245.20178)



2016 ZENITH 750 Excellent STOL abilities w/UL 350 IS - 130 HP, ground adjustable prop. Grand Rapids 7" EFIS, Garmin 327 xpd, GTR 200 radio, 406ELT, 30-gal. 215 hr TTSN. Fresh annual. Always hanged. \$78,000CDN. skyhillsbill@gmail.com (3725.20986)



1977 BONANZA A36 2931 TT 100 SFRM, 3-BL Scimitar prop new 2012, BDS Tip Tanks (30 USG) and 3792 GWT, Garmin G5 AH w/GNS530 GPS/NAV/COM, Fresh Annual May 2020 \$199,900 USD. Apex Aircraft Sales www.apexaircraft.com or 905-477-7900 (2245.20166)



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2013 Partenavia P.68R, 493 TTSN, GarminGFC950 and Full Delce, Like New!	\$650,000 USD	1977 Cessna 172N, 1790TT, 9 SM, Fresh Annual!	\$70,000 USD
2012 T206H Amphib w/WheelGear! 600TT, G1000/GFC700, Loaded!	\$625,000 USD	1977 Cheetah, 4263 TT, 1963 SMOH, All Logs and NDH! Pictures on our website!	\$33,900 USD
2012 MalibuMirage.735TTAE, G1000, 140USG!	\$700,000 USD	1977 Bonanza A36, 2919TT, 885SMOH! GarminG5LRF(104USG), Club/Desk!	\$199,900 USD
2007 DA42 TwinStar, 467TTAE, TKS, LRF, G1000!	\$329,000 USD	1977 C182Q, 4848TT, 65 SMOH, New Interior, Excellent Maintenance and More!	\$125,900 USD
2007 Cessna 400, 605 TTAe, G1000/GFC700, GDL69A WX DataLink	\$339,900 USD	1977 C152, 28486TT, 956 SM, Garmin COM/TSPDR, King KLX135 GPS!	\$27,000 CAD
2005 SR22, 1809TT, 172SMOH, TKS, G430W, SynchronStormscope!	\$370,000 CAD	1976 C172M, 2087TT, 1690 SM, Commercial Aircraft! Hanged!	\$59,900 CAD
2003 SR22, 1750 TTAe, Dual G430's, STEC 55X, Stormscope, Skywatch!	\$220,000 USD	1974 Piper Arrow II, Low Times, only 4455 TT and 392 SMOH, Hanged!	\$70,000 USD
2002 Piper Super Cub Replica, 187 TTAe, Amphibs/Wh Gear!	Reduced to \$69,900 USD	1974 Navajo Panther, 8360TT/552SM, GTN750/650, STECAs/P, ADSB	\$279,900 USD
2002 DA20 C1, 3526TT, '0' SMOH, Fresh Annual!	\$160,000 USD	1974 Cardinal RG, 2927TT, 953SM, '0' SPOH, Hanged!	\$64,900 USD
1981 Duke B60, 4507TT, 1092 L&R, G530W, KFC-250 IFCs, Winglets!	\$147,000 USD	1974 C185 Amph PK3500's, 1859TT, 515 SMOH Lycoming O-540 Upgrade!	\$205,000 CAD
1981 C206 Amph, 1468TT, 145SNEW Engine! G430W, 3730's, Exc P&I!	\$CALL	1974 414 6905TT, 1185M, Full De-Ice	\$125,000 USD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVIL, Garmin530/430!	\$399,900 USD	1973 T310Q, 2965 TTSN, 1965 L&R, GNS520W and GNS430, GTX45 ADS-B	\$75,000 USD
1981 Duke B60, 4507TT, 1092 L&R, G530W, KFC-250 IFCs, Winglets!	\$218,000 USD	1973 C172M, 14575TT, 1585M, KingAvionics, G2EngMonitor!	\$68,000 CAD
1980 Saratoga, 4660TT/1759SM, KingDigitalw/KAP150AP/HSI!	\$115,000 USD	1972 Cher140, 5106TT, 1359 SM, Nice P&I, Sensenich Prop	CALL!
1980 A185F Amphib, 3645/5455SM/10550/Aerocet3400, G1N750!	\$329,000 USD	1968 C185 Amph, 1696TT, 637SM, G500/GTN750, GTS800/Traffic Whip3730's!	CALL!
1979 T210N, 2190 TT, 603 SM, Flint Tips! Loaded!	\$249,900 USD	1951 Harvard 6386TT, 282SM (Covington) Beautiful!	\$145,000 USD
1979 C185F Amphib, 2849TT, 849SM, GarminPanel/NEWWhip3000AmphFloats!	CALL!	1946 J3 CUB, w/PAII STC's, 5450TT, 550SMOH,	\$53,000 CAD
1977 Mooney 201, 3525TT, 1565SM, Kingw/STEC50/AIH/holdGPS150XL!	\$79,900 USD	1943 Grumman G44 'Widgeon' 8929TT, A185M, G1N750, Summer Ready!	\$275,000 USD

FEATURED LISTINGS FOR JULY 2020



CESSNA A185E 1966 C-FUGX serial# 0991, 3184 TT, Continental IO-520D, 1206 SN, 775 SMOH, 106 O/H. McCauley 2-blade prop, Gami Injectors. All electronic gauges like Insight G2 engine monitor. New P-Ponk landing gear beef-up kit, bubble window. 2 bush seats + 1 large back seat. Wipline 3900 floats w/compartments + wheels. Paint 8/10, int. 8/10. Rigorous maintenance all thru the 15 years of ownership. Payload 1212 lbs w/floats \$155,000 USD. Pierre 514-793-2300 (3710.20978)



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 (3836.21001)



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. Contact: National Ultralight - Bryan Quickmire bdq@challenger.ca or 705-721-9811 (3830.20998)



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 (2710.20961)



1974 CESSNA 172M c/w seaplane c/s prop and float kit. 300SMOH. Prop recently overhauled. Nearly new paint & interior & windows & plastics. Horton STOL, 2200 TTSN, Wing X 2699lbs gross. Asking \$105,000 USD. Brian 604-807-0200 (2445.20973)



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 (3834.20996)



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 xpr. \$145,000 OBO 204-795-2445 Winnipeg, MB evanfisk@shaw.ca (3826.20970)

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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. AEROCETS 3500L 159K CDN.



1981 CESSNA 340A RAM VII, TT 4829, SFRM 365 LEFT AND RIGHT. SPOH L&R 362 HRS. G500, GTN 750, AVIDYNE EX 500. SPOILERS. 449K 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.

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1981 CESSNA U206G-550, TT 5300, SMOH 450, SPOH "0" 2019. GMA 340, GNX 300 XL, GTX 327, R STOL, TIP TANKS, LR FUEL. UP GROSS. FLOAT KIT, 3430'S AVAILABLE 259K CAD



1989 ENSTROM 280FX, TT 1030, SMOH "0" O/H BY AERO-RECIP, SPOH "0" TIME MAIN AND TAIL ROTOR GEAR BOX 295K USD



2003 CESSNA 206 TURBINE TT 726.4, SMOH 2441.3, WIP 3450 AMPHIBS, GMA 340, GNS 530 AND 430, S-TEC55. CALL FOR PRICE.

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FEATURED LISTINGS FOR JULY 2020



1973 CESSNA 172 M TTSN 2064.3, TTE 401.5, OH Jan 2019, TTP 2064.3, Ram 160 HP Power flow exhaust, new custom paint, 8/10 interior, KX155 & Glide Slope, Narco ADF, KT76A xpr, 406 ELT, wheel pants, refuelling steps. All ADs & SBs C/W, no corrosion, no damage. All records complete. Commercially registered & maintained. \$85,000USD. Contact Lavern, lavernross1960@gmail.com or 705-471-8216 (3840.20968)



1970 LA4-180 AMPHIBIAN 1736 TTAFF, 385 STO, 115 SPOH. 62 since \$40K rebuild. Straight, fast freshwater Lake w/batwings, spare prop. Nice interior, poor paint. Tight hull, strong engine w/two recent cylinders. \$75,000 Contact: alfillingham@hotmail.com or 204-771-7014 (3848.21005)



ZENAIR 750 STOL 100HP Rotax. TT 88hrs, Warp Drive prop. Long range tanks w/tank selection. Dual control. Advanced Ultralight. MDRA and AME inspected. Always hangared. \$75,900obo. Call Mac 519-831-0967 or macpat@live.ca (3180.20971)



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 (3773.21004)



KESTREL HAWK Totally refurbished & paint 2012. Jabaru 2200 engine 120TT. Garmin GNC250XL Radio/GPS. Garmin GTX327 Mode C xpr. Dynon Avionics EFIS-D100. Hydraulic toe brakes/steerable tailwheel. Skis incl. Located Edm AB. C\$29,000obo. 780-910-6562 or lindenhb22@gmail.com (3535.20981)



1981 CESSNA 172P SKYHAWK 160HP Logs since new. Exceptional maintenance to commercial standard using factory parts throughout its life. Paint and interior great condition. Always hangared. At CYAV St. Andrews Airport. \$69,000 Cdn. (3856.20950)



PUMA 912 IS AIRCRAFT LIMITED CLASS Flying with a special certificate of airworthiness. 140hr airtime, like new. Rotax 912 injection w/110hp. Two Dynon SkyView monitors w/xpr. ADS-B and GPS integrated and ESIS. Dynon radio and intercom. 100-liter tanks giving 7 hours of autonomy. Vortex generators. LED lights. PCAS. Annual done November 25, 2019. Paint 10/10, Interior 10/10. \$110,000USD. 450-562-7780 or info@ecoleavitas.ca (3862.20969)



2008 AMERICAN CHAMPION 8KCAB SN 1065-2008, 855 TTSN, hangared, NDH, Aspen EFD1000Pro, Lynx ADS-B, Garmin GNS530W GMA340 GDL69A(XM); Becker AR4201, E.I. digital engine instruments; 5-point ratcheting harnesses; heated pitot, corrosion protection. Contact: cmhbaxter@gmail.com (3865.20983)



CESSNA 185 TURBINE AMPHIB ONLY 1 IN THE WORLD! Soly engine PAC w/Rolls Royce Allison 250C20S. turbine 420HP, 0 SMOH. Hartzell 3-blade HC-C3YN-5A, 76.4 hrs. SPOH. MVP-50T engine and system monitor. Dynon electronic flight information system. Garmin audio panel GMA240, 2 x SL40 VHF, 295 GPS, and xpr GTX 327. Sportsman STOL. Wing X extensions, 3500 EDO amphib floats. Extensive upgrades. Certified Amateur Category by TC. \$525,000 USD. May trade for clean DeHavilland Beaver. Contact: baynton58@gmail.com or 204-271-3772 (3810.21007)



J6 KARATOO AULA TAILDRAGGER Subaru EA81 4-stroke, water cooled 71 hp. Basic panel, VHF, dual sticks, 16-gallon fuel. New belt turns ground adj. 3-blade Warp Drive. Straight skis, needs paint, flies well. \$13,000. 416-455-0257 (3870.20997)



ZENAIR CH701 STOL 495TTSN 912ULS, 100HP, 260TTE. Zenair 950. Amphibious floats, tip strobes, chromed steel, wing tanks. Custom paint "Serengeti", always hangared. Great performer. Awesome fun. Spare parts, plans. Flown regularly. \$39,000. 416-898-3352 (3868.20990)



2004 CHALLENGER II Advanced Ultralight. Rotax 503, 447 TT, Puddle Jumper retractable wheels. Turbulence Aviation retractable wheel skis, Lowrance GPS (AIRMAP 600C), 15-gal fuel tank, hydraulic brakes, wheel pants, winter hangared. \$22,500. André Héroux. 514-923-3512 (3695.20976)



RESTORED DE HAVILLAND TIGER MOTH IAF 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" (3819.20891)



PA-12 EXPERIMENTAL FLOATPLANE Built 2000, Annual 4/2020, TTSN 1150, O-320 Lyc SMOH 330. Flaps, Peck Aero 2250 floats, 2 doors, 54 Gal fuel, GW 2500. Gear included. \$105,000 CAD or \$75,500 USD. Located WI 727-644-3817 (3839.20916)



1955 CESSNA 180 2112 TTSN, 0-470R 178 SMOH. Annual just completed. Same owner over 36 years, always hangared. 86" McCauley 19 SOH & new governor. No float kit. 185 gear & brakes, Horton STOL, one-piece tinted W/S, tail & belly strobes, Mk 12D, N/C, G/S, AT 50 xpr mode C. 4-pl. intercom, shoulder harness. Call/e-mail for more pictures & info. Brian @ (902) 456-2237 or bic@ns.sympatico.ca. (3722.20992)



PIPER SARATOGA 1980 FG Non-turbo, gorgeous paint, all logs, NDH, club seating. 4700 TT. 1750 on Lyc factory engine, 2000 TBO. Numerous upgrades to avionics for serious IFR flying and redundancy. 1420 lbs useful load, nose and rear baggage, 150 knots and 6-hour 800 nm range. Modern Saratoga wing, panel layout and club seating. 1 of only 6 in Canada. Same owner for 18 yrs \$115,000 USD, Bruce 416-948-2973 (3844.20985)



1972 CESSNA 172M 4000 TTSN, 200 SMOH. Full panel with GPS. New Paint. \$98,000. 604-869-1111 or joeschachtel@live.ca (2941.21009)

Classified Ad Deadline for August is June 26
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FEATURED LISTINGS FOR JULY 2020



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 (3819.20975)



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 (2676.20974)



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 (2445.20972)

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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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 (3579.20247)

1974 CESSNA 172M IFR w/Garmin 430 WASS, SIDS inspection done. 0 time Ram 160 hp. conversion. New paint, leather interior, and glass. We can look at trades and/or financing. For details: www.uppervalleyaviation.com. Contact: Ken salesuva@telus.net or 604-991-4300 (3579.20260)

CESSNA 172M 10000TT 2000SMOH. Good condition. Asking \$32,000. Based in Oshawa. Email: kamtree@sympatico.ca (3863.20979)

GREAT CONDITION CESSNA 140 TT ~4100, TSO ~1000 on C-85 that is flown regularly. Fabric wings, ~500lb useful, lots of extras/STCs. Exterior/interior 7.5/10. Located CYYJ. More details and pictures: <https://tinyurl.com/cessna140bc> \$31,000cdn. 778-587-3711 or nickabyers@gmail.com (3859.21018)

1966 C150F 4666TT, 1325 SMOH Wings painted metallic grey (2014), Garmin com (2017), xprd, 121.5 ELT, \$23,000 Call or text Brian 705-818-7327 (3874.21019)

100 – HOMEBUILT



SONEX PROJECT FOR SALE Fuselage, tail feathers, landing gear, panel, all wing parts complete. Wings require assembly. 2180 Aerovee engine. Everything included to complete except paint, prop. \$25,000obo. Full info package: birdmanisnow@gmail.com (3816.20952)

115 – MAULE

1995 MAULE MX7-180B 1004 TT, Prop overhaul at 982 hrs. Annual completed December 2019. Skis, extended range fuel, vortex generators, AP, IFR capable. Stormscope. Stored in a heated hangar. US\$89,900. Contact David Wood 519-500-8629 (3866.20984)

120 – MOONEY

MOONEY M20A 2589 TTSN 2 SMOH 988 SMOH ICom radio, King xprd. One owner since 1975, always hangared. All logs since new. Many spares available. \$31,500 OBO. Contact: 306-421-1421 or c2000@sasktel.net (3869.20991)

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 (3579.20235)

135 – PIPER

1976 PIPER WARRIOR 4110 TT, 380 SMOH, 380 TT. New Sensenich prop. IFR w/Lynx NGT 9000 ADSB 1090, 978 xprd, AP, 6/10 in & out. Next annual 11/20. \$65,000 Garry 519-832-0666 (3852.21002)

170 – STINSON

1948 STINSON 108-3 on 2425 floats. O-435 Lycoming engine 190HP. 5 SPOH. 1859 TT, 409 SMOH. With annual. \$32,000 on wheels. \$44,000 on floats OBO. Debbon, SK. flyelk@hotmail.ca or 306-961-1150 (3270.20941)

250 – BLOCKTIME

WANTED – BLOCK TIME Military pilot moving to Winnipeg, seeking block time on SE fixed wing at/near Winnipeg to maintain proficiency during ground job. IFR certified preferred, but interested in all planes. \$1000. 334-220-5410 or couter12345@hotmail.com (3867.20987)

285 – FLOATS FOR SALE



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300 – HANGAR SPACE

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340 – PARTS FOR SALE

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355 – PROPELLERS FOR SALE

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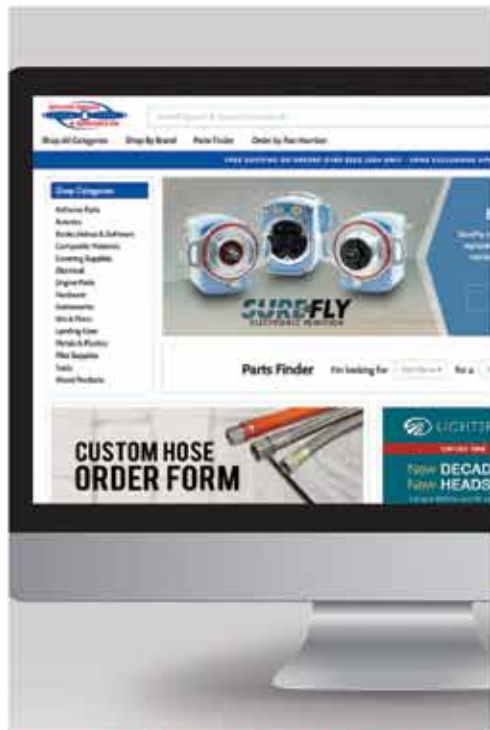
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