

# Flight



The Journal of the Canadian Owners and Pilots Association

AUGUST 2020

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## FEATURE

### AEROCAMPING

This month we return to the theme of under-the-wing camping as more and more pilots and their families seek ways of vacationing that don't necessarily include staying at traditional lodgings. This month, experienced underwing camper Janine Cross takes us to Vancouver Island, and Jean-Pierre Bonin starts work on a Pilot's Guide to Under-the-Wing Camping by inviting reader contributions from across the country.

**ON THE COVER:** What better way of assuring minimal health risk during a pandemic than camping on the grounds of an airfield? *Photo by David Black.*

## COPA Flight



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## THE WAY FORWARD

### WHAT YOU CAN EXPECT OF ME



**I would like to take this opportunity to thank the COPA Board of Directors for selecting me as the new President and CEO. I started my aviation career as a pilot and have spent my last 20-plus years in the world of aviation and so I am thrilled to continue my journey with you.**

In keeping aligned with COPA's mission 'To Advance, Promote, and Preserve the Canadian Freedom to Fly', and vision to be the voice of all general aviation in Canada, my overarching vision is to expand our reputation by increasing our visibility and promoting inclusivity. Included in that vision is a renewed emphasis on flight safety in the field of General Aviation. I am convinced that this will propel us into a prosperous future.

In the coming weeks, I will meet with our Board and create a strategic plan for the year to come that will enable the realization of common defined goals in order to achieve this vision. The key objectives will be communicated with our members, as it is important that we all share the same goals and work together for the continued success of the association. You are the lifeline of this association and I have no qualms as to whom we all truly report to.

Once we have established our path

forward, I will be engaging with our staff on a regular basis to provide clear direction and guidance with open two-way communication to emphasize expected responsibilities and results. I believe that feedback and recognition are critical to the success of any organization. We will all share and celebrate progress together in a transparent manner as a standard part of regular communication activities.

I have a few expectations of myself that I'd like to share with you:

The first expectation is respect. You should expect that I treat you with respect at all times and I will expect the same treatment in return. The same courtesies will be extended to all others in the association, at all levels.

The second is integrity. You can expect me to keep my word and deliver on my promises. In order for us to establish a solid reputation we must all keep our commitments and be transparent.

The last expectation has to do with teamwork. For me, teamwork is the ability to work together toward a common vision. You can expect me to provide you with my support and guidance and ask you for your assistance in order to successfully reach our goals.

This is not an easy time for anyone, and we all find ourselves in various circumstances. Nevertheless, as we slowly move toward post-COVID, a plan to meet our members will be developed to help foster and strengthen our sense of community. You are, after all, the best part of COPA.

I share with you a quote by former IBM CEO Ginni Rometty that resonates with me. She says: "I learned to always take on things I'd never done before. Growth and comfort do not coexist."

This being said, let's answer together the question, "What will COPA do to get out of its comfort zone and into its growth zone?"

I look forward to the many great things we will collectively accomplish. 🌟

# LA VOIE À SUIVRE

## CE QUE VOUS POUVEZ VOUS ATTENDRE DE MOI

**Je profite de l'occasion pour remercier le conseil d'administration de la COPA de m'avoir choisi comme nouvelle présidente et chef de la direction. J'ai commencé ma carrière en tant que pilote et j'ai passé plus de 20 ans dans le domaine de l'aviation et je suis donc ravi de poursuivre mon cheminement avec vous.**

Conformément à la mission de COPA « Avancer, promouvoir et préserver la liberté de vol au Canada » et à la vision d'être la seule voix de l'aviation générale au Canada, ma vision globale est de relever notre réputation en amplifiant notre visibilité et en favorisant l'inclusion. Cette vision comprend également un accent renouvelé sur la sécurité des vols dans le domaine de l'aviation générale. Je suis convaincu que cela nous propulsera vers un avenir prospère.

Au cours des prochaines semaines, je rencontrerai notre conseil d'administration afin d'élaborer un plan stratégique pour l'année qui engendra la réalisation d'objectifs compréhensibles afin d'atteindre cette vision. Les résolutions clés seront communiqués avec vous, car il est important que nous partagions tous les mêmes objectifs et que nous travaillions ensemble. C'est ce qui garantira le succès continu de notre association. Vous êtes sans aucun doute le cœur de cette association.

Une fois que nous aurons établi notre direction, je vais m'engager régulièrement avec mon personnel afin d'établir une communication ouverte, de souligner leurs responsabilités et les résultats attendus. Je crois fortement que la rétroaction et la reconnaissance sont des éléments essentiels pour le succès de toute organisation. Nous partagerons et célébrerons ensemble dans le cadre des activités de communication régulières.

J'aimerais partager avec vous ce que vous pouvez vous attendre de moi :

La première attente est le respect. Vous devriez vous attendre à ce que je vous traite avec respect en tout temps et je m'attendrai au même comportement. Cette courtoisie est applicable pour tous les membres de l'association à tous niveaux.

La deuxième attente est l'intégrité. Vous pouvez vous attendre à ce que je tienne ma parole et mes promesses. Afin d'établir une réputation solide, nous devons tous respecter nos engagements et être transparents.

La dernière attente se rapporte au travail d'équipe. Pour moi, le travail d'équipe est la capacité de travailler ensemble vers une vision commune. Vous pouvez vous attendre à ce que je vous fournisse mon soutien sans pareil ainsi que des conseils et je vais vous demander votre aide afin d'atteindre nos objectifs.

Nous vivons tous une période difficile en ce moment et nous nous trouvons dans diverses circonstances. Néanmoins, alors que nous nous dirigeons lentement vers un monde post-COVID, un plan pour rencontrer nos membres sera élaboré en collaboration avec nos directeurs et nos capitaines de vol afin de favoriser et de renforcer notre sens de communauté. Vous êtes, après tout, le meilleur apanage de COPA.

Finalement, je partage avec vous une citation du PDG précédant d'IBM Mme Ginni Rometty, qui résonne beaucoup avec moi. Elle dit : « J'ai appris à toujours entreprendre des choses que je n'avais jamais faits auparavant. La croissance et le confort ne peuvent coexister. »

Ceci étant dit, répondons ensemble à la question « Que fera la COPA pour sortir de sa zone de confort afin d'atteindre sa zone de croissance ? »

J'ai hâte de représenter COPA et aux nombreuses choses que nous accomplirons conjointement. 🐣

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## ✉ GOING AROUND

Re The Go-Around article by JC Audet in the June edition, I agreed with most of it and liked his description on how to be ready to initiate the overshoot and the handling of circuit traffic, but take exception to his handling of power and propeller pitch. Having flown in the RCAF for 35 years as an instructor and fighter pilot and as a civilian instructor since 1992 as a CFI and pilot examiner. All aircraft handling has been full power, select climbing attitude and clean up the aircraft in progressive steps, monitoring the air-speed and positive rate of climb. This procedure has been followed in all 40 types of aircraft I have flown, including the Harvard, CF-101, CF-104, and Cessnas from the 120 to the 195. In addition, with a constant speed propeller, I have always selected full fine pitch on either downwind or base for the final approach. If a go-around was necessary, climbing RPM was adopted once the aircraft was cleaned up and climbing normally. I read all of JC's articles and this is the first time that I have felt it necessary to suggest a correction, which attests to his meticulous method of writing.

Gord Welsby  
Morinville Alberta

*JC Audet responds to and elaborates on his Go-Around article in this month's Aviation Safety column. — Ed.*

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To sign up, enter your name and email address in the appropriate boxes, found on the lower left side of COPA's website ([copanational.org](http://copanational.org)).

# COPA'S AGM

A UNIQUE MEETING IN MANY WAYS

This year's Annual General Meeting of the Canadian Owners and Pilots Association was unique in more than one way. First, due to the COVID-19 pandemic, it was held virtually via web-based video conferencing. Second, with 151 members participating, it was the best attended AGM ever. Third, a woman, Christine Gervais, now leads COPA as its president and chief executive officer.

Hosted by COPA's Interim Chair Bill Mahoney from St. John's, Newfoundland and Labrador, COPA's Director of Membership Communications Lauren Nagel was behind the scene making it all work. The meeting went off smoothly without a hitch, with all voting performed online in a process that lasted less than a minute for each motion to be moved, seconded and member votes tallied.

In fact, such was the enthusiasm that some comments posted in the live chat room during the meeting suggested that future AGMs include the option of online participation.

A highlight of COPA's AGMs is the recognition of members who have merited recognition with special awards. The three main awards were made as follows:

## CHAIRPERSON'S AWARD

To Dave Sprague, President of COPA Flight 44 — Buttonville Flying Club, in recognition for his exceptional service to the Canadian Owners and Pilots Association.

"Dave Sprague is quick to volunteer and offer his assistance when asked. When we conferred the search committee back in January of this year, Dave offered to assist. He is an executive search consultant and he offered to help our search committee with the daunting task of finding a new CEO for COPA."

## PRESIDENT'S AWARD

To Cameron Boekhoff, who resurrected COPA Flight 8 — Ottawa, for embodying the future of aviation in Canada.

"[Cameron] resurrected COPA Flight 8, he's been a key player in the NextGen movement. He lives, breathes everything aviation. He's been a strong supporter of the staff and board members in the younger generation."

## EDITOR'S AWARD

To Jean-Pierre Bonin, contributing photographer to COPA Flight.

"It is my great pleasure to give Jean-Pierre Bonin the Editor's Award in recognition of his generous contributions to COPA Flight magazine over the years. Jean-Pierre's photographs have graced the magazine's pages bringing pleasure and enjoyment to thousands of COPA members across the country."

Many more awards were presented during the meeting, which lasted a total of two hours and 45 minutes.

A full list of awardees can be found on COPA's website: [copanational.org](http://copanational.org).

Immediately after the AGM and award presentations were finished, the new Board of Directors convened their first meeting, which was held to elect members of the Board's executive committee. The following Directors now assume the following duties:

- Chair: Bill Mahoney (Newfoundland and Labrador)
- Eastern Vice-Chair: Doug Ronan (Southern Ontario)
- Western Vice-Chair: Ken Zachkewich (Alberta and Northwest Territories)
- Secretary: Jim Bell (Manitoba and Nunavut)
- Treasurer: Henry Vos (Alberta and Northwest Territories)



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# LOSS OF CONTROL — INFLIGHT (LOC-I)

PILOTS NEED TO CONTINUOUSLY TRAIN TO AVOID IT



◀ The remains of author Perry Wilson's Piper Malibu. Wilson and four family members survived the crash.

*Long-time COPA member (over 50 years), highly experienced pilot and nascent YouTuber Perry Wilson shares his experiences and insights into flights that resulted in loss of control with COPA Flight readers. — Ed*

***“In this adventurous era of the late 1920s and early 1930s, many airmen/women were lost — crews lacked formal training in instrument flying. The probable cause of many disappearances at sea was loss of control at night in turbulent conditions causing a deadly spiral dive.” — extracted from The Lindbergh of Canada: The Erroll Boyd Story by Ross Smyth.***

Almost 100 years later, LOC-I is the leading cause of aviation fatalities by a wide margin. Let's examine causes and prevention.

## HOMESCHOOL

Practice this often, under the hood, with a safety pilot on board:

- Stop using ailerons (banking can get you into a spiral);
- Maintain heading/track by gentle use of rudder only. Trim to maintain altitude;
- Do a gradual 180-degree turn by rudder only. Monitor turn indicator but don't correct the skidding ball;
- Using rudder only, keep turn needle centred (no turn = no spiral) and fly to better weather and land.

'The Leans' while in IMC can result from inattention to vital instruments. A slight inadvertent bank develops due to distraction (noisy rain, can't find iPad, turbulence), or fatigue, or mild hypoxia. After 30 seconds, the body no longer senses the banked turn. Repeatedly, the bank increases a little more, then feels straight and level. I've witnessed pilots looking at the attitude indicator (AI) and horizontal situation instrument (HSI) that clearly show the banking turn. I indicate he/she is turning left but right is needed. The pilot makes a tiny, brief roll right then obeys his body signals instead of the instruments and banks farther left. The nose drops; nose-up trim is added, steepening the bank. The pilot is disoriented (which impairs IQ by 50 percent), so the gauges make no sense. A fatal spiral ensues. The captain's mind has abandoned ship.

VMC into IMC ends in a graveyard spiral for 90 percent of VFR/IFR pilots who try it. In 1928, Erroll Boyd learned a technique for survival. In 1951, Paul Soderlind taught 60 pilots in Cessna 140s and Bonanzas, his own but similar version: a two-and-a-half-hour course for a 180-degree turn with partial-panel (compass, turn/bank and airspeed indicator). Before the course, five percent recovered; afterwards, 98 percent did.

Equipment failures can cause LOC-I accidents but can be avoided by correct actions. The Piper Malibu I flew for 17 years suffered vacuum pump failures in IMC several times. We were at FL 220

over the Rockies when number 1 pump failed, and then the standby pump failed; the now-dead AI disabled the autopilot (AP). IMC prevailed for the entire descent into Boise, Idaho. The runway came into sight 500 feet above minimum. Partial panel ability was critical.

On our last Malibu flight, my 21-year-old son Ben (IFR-rated/current and Malibu-trained) was PIC. I was co-pilot and three members of our family were in the cabin. We departed Ontario's Gore Bay-Manitoulin airport (CYZE) westbound. Centre halted our climb at 12,000 feet for traffic. At level-off/power reduction, the engine quit. Ben established glide speed, cause-checked, pulled prop back and did a 180-degree turn towards CYZE.

We were on top, over Lake Huron, equidistant from three airports. All were too far for our glide ratio. We descended into cloud at 7000 feet above ground level (AGL); I noticed Ben turning to follow the dying AI (the dead engine didn't rotate the vacuum pumps). I covered the instrument. He went partial panel, straightened out and safely descended into the clear at 2500 feet AGL for our emergency landing on a narrow country road wedged between power lines and trees. We allowed our right wing to cut treetops rather than tangle the left one in live wires. A stand of trees severed the wing from the fuselage; we dropped to the road, flipped tail-over-nose, and exited quickly. No fire occurred. Everyone survived with injuries. The aircraft was written off. There were two fist-sized holes in the crankcase where connecting rods had smashed through.

Before the ambulance arrived, I was laid in the ditch with a broken vertebra and blood everywhere. A man knelt beside me. I noticed his clerical collar and thought "I must be worse off than



I figured.” Thanks to Ben’s partial panel skills, we didn’t spiral in.

Why do 26 to 50 percent of VMC-to-IMC fatal accidents happen to IFR pilots? Why do they succumb to The Leans? Why do they crash during night takeoffs towards unlit areas? Why do IFR engine failures result in deadly spirals?

Typical IFR flights are briefly in IMC for climb and/or descent, but mostly between layers or above them, with plenty of visibility. This causes a gradual decline in instrument proficiency. The keys to spiral prevention in my 50 years of flying have been three-fold: frequent and consistent IMC practice, actively concentrating on the AI and HSI while suppressing all tendencies to believe what my body senses as ‘upright’, and developing muscle memory to automatically obey the instruments’ commands.

On most flights I make it a habit to split flying between the autopilot and

hand flying. I also split hand-flying between full and partial panel, not because it’s a currency requirement but because I know I can’t rely on my brain to react correctly unless I’ve practised partial panel often and recently. Use a hood in positive control airspace, hone your concentration and scan, aiming to maintain altitude within 50 feet and stay on course, while dealing with sector hand-offs, re-routes and flying the approach to minimums. A co-pilot isn’t required for such practice but is beneficial in traffic and for partial panel.

In June I flew from Vernon, British Columbia (CYVK) to Ponoka, Alberta (CEH3) in a Cessna 421 (C-GCCF, see flight profile in *flightaware.com*) at FL 210. Before the halfway point, I put on the hood, turned off the AP and hand-flew the remainder of the flight, including the IFR approach. The flight track log showed that I had several 75-foot

up-and-down altitude changes while briefing and loading the approach, talking to ATC and other distractions. I scolded myself for those but wasn’t surprised at the inaccuracies; COVID-19 meant few flights for months. The map view showed more wiggles during the AP’s control than during mine. There was a significant crosswind component which was changing often, so that probably caused the AP to do more hunting and corrections. 🌀

### TIP

Always keep climb speed at  $V_{DMM}$  ( $= 1.404 \times V_{SI}$ ) or higher (the blue line for twins). If there’s an engine failure, quickly push the nose down to maintain  $V_{DMM}$  and safely manoeuvre for an emergency landing, keeping all turns at less than a 30-degree bank.

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# AEROCAMPING

WHERE CAN WE PITCH A TENT?

TEXT BY JEAN-PIERRE BONIN, PHOTOS BY ALEXANDRE BOILEAU



**A new trend seems to be growing among GA pilots as more and more fly to destinations that allow overnight camping on airport grounds. I was therefore curious to know which airports favoured or promoted this type of social activity. Indeed, it is by small groups that pilots visit an airport to spend the night and enjoy some social interaction while respecting social distancing rules and guidelines.**

I was somewhat surprised to see there is no site (or none that I know of) where under-the-wing camping (or UTWC) information could be easily found. Thus, I called upon Quebec pilots on Facebook to point out UTWC-friendly airports. Time did not permit an exhaustive search by contacting every single airport operator in the province, but data will be added to my directory as they come in.

Though my findings are mainly Que-

bec-based for now, I will add any UTWC-friendly airport throughout Canada wishing to be on the list.

What types of information are gathered and available? Topics like airport runway type and length (not all pilots like short or turf runways), contact name with telephone number and email address. Note that most are PPR when it comes to overnight camping, so do make contact in advance. Also important is the number of UTWC or ready-to-camp spaces, or accommodation within walking distance. I did take note of Janine Cross's comments in the July edition of COPA Flight where she mentions they like to alternate UTWC and sleeping in accommodations (e.g. hotel or motel) when on a long journey.

On-site services for campers (restaurants, showers, water, firepits, etc.) and aircraft (tie-downs, fuel, etc.) are also gathered in the spreadsheet, and a few

▲ Under-the-wing camping in groups makes for great camaraderie.

other items as you will see. Now, take note that this project is a work in progress but, as summer is short, the sooner the info is out the better. I will update if and when new data are sent to me.

Send information or inquiries to [aviationpassion@gmail.com](mailto:aviationpassion@gmail.com) or contact me on Facebook at [facebook.com/jeanpierre.bonin.5](https://www.facebook.com/jeanpierre.bonin.5)

For now, the spreadsheet is not interactive so you cannot add data to it directly. You must contact me for additions, corrections and more. The spreadsheet is available on Dropbox in pdf format: [dropbox.com/s/v18vevhlkgjtbk/aerocamping.pdf](https://www.dropbox.com/s/v18vevhlkgjtbk/aerocamping.pdf) (note there is no need to open a Dropbox account). Or, contact me at the above email address and I will send you the document rapidly. 📄

# AEROCAMPING

## OÙ POUVONS-NOUS PLANTER UNE TENTE ?

TEXTE DE JEAN-PIERRE BONIN

PHOTOS D'ALEXANDRE BOILEAU

Une nouvelle tendance semble se développer parmi les pilotes d'aviation générale alors que de plus en plus volent pour se rendre vers des destinations permettant un séjour d'une nuit sous la tente. J'étais donc curieux de savoir quels aéroports favorisaient ou promouvaient ce type d'activité sociale. En effet, c'est par petits groupes que les pilotes visitent un aéroport pour passer la nuit et profiter de quelques discussions sociales tout en respectant la « distanciation physique ».

J'ai été quelque peu surpris de voir qu'il n'y a pas (ou pas que je sache) de site où des informations sur l'aérocamping pourraient être facilement trouvées. J'ai donc fait appel aux pilotes du Québec sur Facebook pour signaler les aéroports sympathiques au camping sous l'aile (CSA). Le temps n'a pas permis une recherche exhaustive en contactant chaque exploitant d'aéroport mais des données seront ajoutées à mon « répertoire » au fur et à mesure de leur réception.

Bien que mes résultats soient principalement basés au Québec, j'ajouterai tous les aéroports conviviaux-CSA, partout au Canada, souhaitant être sur la liste.

Quels types d'informations sont collectées et disponibles ? Des sujets tels que le type et la longueur des pistes (pas tous les pilotes apprécient les pistes courtes ou en gazon), le nom du contact avec le numéro de téléphone et l'adresse e-mail. A noter que la plupart sont « PPR » pour le camping de nuit donc prenez contact à l'avance.

Le nombre d'emplacements de camping sous l'aile ou de prêts-à-camper ou d'hébergement à distance de marche est également important. J'ai pris note des commentaires de Janine Cross dans l'édition de juillet de

COPA Flight où elle mentionne qu'ils aiment alterner le CSA et dormir dans des hébergements (hôtel, motel...) lors d'un long voyage. Les services sur place pour les campeurs (toilettes, douches, eau, foyer...) et les avions (attaches, carburant...) sont également regroupés dans le tableau. Et quelques autres éléments comme vous le verrez. Maintenant, notez qu'il s'agit d'un projet « évolutif » mais comme l'été

« UNE NOUVELLE  
TENDANCE SEMBLE  
SE DÉVELOPPER PARMIS  
LES PILOTES D'AVIATION  
GÉNÉRALE... »

est court, le plus tôt l'information sera disponible, le mieux ce sera. Je mettrai à jour si et quand de nouvelles informations me sont transmises.

Envoyez vos informations ou vos demandes à [aviationpassion@gmail.com](mailto:aviationpassion@gmail.com) ou contactez-moi sur Facebook à [facebook.com/jeanpierre.bonin.5](https://facebook.com/jeanpierre.bonin.5)

Pour l'instant, la feuille de calcul n'est pas interactive, vous ne pouvez donc pas y ajouter directement d'informations. Vous devez me contacter pour des ajouts, des corrections et plus encore. Le tableau est disponible ici (il n'est pas nécessaire d'ouvrir un compte Dropbox ni de vous brancher à Dropbox) : [dropbox.com/s/v18vevhlqkgtbk/aerocamping.pdf](https://dropbox.com/s/v18vevhlqkgtbk/aerocamping.pdf) (notez qu'il n'est pas nécessaire d'ouvrir un compte Dropbox). Ou contactez-moi à l'adresse e-mail ci-dessus et je vous enverrai le document rapidement. 📧

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# B.C. BY-ELECTION

ONLINE VOTING OPENS ON AUGUST 14

COPA will be holding a by-election for one position on its Board of Directors. COPA members are represented by Directors from across Canada, which is divided into regions based on the number of members in each region. One of the two positions on the Board that represents British Columbia and Yukon is currently vacant (it was previously held by David Black). The by-election is to fill this vacant position. (The other Director representing this region is held by Kate Klassen.)

The Board plays the very important role of ensuring that your member-

ship dues and other revenue streams are used responsibly and in the best interests of COPA. The Board also performs the role of hiring or removing the President and CEO, among other governance duties.

The deadline for nominations is July 31. The by-election will take place exclusively on COPA's website ([copanational.org](http://copanational.org)). To vote, please log in to your COPA membership account and click on *Membership* and *Voting*. Voting is only open to COPA members who have their mailing address in British Columbia or Yukon. The by-election will run from August 14 to



September 14, 2020. The winner will be announced on COPA's website, in the eFlight newsletter and in COPA Flight magazine.



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# ENFORCEMENTS

*The COVID-19 pandemic has led to a reduction in flying in Canada, which in turn has led to fewer enforcement actions being made. This month we draw from the database of corporate offences, referring to the most recent month available. — Ed.*

## QUEBEC REGION

**The Company [FTU/Rental] permitted** a pilot in VFR flight to enter Class D airspace without establishing two-way radio contact with the appropriate air traffic control unit. (CAR 601.09(1), \$1,250)

## ONTARIO REGION

**The Company [FTU/Rental] permitted** an aircraft to take-off when it did not meet the requirements of applicable Airworthiness Directives. (CAR 605.84(1), \$12,500)

**The Company [Airline] failed to conform** to the noise abatement procedures/noise control requirements specified in the Canada Flight Supplement or Canada Air Pilot. (CAR 602.105, \$25,000)

**The Company [Charter] failed to conform** to the noise abatement procedures/noise control requirements specified in the Canada Flight Supplement or Canada Air Pilot. CAR 602.105, \$5,000)

## PACIFIC REGION

**The Company [Skydive] permitted** an aircraft to take-off when it did not meet the requirements of applicable Airworthiness Directives. The Company also permitted a person to act as a flight crew member in an aircraft when the person had not fulfilled the requirements of the air operator's ground and flight training program. (CAR 605.84(1), \$5,000; CAR 702.65, \$5,000)

*La pandémie de COVID-19 a entraîné une réduction des vols au Canada, ce qui a entraîné à son tour moins de mesures d'application de la loi. Ce mois-ci, nous puisons dans la base de données des délits des entreprises, en faisant référence au mois le plus récent disponible. — Ed.*

## RÉGION DU QUÉBEC

**L'entreprise [UFP/Location] a permis** un pilote qui utilise un aéronef VFR, d'entrer dans l'espace aérien de classe D, sans avoir établi au préalable une communication bilatérale avec l'unité de contrôle de la circulation aérienne compétente. (RAC 601.09(1), 1 250 \$)

## RÉGION D'ONTARIO

**L'entreprise [UFP/Location] a permis**

le décollage d'un aéronef alors qu'il n'était pas conforme aux consignes de navigabilité en vigueur. (RAC 605.84(1), 12 500 \$)

**L'entreprise [Compagnie aérienne]** n'a pas respecté les procédures d'atténuation du bruit ou les exigences de contrôle de bruit précisées dans le Supplément de Vol-Canada ou le Canada Air Pilot. (RAC 602.105, 25 000 \$)

**L'entreprise [Affrètement] n'a pas respecté** les procédures d'atténuation du bruit ou les exigences de contrôle de bruit précisées dans le Supplément de Vol-Canada ou le Canada Air Pilot. (RAC 602.105, 5 000 \$)

## RÉGION DU PACIFIQUE

**L'entreprise [Parachutisme] a permis** le décollage d'un aéronef alors qu'il n'était pas conforme aux consignes de navigabilité en vigueur. L'entreprise a aussi permis à une personne d'agir en qualité de membre d'équipage de conduite à bord d'un aéronef sans que cette personne ne satisfasse aux exigences du programme de formation au sol et en vol de l'exploitant aérien. (RAC 605.84(1), 5 000 \$; RAC 702.65, 5 000 \$) 🇨🇦



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# INCIDENTS + ACCIDENTS

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

## ATLANTIC REGION

**A privately registered, amateur built** Murphy Moose SR3500 (amphibian floats) was on a pleasure flight from Florenceville Airport, NB (CCR3) to Saint John Airport (CYSJ), NB. The pilot departed CCR3 at approximately 2015 ADT with approximately 15 gallons of fuel per tank. The aircraft was in cruise at 3000 feet ASL over the Saint John River, abeam Morrisdale, NB, when the engine began to run rough. The pilot checked the RH and LH fuel sight gauges and both tanks were indicating empty. All engine parameters were normal. The pilot planned a precautionary landing on the river between a powerboat operating in the area and a spit of land jutting out from the shoreline. At an altitude of 1500 feet AGL, the engine roughness increased and a complete power loss occurred a short time afterwards. The descent rate increased to approximately 900 FPM and the angle of glide steepened, requiring the pilot to bank to the right to remain clear of the powerboat. The aircraft stalled and departed controlled flight at approximately 100 feet AGL. It struck the surface of the water in a steep nose down right wing low attitude at approximately 2115 ADT. The aircraft cabin quickly filled with water and the pilot released himself from the three-point safety harness and exited the aircraft with an available life vest. The powerboat operator was on scene within minutes and recovered the pilot from the water. The pilot received minor injuries. Impact forces destroyed the aircraft. The aircraft was equipped with four life vests and four Helicopter Emergency Egress Device (HEED 3) units.

## QUEBEC REGION

**An amateur-built Ultravia Pelican**, in private operation, was on a local flight under visual flight rules from the Chicoutimi/St-Honoré, QC (CYRC) airport, with a pilot on board. The aircraft made several orbits in the control area of St-Honoré, and calls from the tower controllers remained unanswered. As it was impossible to communicate by radio, the aircraft was considered to be NORDDO. In order to avoid possible conflicts, the other aircraft in the control zone received the instruction to deviate. While the Ultravia Pelican aircraft was approximately 2.6 nm east of CYRC, the aircraft struck the ground. The aircraft was destroyed and the pilot was fatally injured.

**C-FFTV, a Cessna 180 equipped with** floats in private operation, was flying under visual flight rules from Lac Tozer, QC, to Lac des Iles, QC, with 1 pilot and 1 passenger on board. While the aircraft was in cruise flight, approximately 10 nautical miles northeast of the Lac Beaugard, QC (CTN3) water aerodrome, the engine failed. The power had been adjusted to the maximum position, and an engine failure occurred soon after. The pilot performed the applicable procedures in the event of an engine failure, and the aircraft was configured for descent for an emergency landing. The pilot declared an emergency (MAYDAY) and landed on a forest road. Once on the ground, the pilot made sure that the emergency locator transmitter (ELT) was signaling and used their satellite telephone to notify a person responsible for the situation and provide the coordinates of the location where the device was located. NAV CANADA has been notified and they have notified the Trenton Joint Rescue Coordination Center (JRCC). The aircraft was quickly located and the occupants were evacuated to Mont-Tremblant.

## ONTARIO REGION

**On June 14, 2020, a privately operated** Cessna 172M aircraft had departed Arnprior Airport (CNP3), Ontario, with the pilot and 3 passengers on board, for a daytime visual flight rules (VFR) flight in the local area. A privately operated Champion 7GCB aircraft, equipped with floats, had departed Golden Lake, Ontario, for a daytime VFR flight to Constance Lake, Ontario. Only the pilot was on board. Both aircraft were flying along the Ontario side of the Ottawa river, at approximately 1500 feet above sea level. At 1447 EDT, both aircraft collided while flying over the river near Buckhams Bay, approximately 12 NM east north-east of CNP3. The Champion aircraft sustained damage to the tail, entered a descending left hand spiral, impacted the water and overturned. The pilot egressed from the aircraft and was rescued from the water by nearby boaters. The pilot received minor injuries. The emergency locator transmitter from the Champion aircraft activated. There was no fire. The Cessna aircraft sustained damage to the propeller, nose wheel fairing and engine cowl. The pilot of the Cessna saw the Champion aircraft impact the water, flew a few orbits to confirm that the other pilot had been rescued and then flew back to CNP3 without further incident.

## PACIFIC REGION

**The Vancouver (VR) Area Control Centre (ACC)** shift manager advised of a reported missing aircraft, an International Flight Centre Cessna 172M (C-FC-CV) from Vancouver/Boundary Bay, BC (CZBB) to Vancouver/Boundary Bay, BC (CZBB). The Joint Rescue Coordination Centre (JRCC) Victoria was contacted. They confirmed that a Royal Canadian Mounted Police (RCMP) search and rescue (SAR) was underway along the Fraser River. The Transportation Safety Board of Canada (TSB) and the National Operations Centre (NOC) were advised.

## RÉGION DE L'ATLANTIQUE

**Un Murphy Moose SR3500, un aéronef** amphibie à flotteurs, d'immatriculation privée et de construction amateur, effectuait un vol de plaisance de l'aéroport de Florenceville (CCR3), NB, à l'aéroport de Saint John (CYSJ), NB. Le pilote est parti de CCR3 vers 2015 HAA avec environ 15 gallons de carburant par réservoir. L'aéronef était en vol de croisière à 3 000 pi ASL au-dessus de la rivière Saint-Jean, par le travers de Morrisdale, NB, lorsque le moteur a commencé à avoir des ratés. Le pilote a vérifié les niveaux à vue de carburant RH et LH et les deux réservoirs indiquaient qu'ils étaient vides. Tous les paramètres du moteur étaient normaux. Le pilote a prévu un atterrissage de précaution sur la rivière entre un bateau à moteur évoluant dans la région et une fente de terre avançant dans le littoral. À une altitude de 1 500 pi AGL, la dureté de fonctionnement du moteur a augmenté et une perte de puissance complète s'est produite peu après. Le taux de descente est passé à environ 900 pi/min et l'angle de descente s'est accentué, obligeant l'aéronef à s'incliner vers la droite pour rester à l'écart de la bateau à moteur. L'aéronef a décroché et a fait un vol contrôlé à environ 100 pi AGL. Il a heurté la surface de l'eau dans une assiette basse à piqué abaissé à environ 2115 ADT. La cabine de l'aéronef s'est rapidement remplie d'eau et le pilote s'est libéré du harnais de sécurité à trois points et est sorti de l'aéronef en utilisant un gilet de sauvetage disponible. Le conducteur du bateau à moteur est arrivé sur les lieux en quelques minutes et a sorti le pilote de l'eau. Le pilote a été légèrement blessé. La force de l'impact a détruit l'aéronef. L'aéronef était équipé de quatre gilets de sauvetage et de quatre unités de sortie d'urgence d'hélicoptère (HEED 3). Le pilote avait quitté l'aéronef avant d'utiliser un HEED 3. Le pilote soupçonne l'épuisement du carburant comme facteur déclencheur de la panne moteur. Une entreprise privée de maintenance d'aéronefs a récupéré l'aéronef dans la rivière Saint-Jean pour inspecter

l'aéronef et rechercher des preuves d'un problème lié au carburant.

## RÉGION DU QUÉBEC


**Un Ultravia Pelican, d'exploitation privée** et de construction amateur, effectuait un vol local selon les règles de vol à vue depuis l'aéroport de Chicoutimi/Saint-Honoré, QC (CYRC), avec un pilote à bord. L'aéronef a décrit plusieurs orbites dans la zone de contrôle de Saint-Honoré et les appels des contrôleurs tour avec celui-ci sont restés sans réponse. Comme il était impossible de communiquer par radio avec l'aéronef, celui-ci a été considéré comme étant NORDO. Afin d'éviter de possibles conflits, les aéronefs qui se trouvaient dans la zone de contrôle, ont reçu l'instruction de dévier. Alors que l'Ultravia Pelican était à environ 2,6 NM à l'est de CYRC, l'aéronef a percuté le sol. L'aéronef a été détruit et le pilote a été mortellement blessé.

**Un Cessna 180 (C-FFTV), équipé de** flotteurs et d'exploitation privée, effectuait un vol selon les règles de vol à vue du lac Tozer, QC, au lac-des-Iles, QC, avec 1 pilote et 1 passager à son bord. Alors que l'aéronef était en vol de croisière à environ 10 NM au nord-est de l'hydroaérodrome du lac Beau regard (CTN3), QC, le moteur a connu des ratés. La puissance a été réglée sur la position maximale, et une panne moteur est survenue peu après. Le pilote a suivi les procédures en cas de panne moteur et l'aéronef a été configuré pour descendre en vue d'un atterrissage d'urgence. Le pilote a déclaré une urgence (MAYDAY) et a atterri sur un chemin forestier. Une fois au sol, le pilote s'est assuré que la balise de repérage d'urgence (ELT) émettait un signal et a utilisé son téléphone satellite pour aviser une personne responsable de la situation et fournir les coordonnées de l'emplacement où se trouvait l'aéronef. Une fois informé, NAV CANADA a avisé le centre conjoint de coordination de sauvetage (JRCC) de Trenton. L'aéronef a été localisé rapidement et ses occupants ont été évacués vers le Mont-Tremblant.

## RÉGION DE L'ONTARIO

**Le 14 juin 2020, un Cessna 172M,** d'exploitation privée, a décollé de l'aéroport d'Arn prior (CNP3), ON, avec le pilote et 3 passagers à bord, pour faire un vol local selon les règles de vol à vue (VFR) de jour. Un Champion 7GCB, d'exploitation privée, équipé de flotteurs, a décollé de Golden Lake, ON, pour effectuer un vol VFR de jour à destination de Constance Lake, ON. Seul le pilote était à bord. Les deux aéronefs volaient le long du côté ontarien de la rivière des Outaouais, à environ 1 500 pi au-dessus du niveau de la mer. À 14h47 HAE, les deux aéronefs sont entrés en collision en survolant la rivière près de Buckhams Bay, à environ 12 NM à l'est-nord-est de CNP3. Le Champion a subi des dommages à la queue, est entré dans une spirale descendante à gauche, a heurté l'eau et s'est renversé. Le pilote est sorti de l'aéronef et a été repêché par des plaisanciers à proximité. Le pilote a été légèrement blessé. La radiobalise de repérage d'urgence du Champion s'est activée. Il n'y a pas eu d'incendie. Le Cessna a subi des dommages à l'hélice, au carénage de la roue avant et au capot moteur. Le pilote du Cessna a vu le Champion percuter l'eau, et a effectué quelques orbites pour confirmer que l'autre pilote avait été secouru, avant de revenir à CNP3 sans aucun autre problème.

## RÉGION DU PACIFIQUE

**Le gestionnaire de quart du centre de** contrôle régional (ACC) de Vancouver (VR) a signalé un aéronef manquant, un Cessna 172M (C-FCCV) exploité par International Flight Centre, de Vancouver/Boundary Bay (CZBB), BC, à Vancouver/Boundary Bay (CZBB), BC. Centre conjoint de coordination de sauvetage (JRCC) de Victoria informé. Ils ont confirmé que la Gendarmerie royale du Canada (GRC) menait des activités de recherche et sauvetage (SAR) le long du fleuve Fraser. Le Bureau de la sécurité des transports du Canada (BST) et le Centre national de l'exploitation (NOC) ont été avisés. 

# PRIVATE AVIATION WEATHER STATIONS

## GOING BEYOND WHAT NAV CANADA PROVIDES

**W**eather forecasts are a critical component of flight planning, followed closely by current weather at the airport. Nav Canada is responsible for aviation weather services at 228 airports. The remainder of the 1,721 aerodromes in Canada are on their own. Pilots using electronic flight bags, aviation weather apps and browser-based websites receive forecasts and current weather at home, at the airport and/or while airborne.

Routine surface weather observations are taken on the hour and disseminated as METARs. SPECIs are special weather observations, issued at times other than on the hour, typically triggered by significant weather changes. If a METAR or SPECI is taken by automated sensors, it is denoted as an 'AUTO' observation. Two types of automated weather stations are used for aviation purposes, the Automated Weather Observation System (AWOS) and the Limited Weather Information System (LWIS). AWOS weather sensors must meet certain specifications and undergo regular calibration and are unmanned. AWOS can provide information to the Nav Canada whereas an advisory weather system does not. LWIS measures only wind, altimeter setting, temperature and dew point.

There are two types of aviation weather systems; certified and advisory. The differences between the two types are acquisition costs, annual maintenance requirements, number of barometric pressure sensors and visibility/ceiling sensors. An advisory system differs from an observation system in that its sensors are not required to meet the same specifications, or undergo the same calibration, that observation systems like AWOS do.

There are a number of technologies which can be deployed at airports not serviced by Nav Canada weather products. NemoWX and SayWeather offer advisory services which broadcast real-time weather conditions and delivered to pilots in a variety of ways, including over-the-air using a dedicated frequency, on-demand using the traffic advisory frequency, via a mobile app or through a toll-free transcription service.

From a communications perspective, weather data needs to fit into the pilot community's infrastructure. Key is the ability to access aviation weather while in flight or on the ground using IP (LTE, 5G, WiFi), SiriusXM or 978UAT ADS-B IN in the United States. With 978 MHz ADS-B IN not operational in Canada, airborne access is limited to SiriusXM or satellite-delivered WiFi.

NemoWX developed an experimental ADS-B UAT (978MHz) ground station that operates under an eight-month development licence from Innovation, Science and Economic Development Canada (formerly known as Industry Canada). This ground station is operational at the Burlington Executive Airport (CZBA) and provides pilots within 40 nm with traffic information (TIS-B) and flight information services (FIS-B) including METAR, TAF, upper winds and weather radar from select weather radar sites operated by Environment Canada.

NemoWX was founded by Stephan Edelman in 2018 with the goal of providing local weather, traffic and high-resolution weather camera imagery to pilots on the ground or in the air using a mobile app (e.g. *nemowx.com/czba*), or through its AWOS, weather-on-demand or toll-free transcription products (e.g. 1-844-WXB-CZBA). A



▲ NemoWX private weather station, featuring a Vaisala ceilometer, at Burlington airport (CZBA).

NemoWX weather station can be upgraded to include a 978 MHz ADS-B OUT broadcast transmitter.

An entry level NemoWX weather station includes an ultrasonic wind sensor, dual air pressure sensors, dual air temperature sensors and dual humidity sensors, delivering a LWIS/METAR that is updated every minute. Data includes wind direction, wind speed and gusts, wind variation extents, altimeter, temperature, dew-point and density altitude indications. Entry level pricing starts at C\$7,500 (excluding installation and taxes) with optional annual maintenance costs of ten to fifteen percent of the purchase price. NemoWX weather stations that



include visibility and ceilometer reporting are quoted based on a site survey and implementation assessment.

SayWeather, founded in 2015, uses the same algorithms that AWOS's use to process weather data and report an advisory. The SayWeather system is a complete end-to-end system, including a Davis Vantage Pro2 Weather Station, the SayWeather unit, a hand-held air-band transceiver and cabling. SayWeather has three products, SayWeather (U\$4,995), SayWeather Pro (U\$5,795) and SayWeather PRO+

*"THERE ARE TWO TYPES OF AVIATION WEATHER SYSTEMS; CERTIFIED AND ADVISORY."*

(U\$9,995). SayWeather systems are customized for the airport and they report wind, gusts, temperature, dewpoint, altimeter and density altitude. Cloud ceiling and visibility sensors are optional and can add up to U\$32,000 (for both). Factory-installed options include PWI (Publish Weather data to the Internet, which is included in SayWeather Pro systems), PAL-1 or -3 (a one-channel or three-channel pilot-activated lighting control) and PAL-1W or -3W (a one- or three-channel wireless

lighting control, which eliminates the need to install long-length control wiring. A SayWeather 'rapid deployment' version is also available. SayWeather's Rapid Deployment-ONE is designed to be a quickly deployed, self-contained system for use in emergencies, crop dusting, forest fires, etc. It includes a lockable weather-tight case, magnetic-mounted VHF antenna, solar panels, backup battery and internal DC power supplies.

SayWeather has the benefit of allowing users to adjust certain parameters related to the processing of weather data. For example, the AWOS algorithm for reporting wind gusts indicates that gusts are only reported if they are over 14 knots, which might be too restrictive for light sport pilots. SayWeather can be user-adjusted to report gusts at any selectable threshold.

SayWeather continuously retrieves weather information from a locally installed, solar-powered, wirelessly connected weather station. The system is designed to use the airport's existing CTAF or Unicom frequency to transmit spoken advisories of surface conditions. In the aircraft, the pilot keys the radio mic four times, which causes SayWeather to vocalize the current weather conditions over the connected transceiver. SayWeather publishes live weather to the web every five seconds for viewing by pilots on the ground.



Local weather and traffic data delivered into the cockpit as the pilot approaches their destination airport is one of the highest value data we can get. Automated weather advisory systems are not only affordable but offer airports with a variety of data output options based on capital and operating budgets. From an airborne pilot's perspective, the information is priceless. 📶

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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. (We're rerunning Thomas's profile with a corrected photo.) — Ed.*

### TRENT OLSEN CAPE BRETON, NOVA SCOTIA

Trent Olsen is a passionate young man with his heart set on the sky. He first became involved in aviation when he joined the Air Cadet program when he was 12 years old. Both of his parents were involved with the program when they were younger and volunteered for the program as Trent was growing up. "It sucked me in!" said Trent. His passion for gliding grew as he completed his certification with the organization, which more recently has turned into a desire to instruct others.

Trent completed his private licence in Moncton, New Brunswick where he got to experience incredible scenery; he loved flying over the Bay of Fundy and watching the tides change. He lives four hours away from the closest

airport with a flying club and travels there monthly to pursue his flight training. Trent's a member of the Truro Flying Club in Debert, Nova Scotia where he is building time toward his commercial licence. His goal in aviation is to either join the RCAF or the RCMP after doing some time flying in the North.

Being very interested in waterbombing, Trent is keeping all options on the table. He volunteers as a spotter for CASARA and is looking forward to growing his knowledge of navigation before one day becoming a pilot for the organization. Trent continues to work with the Air Cadets, now as a civilian instructor, and tries to participate in the familiarization lights as much as possible. To anyone who is considering flight training, Trent recommends visiting their local flying club and asking



lots of questions. Follow Trent's aviation journey [@trent\\_olsen on Instagram](#).



### ELLA STERSKY CHELSEY, QUEBEC

Ella Stersky took an interest in aviation after her math teacher in high school

suggested she go on a discovery flight. After that first flight over Montreal, she decided to split her time between studying art in college and pursuing her flight training. Ella had just soloed a few weeks before tragedy struck and her family home burned down. Although eager to continue her training, Ella felt she needed time to process everything and decided to take a year off of flying. When she got back to it, she quickly finished her private licence and obtained her CPL at Ottawa's Rockcliffe Flying Club.

Something that Ella stresses for new students is that you have to be a leader of your own development. There will be so many hurdles throughout your flight training, whether it be changing instructors, changing flight schools or

pushing to get bookings, you have to be driven and push for what you want. Ella says that her mom has been the most motivating and positive influence in her life. When Ella was three months old, her mother was in a car accident and lost her leg. The hardships she has seen her mom encounter, along with her determination and resilience, have inspired her throughout her life. Ella is a flight instructor and also works as the director of operations for Pilotage Évolution at the Gatineau airport. Her goal is to one day work for the airlines but, in the meantime, she plans to continue building hours as an instructor, complete her IFR, and get to know more people in the aviation community.

Follow Ella's aviation journey on Instagram: [@ella\\_s\\_sky](#)

## 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 over worked 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 it 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's aviation journey on Instagram @thomas\_v\_p



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# A DEEPER DIVE INTO GOING AROUND

## MY RESPONSE TO READER FEEDBACK

**A**fter reading my June Aviation Safety column, member Gord Welsby brings up a very good point (see Mailbox, p.6), which I would have gone through at length should I have had the space. But now, thanks to his very good letter, I can expand a bit.

He is quite right in his description of power and propeller pitch handling. But let's differentiate between fighter jets and the small propeller aircraft typically flown by our readers and about which I was discussing. The typical training aircraft, such as a Cessna 150 or 152, are rather on the low-powered side of the curve and it is definitely appropriate to go full power once the decision to go around has been made. All students go through that process and likely tend to stick to that procedure later on if they keep flying these smaller types, or even slightly larger and more powerful aircraft.

My columns do not address the various training issues, but rather aim at flying larger, more complex aircraft once a pilot acquires more experience and gets into these. I do not perceive anything wrong with his handling of power and pitch in the circuit and on a go-around, I simply prefer a smoother approach, less demanding on the engine through reducing the power excursions. I certainly hope that he would not initiate a missed approach in instrument flight conditions by automatically going full power and full fine. My description comes from that perspective.

There are various ways of doing all of this, hence my advice to validate with the actual aircraft's POH. A typical takeoff procedure on these complex aircraft would normally be full throttle and full fine pitch until the aircraft is cleaned up and climbing, then reduce to climb power, which would

typically be at 2400 rpm and somewhere between 24 and 32 inches of manifold pressure (MP), depending on the POH guidance. Starting from that point, I prefer to use 2400 rpm in the circuit with MP appropriate to the speed I wish to maintain. On final, I maintain 2400 rpm, using the required MP to maintain a rate of descent at the desired speed which, in most cases, is around 16 to 18 inches. This is in accordance with most POHs for these types, singles or multiengine.

This setup offers the advantage of minimal changes if a go-around decision is made, particularly on complex aircraft. I am already set at full rich, 2400 rpm, and all I need to do is to increase the MP enough to stop the descent and maintain or begin increasing the speed, take a second or two to confirm that all is going well, then gradually increase MP further to build up my speed while keeping an eye outside, cleaning up the airplane and eventually setting climb power.

For instance, when giving multiengine training or a checkout, we eventually get to the phase of doing circuits to improve the approach and touchdown, which means touch-and-go exercises if the runway is adequate for that purpose, in which cases I use this technique. This reduces the pilot's cockpit manipulations down to throttle, flaps and gear, simplifying the overall process and allowing the pilot to really focus on the approach, flare and touchdown.

The pilot initially flies a normal downwind, setting up the aircraft as previously described, then final and touchdown. Once the aircraft is under control on the runway, then flaps up, MP to takeoff power, initiate the climb, gear up when positive rate of climb is confirmed, reduce MP to climb power, and nothing else. The rpm is



already set to 2400, mixture is already full rich, fuel pumps are already on and they all remain unchanged, but always confirmed by the pilot. This technique does not harm the aircraft in any way while it significantly reduces the pilot's workload in repeated circuits, greatly reducing the risk of a mistake at a critical moment.

I honestly believe that nothing is gained by repeated manipulations of these controls when doing circuits in these aircraft. Experience has shown, at least for me, that these pilots achieve the desired skill level faster and with better control.

Please bear in mind that I am not advocating that all pilots should do as I say; I am simply sharing experience in the hope that it might help improve the flying skills of anyone interested in exploring different techniques. 🙏

# VANCOUVER ISLAND GEM

## QUALICUM BEACH A GREAT CAMPING DESTINATION

Story by Janine Cross | Photos by David Black



▲ Camping under high-wing aircraft adds additional protection from sun and rain.

**T**he seaside town of Qualicum Beach on the east coast of Vancouver Island, British Columbia, boasts an airport fit for a queen — quite literally. In 1986, when Queen Elizabeth II and Prince Philip announced plans to visit the Queen's retired lady-in-waiting in Qualicum Beach, the local airport (CAT4) received a royal makeover. The 3,000 by 75-foot runway was repaved and two taxiways and a main apron were added in front of a renovated terminal building. Today, that same terminal building hosts the Final Approach Restaurant, where locals and visiting pilots can partake of everything from slow-cooked, bone-in lamb shank to a New York steak with salad. Not bad for an airport that first started out in 1954 as donated pastureland which, despite numerous obstacles, the Parksville-Qualicum Aero Club painstakingly transformed into an asphalt runway in the early 70s.

## QUALICUM BEACH



### HORNE LAKE CAVES PROVINCIAL PARK



Inland from the airport, about 30 minutes away by car, Horne Lake Caves provides spelunking opportunities among chambers of calcite crystal formations and a jaw-dropping seven-storey underground waterfall. Although the car rental company in Parksville will bring a pre-arranged car to the airport for pilots, you'll have to drive them back into town to complete the necessary paperwork.

The name Qualicum stems from the Coast Salish people who referred to the area as *Xwkwwa'luxw um*, meaning 'where the dog salmon run'. Dog salmon, or chums, migrate from the open ocean into the Salish Sea (the Strait of Georgia) in vast numbers each fall to spawn in Little Qualicum River, and French Creek and Englishman's River in nearby Parksville. In the spring, Pacific herring flood the area's protected inlets to spawn, and those flying along the shoreline of Qualicum Beach can glimpse an aerial view of the wildlife spectacle, which appears as a unique milky cloud in the coastal waters. Resident humpback whales and transient orcas (sometimes referred to as killer whales) can also be glimpsed during the summer months for those flying low and slow. Inland from the coast, Mount Arrowsmith offers stunning aerial views of sheer basalt cliffs, snowy peaks and alpine tundra dotted with lakes.

Under-the-wing camping at Qualicum Beach airport affords pilots and

▲ Vast expanses of sandy beaches await visitors to Qualicum Beach.

their family or friends the opportunity to explore this scenic area by car and on foot. The airport's itinerant parking area is a well-maintained swathe of grass perfect for pitching a tent upon. It's located across from the local flying club, which has flushable toilets, potable water and is open to the flying public via an airside door code. Toilets are also available in the terminal during daylight hours. An off-leash dog park is situated just outside the airport across from the threshold of Runway 11 beside a freshwater pond. An unmarked path from the pond leads northeast to an abandoned railway track that makes for a perfect ramble in sun-spangled shade. The railway, originally built by Victoria-based coal baron Sir Robert Dunsmuir as the Esquimalt and Nanaimo (E & N) Railway, came about after British Columbia initially threatened to refuse to join confederation if Ottawa didn't assist with its construction cost. In 1886, Prime



▲ Inside the Horne Lake Caves.

SIDEBAR IMAGE: FOREFLIGHT

Minister Sir John A. MacDonald drove the last railway spike into the ground, the spike purportedly golden and the hammer silver. The track makes for a lovely trail today because the railway ceased operation in 2011 due to deteriorating track and trestle conditions.

For pilots who wish to explore further afield, a twelve-minute taxi ride takes you to the panoramic tidal sand flats of Parksville Beach, perfect for sunbathing, swimming, picnicking and visiting the annual sand-sculpting exhibition, where master sand sculptors travel from all corners of the globe to compete against each other. 🗺️

## AIRSPACE



A few things of note while flying into Qualicum Beach airport: Comox (CYQQ) Military Terminal Control Area airspace (Class E) overlies CAT4 and readily offers flight following to VFR aircraft across the Georgia Strait. A little further south of their airspace is Vancouver Class C Terminal, which is often restricted to IFR traffic only. There is also skydiving activity in the vicinity of Nanoose Bay to the southeast; jumpers' intentions are broadcast from the ground and the jump-plane on the Qualicum Beach frequency.

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## THE TRILLIUM AVIATORS

SOCIALLY DISTANCED FLY-OUTS PROVING POPULAR

BY MARILYN BRUINSMA AND IVAN KRISTENSEN



The 'Trillium Aviators' is a loosely organized group of GA aircraft owners in southwestern Ontario whose sole purpose is to fly their airplanes on a weekly basis. What better way than to fly somewhere for a meal and to meet new and old friends as well as fellow aviators and to share our best flying stories? The goal is to fly to an airport with a restaurant, generally within 100 nm of the Kitchener, Waterloo and Guelph area once a week from mid-May until the end of October. This is a VMC-only fly-out.

Thursday, June 4 was an absolutely perfect-weather day for this, our first weekly fly-out of the season. Due to the current restrictions, we labeled this one a 'social distancing' brown-bag lunch flying picnic.

The Goderich's Sky Harbour airport (CYGD) was the perfect choice and, with half an acre of grassed area for our picnic-style lunch, social distancing was not a problem. The Goderich airport is a desirable destination as they offer self-serve fuel as well as other airside amenities; it is walking distance to Flippin' Eggs Restaurant and the Sky Ranch Drive-In for takeout.



Pilots packed folding lawn chairs in their aircraft to sit on while eating their lunch. Most brought their own lunches, but some chose to purchase burgers and fries at Sky Ranch, which is located adjacent to the aircraft parking. Ice cream for dessert was a given, of course.

A total of 16 airplanes crammed in the parking area near the threshold of Runway 28. There was an RV-4, RV-9A, RV-10, a Cirrus, a Cessna 150, 172s, 182s and two Cessnas on floats — even a Mazda Miata and a Toyota Camry showed up to be a part of the fun. It was an impressive view from Highway 21.

▲ Social distancing guidelines were respected at the June 4 fly-out to CYGD.

Judging by the comments from pilots and their passengers, everyone thoroughly enjoyed this format of lawn chairs and brown-bag lunches. It certainly is different from the 2019 flying season, when this group flew to various airports where airside restaurants were available for a served lunch. Last year we had 20 outings from May 16 to Oct. 10, flying to Lindsay, Peterborough, Goderich, Hanover, Orillia, Collingwood, Owen Sound, Wiarton and Killarney for Herbert's famous fish n' chips and more.



Many of the usual flying events in Ontario have been cancelled this summer due to the coronavirus pandemic. The first weekend in June was to be the annual Interprovincial Air Tour (IPAT), a four-day tour of southwestern Ontario between Welland and Centralia, including a play at the famous 'Oh Canada Eh?' dinner theatre, golf, a fly-out lunch and a banquet at Grand Bend's Oakwood Resort. This tour was cancelled but re-scheduled for 2021.

After receiving some requests for a weekend fly-out lunch, we departed for Stanhope airport (CND4) on Saturday, June 13 and was almost overwhelmed with attendance. Thirty airplanes descended upon this little airport in beautiful weather. A food truck, operating on the field, was very busy feeding approximately 50 people for lunch. Thursday, June 25 saw a continuation of our 'social distancing, BYO brown-bag lunch' program. Eighteen aircraft joined us on a fly-out to Stratford airport (CYSA) and, as in Stanhope, everyone seemed to respect the government-imposed restrictions while still enjoying this type of picnic-style social gathering. On Saturday, July 4, we flew to Warton airport (CYVV), where over 40 aircraft show up to celebrate Canada Day. The Hungry Hangar restaurant, located at the airport, is now open for takeout and outside service at picnic tables.

This concept is proving successful and The Trillium Aviators plan to continue these fly-outs to various airports on a weekly basis, alternating between a weekday and the weekend for the balance of the summer, with social distancing in mind as long as these restrictions apply. Thursdays and Saturdays will be the default days, but they may move a day here and there due to weather considerations.

Let us enjoy every good flying day that Mother Nature gives us. 🌿

## HARVARD INSTRUCTOR HONOURED

### JULY 1 WASN'T THE ONLY BIRTHDAY BEING CELEBRATED IN OSHAWA

PHOTOS AND TEXT BY GUSTAVO CORUJO



**Canada Day was an extra special day for one Canadian veteran. Family and friends gathered at the Oshawa airport (CYOO) to celebrate Armour Hanna's birthday. It was on July 1, 1920 that Hanna was born in Janetville, Ontario (now part of Kawartha Lakes in Central Ontario).**

During the Second World War, Mr. Hanna served as a flight instructor on North American Harvards at No. 6 Service Flying Training School at RCAF Station Dunnville (Ontario) as part of the British Commonwealth Air Training Plan. He was then sent overseas in 1944 and was stationed in various locations in England during the war.

The Canadian Harvard Aircraft Association (CHAA) performed a 'secret mission' to help celebrate Hanna's 100th birthday. As a complete surprise, two of CHAA's Harvards performed a

▲ One-hundred-year-old Armour Hanna celebrated his birthday on Canada Day.

formation flyover of the airfield in honour of the Royal Canadian Air Force veteran, who formerly worked with the historic Harvard aircraft.

The CHAA is a group of dedicated volunteers with a mission to acquire, preserve, restore, maintain, display and demonstrate the Harvard and other aircraft associated with the British Commonwealth Air Training Plan and the Royal Canadian Air Force.

From its humble beginnings in 1985, the association has blossomed to a fleet of eight Harvards and a North American Yale, two hangars, two portable buildings and an impressive collection of artifacts. This year, the all-volunteer association is marking its 35th anniversary. 🌿

## NUNAVIK'S FUTURE AVIATORS

NORTHERN QUEBECERS TOUR SOUTHERN AVIATION FACILITIES



**High school students from Quebec's northern region of Nunavik were treated to a tour of Montreal and Ottawa aviation facilities and museums in February of this year, a reward they earned by writing about what aviation meant to their remote communities.**

In cooperation with Nunavik-based airline Air Inuit, the Canada Aviation and Space Museum and *Kativik Ilisarniliriniq* (Nunavik's school board), the ten youths, accompanied by four chaperones, filled the three-day Aviation Career Exploration Tour with visits and tours starting in Ottawa, including the Aero Mag 2000 de-icing facility, a Canadian North maintenance facility, the Canada Aviation and Space Museum, the National Research Council's Centre for Air Travel Research and the Canadian Museum of Nature, where the group viewed the Canada Goose Arctic Gallery.

Moving on to Montreal, the group toured a number of aviation-related facilities, including an Air Inuit hangar.

"To some, Air Inuit is just another airline," student Eli Jr. Aupalu told Nunavik's *Makivik Magazine* in an interview. "For me, Air Inuit is the gateway to the future for young Inuit children and teenagers who would like to become a pilot."

At industry-leading flight simulator manufacturer CAE Inc., flight instructors were impressed with the skills some of the youths already exhibited. After a visit to the Cosmodome, the group travelled to Mirabel where an exclusive tour of Airbus's A220 manufacturing plant awaited them.

Said Aupalu, "It gives me the inspiration to pursue a career in aviation."

Student Pasha Lauzon was thrilled to meet Air Inuit's Melissa Haney. After becoming a flight attendant for the airline, Haney decided to move up to the 'front

▲ Air Inuit was one of the main sponsors of the Aviation Career Exploration Tour.

office' and trained to become a pilot.

"Melissa Haney is an inspiration to me," Lauzon told *Makivik Magazine*. "She was the first [female] captain on the Dash 8, and she is an Inuk." Added Lauzon, "She is a role model for all Inuit women who want to become pilots."

According to *Makivik Magazine*, there are 13 provincially owned airports in Nunavik, but they are no comparison the federally owned and operated northern airports such as at Iqaluit (CYFB) in Nunavut or Kuujuaq (CYVP) in Nunavik. Airports in the smaller communities typically have gravel runways and lack radar and weather-reporting facilities. In 2018, the Quebec government announced a four-year, multi-million program to improve Nunavik's airport infrastructure. ✈️

# FUTURS AVIATEURS DU NUNAVIK

## DES QUÉBÉCOIS DU NORD VISITENT DES INSTALLATIONS D'AVIATION DU SUD

Les élèves du secondaire de la région du Nord du Québec, le Nunavik, ont eu droit à une visite des installations et des musées de l'aviation de Montréal et d'Ottawa en février de cette année, une récompense qu'ils ont méritée en écrivant sur ce que l'aviation signifiait pour leurs collectivités éloignées.

En collaboration avec la compagnie aérienne Air Inuit du Nunavik, le Musée de l'aviation et de l'espace du Canada et *Kativik Ilisarniliriniq* (commission scolaire du Nunavik), les dix jeunes, accompagnés de quatre chaperons, ont effectué une tournée d'exploration de carrières en aviation de trois jours avec des visites et des circuits commençant à Ottawa, y compris l'installation de dégivrage Aero Mag 2000, une installation de maintenance de Canadian North, le Musée de l'aviation et de l'espace du Canada, le Centre pour la recherche sur les voyages aériens du Conseil national de recherches Canada et le Musée canadien de la nature, où le groupe a visité la Galerie de l'Arctique Canada Goose.

Plus tard, à Montréal, le groupe a visité plusieurs installations liées à l'aviation, dont un hangar d'Air Inuit.

« Pour certains, Air Inuit n'est qu'une autre compagnie aérienne », a expliqué Eli Jr. Aupalu, un des étudiants, au magazine *Makivik* du Nunavik dans une entrevue. « Pour moi, Air Inuit est la porte d'entrée vers l'avenir pour les jeunes enfants et adolescents Inuits qui souhaitent devenir pilotes. »

Chez CAE Inc., le leader de l'industrie des simulateurs de vol, les instructeurs de vol ont été impressionnés par les compétences que certains jeunes ont pu démontrer. Après une visite au Cosmodôme, le groupe s'est



rendu à Mirabel où une visite exclusive de l'usine de fabrication d'Airbus A220 les attendait.

M. Aupalu a déclaré : « Cela me donne l'inspiration pour poursuivre une carrière dans l'aviation. »

L'étudiante Pasha Lauzon était ravie de rencontrer Melissa Haney d'Air Inuit. Après être devenu agente de bord pour la compagnie aérienne, Mme Haney a décidé de prendre les commandes » et a suivi la formation pour devenir pilote.

« Melissa Haney est une inspiration pour moi », a déclaré Pasha Lauzon au magazine *Makivik*. « Elle a été la première [femme] capitaine du Dash 8 et elle est une Inuk. » Mme Lauzon a ajouté : « Elle est un modèle pour toutes les femmes inuites qui souhaitent devenir pilotes. »

▲ A visit to Ottawa's Canada Aviation and Space Museum was a highlight of the tour.

Selon *Makivik Magazine*, il y a 13 aéroports appartenant à la province au Nunavik, mais ils ne sont pas comparables aux aéroports du Nord appartenant et exploités par le gouvernement fédéral, comme à Iqaluit (CYFB) au Nunavut ou à Kuujuaq (CYVP) au Nunavik. Les aéroports des petites collectivités ont généralement des pistes en gravier et manquent de radar et d'installations météorologiques modernes. En 2018, le gouvernement du Québec a annoncé un programme quadriennal de plusieurs millions pour améliorer l'infrastructure aéroportuaire du Nunavik. 🇨🇦

## BACK ON TRACK

### SOUTH ALBERTA FLIGHT ACADEMY RESUMES TRAINING



◀ Top: Academy students conduct a pre-flight inspection while respecting health guidelines. Bottom: Alberta premier Jason Kenney shows his support for the flight academy during a site visit.



Students at Dunmore's South Alberta Flight Academy (SAFA) resumed flight training at the Medicine Hat airport (CYXH) in June, much to the delight of its students and staff who had been sidelined by the novel coronavirus pandemic for months.

One of the first students to return to the skies was Lindsay O'Connell. "We

were supposed to be flying months ago and then all this [pandemic] happened. It's just great to be able to go up again," O'Connell told local media outlet 40-Mile Commentator.

"I just love a whole new perspective that so few people get to see," student Logan Neubauer told CHAT News. "From the air, everything just looks different

and it's really a privilege to go up and the freedom associated with that, you get to live your own unique sort of lifestyle."

The flight academy, also known as the Dave Rozdeba Flight Academy in honour of a former teacher known for his enthusiasm for all things aviation, is a three-year program at the Eagle Butte High School, located a few kilometres to the southeast of Medicine Hat.

"These kids have been working hard and have been looking forward to getting up in the air," the flight academy's lead teacher Jimi Ricci said.

Begun in the fall semester of 2019 with Grade 10 students, the program, in collaboration with Super T Aviation, allows high school students to train for and obtain their private pilot licence along with their high school diploma. Additional courses offered during the program include first aid, bush survival and workplace hazards (WHMIS) training. During the pandemic lockdown, many of those courses have been taught via the Internet. However, one of the class projects, the building of a Van's RV-12, had to be suspended during the pandemic lockdown. As a result, the students are aiming to double down during the summer break.

Program graduates will then be prepared to continue their post-secondary aviation training at Medicine Hat College, which offers a one-year Aviation Management Certificate program. Those wishing to simultaneously obtain a commercial pilot licence will have the opportunity to continue flight training with program partner Super T Aviation. 🛩️

# REGIONS ATLANTIC

## EXPANDING BUBBLES

### CHARLOTTETOWN FLY-IN DRAWS INTERPROVINCIAL PARTICIPANTS

BY BARRY MARTIN



With travel restrictions being eased between the four Atlantic provinces on July 3, we at COPA Flight 57 — Charlottetown decided to have a fly-in barbecue on July 4 at our airport (CYYG). It was a little more work than a normal barbecue in that we put each bun and its accessories in separate bags. Plus, there were the dealings with the health authority and the Charlottetown airport authority. Fortunately, both parties were very good to deal with. All we had to do was keep a record of anyone who flew in from off island and give the information to the airport Commissionaires.

Chairs were placed around the patio at two-metre intervals to allow for so-

▲ Brian Pinsent, newly elected Maritime region COPA director, and his wife Susan were the first at CYYG after the 'bubble' expanded.

cial distancing, and masks were worn when required such as to collect the data from the arriving planes.

We had a lot of interest from pilots wanting to fly somewhere other than around their own province. Although the weather started out with low ceilings in the three Maritime provinces, they rose enough to let four mainland planes come to the Island in time for a juicy hamburger. A fun time was had getting reacquainted with old and new friends. 🍔

PHOTO: SUBMITTED

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# ON THE HORIZON

## UPCOMING EVENTS

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

### AUGUST 8

The Edenvale Classic Aircraft Foundation's 32nd Annual GATHERING OF THE CLASSICS has been **CANCELLED** due to COVID-19. More info: [info@classicaircraft.ca](mailto:info@classicaircraft.ca)

### AUGUST 9

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

### AUGUST 22

Maple Creek, SK (CJQ4) Flight 208 Fly in Breakfast. More info: [mcflying@mail.com](mailto:mcflying@mail.com)

### 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](mailto:pchatterton@ns.sympatico.ca), 902-462-8668

### SEPTEMBER 7

Pitt Meadows, BC (CYPK) Flight 16 COPA for Kids. More info: 604-537-2248

### SEPTEMBER 12

Stanstead/Weller QC (CTQ2) Fly-in 10:00 - 18:00. By attending all agree it's at own risk. Plenty of aircraft parking.

All you can eat sweet corn. Also Beef-alo burgers, homemade potato salad (our own special tasty potatoes), desert, fresh

vegetables all organically grown here. Garden/orchard near runway, so you can pick, purchase and fly home. Last season we found out we may be the only anytime, drive-in, fly-in, U-Pick in North America! Pick, weigh, check prices on chart, and leave money in the box on the garden shed counter, all by yourself and quite Covid safe. Camping available, woods trails, ponds, etc. Please reserve at 819-876-2528 / [gweller@ctq2.org](mailto:gweller@ctq2.org)

### SEPTEMBER 13

Orono, ON Cancellation: The RAA Oshawa District Recreational Aircraft Association organized Fly-in at Hawkefield, Orono, Ontario has been rescheduled to 2021, as required by COVID concerns and re-seeding of the smooth 3000 foot runway. More info: [jamesmorrison190@gmail.com](mailto:jamesmorrison190@gmail.com)

## 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](http://airdrieflyingclub.ca)

### ARNPRIOR, ON

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

### BANCROFT, ON (CNW3)

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

### BEAVERLODGE, AB (CYQU)

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

### BEISEKER, AB (CFV2)

Flight 212 - Monthly meetings 3rd Saturday at 10:00 Airport clubhouse. [hwregget@shaw.ca](mailto:hwregget@shaw.ca)

### BONNYVILLE, AB (CYBF)

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

### BORDEN, ON (CNV8)

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

### BOUNDARY BAY, BC (CAK3)

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

### BRANTFORD, ON (CYFD)

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

### BURLINGTON, ON (CZBA)

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

### BUTTONVILLE, ON (CYKZ)

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

### CALGARY, AB (CYBW)

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

### CARLETON PLACE, ON (CNR6)

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

### CHARLOTTETOWN, PE (CYYG)

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

### CHATHAM-KENT, ON (CYCK)

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

# ON THE HORIZON

## CLARENCE-ROCKLAND, ON

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

## COLD LAKE, AB (CEN5)

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

## CORNWALL, ON (CYCC)

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

## DAWSON CREEK, BC (CYDQ)

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

## DRAYTON VALLEY (CER3)

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

## EDMONTON, AB

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

## ESTEVAN, SK (CYEN)

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

## EXETER, ON

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

## FREDERICTON, NB

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

## 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](http://copa45.com) for updates

## GRAND FALLS-WINDSOR, NL

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

## GUELPH, ON (CNC4)

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

## HANOVER, ON (CYHS)

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

## HAVELOCK, NB (CCS5)

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

## HAWKESBURY EAST, ON (CPG5)

Flight 131 - Monthly breakfast meeting 08:30 1st Saturday.  
Déjeuner mensuel 08h30 1er samedi [flight131.copanational.org](http://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](mailto:heaton.bd@gmail.com)

## KAMLOOPS, BC (CYKA)

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

## KELOWNA, BC (CYLW)

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

## KINGSTON, ON (CCE6)

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

# ON THE HORIZON

## KITCHENER, ON (CYKF)

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

Online Zoom monthly meeting 19:00 1st Wednesday  
[ca.groups.yahoo.com/neo/groups/cykf-pilot-decision-making-workshop/info](http://ca.groups.yahoo.com/neo/groups/cykf-pilot-decision-making-workshop/info)  
[stevenmcdowell@rogers.com](mailto:stevenmcdowell@rogers.com)

## LAC LA BICHE, AB (CYLB)

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

## LETHBRIDGE, AB (CYQL)

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

## LINDSAY, ON (CNF4)

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

## LONDON, ON (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. [mcflflying@mail.com](mailto:mcflflying@mail.com)

## MEDICINE HAT, AB (CYXH)

Flight 171 - Gas City Aviators monthly meeting 19:00 last Thursday  
[lclarkso@telus.net](mailto: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](mailto:trent.rae@fyidoctors.com)

## MIRAMICHI, NB (CYCH)

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

## NANAIMO, BC (CYCD)

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

## NELSON, BC (CZNL)

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

## NORTH BAY, ON (CYYB)

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

## OLDS DIDSBURY (CEA3)

Flight 142 - 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](http://foothillsflyingclub.com)

## OSHAWA, ON (CYOO)

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

## PONOKA, AB (CEH3)

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

## PENTICTON, BC (CYYF)

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

## PETERBOROUGH, ON (CYPQ)

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

## PICTON, ON (CNT7)

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

## PITT MEADOWS, BC (CYPK)

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

## PONTIAC, QC

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

## PRINCE GEORGE, BC (CYXS)

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

## QUALICUM BEACH, BC (CAT4)

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



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## 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 (CYGF)

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

## RUSSELL, MB (CJW5)

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

## SASKATOON, SK (CYXE)

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

## SARNIA, ON

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

## SEDGEWICK, AB (CEK6)

Flight 157 - Monthly Meeting  
19:30 2nd Thursday. Monthly Fly-in for  
coffee and goodies 09:00 - 13:00 3rd  
Saturday. [shelley@cciwireless.ca](mailto:shelley@cciwireless.ca)

## SHOAL LAKE, MB (CKL5)

Flight 162 - Shoal Lake Flying Club  
monthly meeting, 19:30 2nd Tuesday  
of every 2nd month, terminal building  
[sflyingclub.com](mailto:sflyingclub.com)

## SUNDRE, AB (CFN7)

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

## TISDALE, SK (CJY3)

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



## VAL D'OR, QC (CYVO)

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

## VERNON, BC (CYVK)

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

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

## VERMILLION, AB (CYVG)

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

## VICTORIA, BC (CYYJ)

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

## WELLAND, ON (CNQ3)

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

## WESTLOCK, AB (CES4)

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

## WETASKIWIN, AB (CEX3)

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

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

## WIARTON-GEORGIAN BLUFFS, ON (CYVV)

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

## WHITECOURT, AB (CYZU)

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

## WOODSTOCK, NB (CCD3)

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

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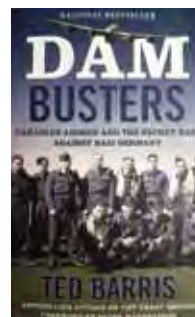
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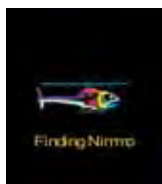
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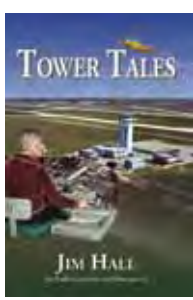
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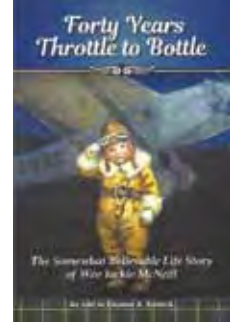
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**2013 PIPER J3 CUB REPLICA** TTAF 140 hours. Zero-time C 90 rebuilt by Aerotec engines. Rebuilt landing gear. New Cleveland brakes, wheels and tires. Recovered wings. New certified Wag Aero sealed wing struts. New custom exhaust. All new glass. New 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. (2564.21091)



**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 (2245.20167)



**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 OBO. Contact: 613-884-4101 or cwwatters@rogers.com (2610.21040)



**FOSTER REPUBLIC SEABEE** Home built Foster 001 GM Engine, Robinson gearbox. TT 85 hrs since construction. GW3800 \$95,000 CDN. Roger 819-336-4181 after 6pm ET (3144.21100)



**1974 NAVAJO 310** Colemill Panther w/350HP, 4-Blade props, GTN750 GPS/NAV/COM, GTX330ES for ADS-B Out \$275,000 USD Aircraft Sales. 905-477-7900 www.apexaircraft.com (2245.20179)



**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 (3826.21026)



**GREAT SPEC 2005 RV-7A** 304TTSN, Lycoming O-360-A2A 180hp, Dynon 10" Skyview Touchscreen, Autopilot w/Dynon dedicated control panel, ADAHRS, Mode S xpr, Artex 345 ELT, Garmin GTR200 Comm, Infinity stick grip 11-00032. Always hangered. Will not disappoint! \$94,900USD Ph: 519-670-8758 (3884.21057)



**BUSHBY MUSTANG II** C-GFEL, 215Hrs since new, Lycoming O320-E2D 160hp w/215 SMOH by Reliable Horsepower. King KY97A, Narco AT150 xpr and encoder, Garmin GPS100. \$45k obo (3368.20009)



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**CALL US ABOUT THE NEW CESSNA 182 SKYLANE!**

2013 Partenavia P.68R, 493 TTSN, GarminGFC950 and Full Delce, Like New! .....	\$650,000 USD	1977 Mooney 201, 3525TT, 1565SM, Kingw/STEC50/AltHold, GPS150XL! .....	\$79,900 USD
2012 T206H Amphib w/WheelGear! 600TT, G1000/GFC700, Loaded!\$ .....	\$625,000USD	1977 Cessna 172N, 1790TT, 9 SM, Fresh Annual! .....	\$70,000 USD
2012 MalibuMirage,735TTAE, G1000,140USG! .....	\$700,000 USD	1977 Cheetah, 4263 TT, 1963 SMOH, All Logs and NDH! Pictures on our website! .....	\$33,900 USD
2007 DA42 TwinStar, 467TTAE, TKS, LRF, G1000! .....	\$329,000 USD	1977 Bonanza A36, 2919TT, 885SMH! Garmins,LRP(104USG),Club/Desk! .....	\$199,900 USD
2007 Cessna 400, 605 TTAE, G1000/GFC700, GDL69A WX DataLink .....	\$339,900 USD	1977 C182Q, 4848TT, 65 SMOH, New Interior, Excellent Maintenance and More! .....	\$125,900 USD
2005 SR22, 1809TT,1725SMOH,TKS,G430W,Sywatch&Stormscope! .....	\$370,000 CAD	1977 C152, 28486TT, 956 SM, Garmin COM/TPSPDR, King KLI35 GPS! .....	\$27,000 CAD
2005 Ovation, 1740 TTAE, TKS 'FIKI' Known King! Garmin G1000 WAAS! .....	\$214,900 USD	1976 C172M, 2087TT, 1690 SM, Commercial Aircraft! Hangered! .....	\$59,900 CAD
2003 SR22, 1750 TTAE, Dual G430's, STEC 55X,Stormscope,Sywatch! .....	\$220,000 USD	1974 Piper Arrow II, Low Times, only 4455 TT and 392 SMOH, Hangered! .....	\$70,000 USD
2002 Piper Super Cub Replica, 187 TTAE, Amphibs/Wh Gear! .....	Reduced to \$69,900 USD	1974 Navaajo Panther, 8360TT/552SM, GTN750/650,STECAs/P,ADSB .....	\$279,900 USD
2002 DA20 C1, 35260TT, '0' SMOH, FreshAnnual! .....	\$160,000 USD	1974 C185 Amph PK3500's, 1895TT, 515 SMOH Lycoming O-540 Upgrade! .....	\$205,000 CAD
1981 T182RG, 4328TT, 547 SFRM, 530W, 430W, STEC50, ADS-B In/Out! .....	\$147,000 USD	1974 414 6905TT, 1185SM, Full De-Ice .....	\$125,000 USD
1981 C206 Amph, 1468TT, 145SNEW Engine! G430W, 3730's, Exc P&I! .....	CALL	1973 T3100, 2965 TTSN, 1965 L&R, GNS520W and GNS430, GTX345 ADS-B .....	\$75,000 USD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmins30/430! .....	\$399,900 USD	1973 C172M, 14575TT,1565SM,KingAvionics,G2EngMonitor! .....	\$68,000 CAD
1981 Duke B60, 4507TT, 1092 L&R, G530W, KFC-250 IFCs, Winglets! .....	\$218,000 USD	1972 Cher140, 5106TT, 1359 SM, Nice P&I, Sensenich Prop. ....	CALL!
1980 Saratoga, 4660TT/1759SM, KingDigitalw/KAPI50AP/HSI! .....	\$115,000 USD	1968 C185 Amph,1696TT,637SM,6500/GTN750,GTS800Traffic,Whip3730's! .....	CALL!
1980 A185F Amphib, 3645/545SNEW/100550/Aerocet3400, GTN750! .....	\$329,000 USD	1951 Harvard 6386TT, 282SM (Covington) Beautiful! .....	\$145,000 USD
1979 T210N, 2190 TT, 603 SM, Flnt Tips! Loaded! .....	\$249,900 USD	1946 J3 CUB,w/PAT! STC's, 5450TT, 550SMOH, .....	\$53,000 CAD
1979 C185F Amphib, 2849TT, 849SM, GarminPanel,NEWWhip3000AmphFloats! .....	CALL!	1945 Grumman G44 'Widgeon'8929TT,418SM,GTN750, Summer Ready! .....	\$275,000 USD

FEATURED LISTINGS FOR AUGUST 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 (3710.21044)



**GREAT PERFORMING FLOATPLANE** Piper PA16S 150HP, Lyc 661 SMOH Floats, wheels, skis, new panel, extended wings, Madras Tips, Borer prop. New Annual, always hangared. Excellent paint & fabric, encoder 406 ELT. \$58,000. windsup@sympatico.ca or 613-225-8345 (2914.21046)



**PIPISTREL SINUS FLEX** 180 hrs TTSN, Rotax 912UL, stored heated hangar. Homebuilt category. Factory built by Pipistrel 2014. Ballistic chute, Dynon SkyView, AP, BRS, ADS-B InOut. Cruise or soar, \$155,000. Paul Laurin - laurinp6@videotron.ca or 514-946-1990 (3879.21030)



**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 lbs), 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 (2710.20962)



**ZENAIR 250 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. (3180.20971)



**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 (3834.21110)



**1946 PIPER J-3 CUB** 2800 hrs. Rebuilt and recovered (Randolf dope) 1991. Aluminum spars. SN 17790. Annual Oct. 8, 2019. Continental C-85 1600 hrs SMOH. 250 STO (2005) Slick magnetos. Macauley CF7142 propeller overhauled in 1996 (550 hrs). NAS3A carb overhauled in 2006 (250 hrs). New landing gear bungees. 53 litre fuel tank in right wing. Cub style instruments. Rear seat shoulder harness. Pointer Sentry 3000-10, 1215 ELT \$38,000. (519) 469-3874 (3813.21061)



**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 (3870.21076)



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1973 C-T210L. 556 HRS SMOH, 3 SPOH. EFD 1000, GMA 347, GNS 430, SL 30, JPI 930, S-TEC-55. EXT/INT 10/10. 225K CAD



1959 DHC-2 1000 SMOH, 0 SPOH. GTX 327, GARMIN NAV COM, EDO 4930'S, DUAL CONTROLS, FRESH ANNUAL MAY 2020. 329K CAD

50 Canadian Singles, Twins and Floatplanes



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



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



1964 PA-18-150. 380 SMOH, 617 BORER PROP. GNX, 375, GTR 225, ADSB. 2000 LBS GROSS, VG'S. CLEAV WHEELS AND BREAKS. C-2200 SKIS AVAILABLE. 110K CAD.

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FEATURED LISTINGS FOR AUGUST 2020



**1976 CESSNA 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 (3832.20999)



**1972 CESSNA 172M** 4000 TTSN, 200 SMOH. Full panel with GPS. New Paint. \$98,000. 604-869-1111 or joeschachtel@live.ca (2941.21010)



**1967 PIPER CHEROKEE PA28-235** 2920 TT. Annual Aug 2019. Lyc 0-540-B4B5 235HP, 443 SMOH. New Hartzell HC-C3YR-1RF 3-blade CS prop 2012. 4 tanks (84-gal capacity). Air-oil separator, laminar flow system installations and auto-fuel STCs. Speed enhancement kit. Landing gear fairings & pants, aileron gap seals. Bendix/King KLX135 GPS/Comm. Bendix/King KX125TSO ADF/Comm, KT78TSO Mode "C" xpr, ELT, EGT. Strobe lights, heated pitot, new battery, OAT gauge. 4-place intercom. Lost medical. \$69,000 Jake Janzen 204-362-2858 Cell (3889.21065)



**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 (3773.21116)



**COOT AMPHIBIAN** 200 HP Lycoming IO-360. Full VFR, Icom Radio. Only 7 hrs flying. \$27,500 Cdn. Stan 705-529-6617 (3875.21020)



**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 (2676.21041)



**1946 FLEET CANUCK** Own a piece of Canadian history. Easy to fly and only burns 4.5 GPH. C90 TTSN 8900, TSOH 1000. Annual just completed, all cylinders high 70s. Fabric is excellent, has always been hangared. Skis and wheels, many upgrades including new windscreen and skylight, new interior, transponder, Hooker 4-point harnesses, full set of covers, Garmin 295. Based CYRP. Will consider selling w/hangar. \$35,000 CDN. mike.misener@rogers.com (3876.21021)



**1976 CESSNA 182Q** Lyc engine IO-520, 840 hrs 280 HP. 6,500 TT. Six cylinders, new piston and valves, 60-hour propeller, 2028 inspection. New alternator and battery. Garmin GXM40, Garmin AERA500, Garmin GTXTM327. Guide driver, fuel scan FS450, Garmin SL30TM, Garmin GTN750. Autopilot S-TEC GPSS-HDG, S-TEC Twenty/Thirty/Thirty ALT, Two com, 406 xpr. Interior 9/10. Exterior 8/10. IFR certified. Always been in a heated hangar. \$ 120,000 US CLOSED. For Information Bertrand Caron de Aviation B Baron, 819-424-7842 (English French) or Yvan Dumont 514-984-2588 (French only) (3885.21058)



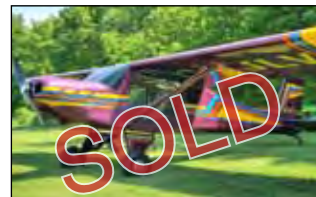
**2008 AMPHIBIOUS CHALLENGER II LW TTAE** 154, Rotax 503, Puddlejumper floats, turbulence seats, full covers. Transponder, Comtronics intercom & headsets, Icom A6 radio. Many other extras. Aircraft was built with care. My loss, your gain. \$27,500 dtisdelle@gmail.com (3571.21063)



**WAG-AERO CUBY** CUBy completed in 2003. A/C has 200 TT on airframe, engine and prop. The a/c comes with floats, wheels, Federal skis and tail ski. Motivated saler. \$38,500 OBO Contact Jean Ricard 819-244-6658 (3883.21037)



**1980 TAYLORCRAFT F21** 785 TTSN (airframe, engine, prop), Lyc 0-235, new lift struts 2009. Full electrics & lighting, Cleveland wheels & brakes. Always hangared, no accident history. Asking \$30,000. 705-563-8373 (2509.21074)



**MURPHY REBEL** 200 TTSN. 160 HP O-320-B2C, 5.0 TSOH (reliable horsepower). New Plane-Power alternator, Sky-Tec starter, vacuum pump, rebuilt carb and mags. New Prince P-Tip propeller. Float fittings, gull-wing doors. Narco IIA Comm \$60,000. (3878.21029)



**1954 CESSNA 180** 2nd owner. 2678 Hours 225 SMOH. Engine model - Continental. EDO 2870 floats. McCauley propeller needs overhaul. Wheel gear. Good paint and interior. Full panel - VHR radios. Can ferry. \$86,500OBO (905)-906-2982 or pbhsolutions@gmail.com (3896.21114)



**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 (3695.21109)



**1956 PIPER PA22-S-150** Tail Conv. TT 3018, 1541 SMOH, 337 STO. Lyc O-320. Wide gear, wheels 2000, FED skis, 2000 EDO Floats tight. \$32,000. Contact: 204-380-2403 or oldtrapper1945@outlook.com (3882.21045)



**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 (2445.21039)

**Canadian Plane Trade Classified Ad Deadline for September is July 30 Post online anytime at canadianplanetrade.ca**

For a list of common abbreviations used in Classified advertising please see page 41

FEATURED LISTINGS FOR AUGUST 2020



**AMPHIB CESSNA 172K SKYHAWK**  
Nice and well maintained amphibious. Hangared, Clean Inside/outside. been repainted and recent interior clothing. Brand new WIP 2100A installed in '13 w/<300hrs. VFR equipped w/King/Narco radio/xpdr. Wheel gears and pants. 2 props. All covers. User-friendly, go everywhere plane! 719 SMOH O-320 w/160hp. STC + Power Flow exhaust syst. Aircraft TTSN: 5371 All logs and maintenance books. Last annual april '20. Shoulder harness, strobes lights, and lots of accs included. \$118,500USD Contact: benoit@nadonlachine.com or 514-781-2298 (3887.21060)



**1985 BUSHMASTER II U/L 80 HP**  
turbo Geo 4-stroke, Raven Redrive, dual 7-gal wing tanks, 2 GPH cruise, Zenair 950 floats, 12" skis, in-flight adjustable IVO prop, + extras. Asking \$18,000. skipnich1@hotmail.com (3888.21064)



**1999 CHALLENGER II AULA 503,**  
Puddlejumpers, wheel skis (electric) Many extras, minor work required (tear in wing, bent nose wheel support) \$13,750 CDN obo 204 712 3282 (3891.21075)



**1975 CESSNA 150** Airframe 3644, engine 1868, never damaged. All logs since new. Same owner for over 19 years. Body is in excellent condition. Kendal, ON. \$18,900 905-797-2046, 905-396-2045 or fcr1946@hotmail.com (3895.21113)



**1969 PA-28 140B** 5519.6 TT, 755.6 SMOH. Annual completed Oct. 22, 2019 Zero hours flown since annual. Paint & interior 5/10. New windshields, tires, glare shield. \$25,000 Contact: 250-562-4899 or pilotpg@telus.net (3892.21077)



**BEECH BONANZA A35** 7000 TT 1200 SMOH 200 SCTOH 800 SPOH. All cylinders 76/80, 6-pack IFR, dual nav/com, VOR/ILS/GS Garmin xpdr, Apollo 50 approach GPS, Intercom, Autopilot, TCAS, strike finder, post lights, PTT. \$40K Jim 204-801-8014 (2991.2117)



**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/xpdr. 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 (3862.21027)

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

**AVIATION ABBREVIATIONS**

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



- AC ..... air condition
- 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
- SFREMAM/
- SFRM. .... since factory remanufacture
- SMOH ..... since major overhaul
- SPOH ..... since prop overhaul
- STC ..... supplemental type certificate
- STOH ..... since top overhaul
- STOL ..... short take off & landing
- T&B ..... turn & bank
- TBI ..... turn & bank indicator
- TBO ..... time between overhauls
- TT ..... total time
- TTAE or
- TTE ..... total time aircraft engine
- TTAF or
- TTA ..... total time aircraft frame
- TTSN ..... total time since new
- VFR ..... visual flight rules
- VHF ..... very high frequency
- VOR ..... very high frequency Omni-Range
- xpdr ..... transponder

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- **Propellers & Blades** - McCauley, Hartzell, Hamilton Standard. [www.preferredairparts.com/props.htm](http://www.preferredairparts.com/props.htm)
- **Accessories & Parts** 100's of new, and OHC accessories. Check with us for all accessory parts!
- **Hardware** - 12,000+ part numbers, 40% discount!
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## 010 -- AERONCA

**1946 AERONCA CHIEF ON FLOATS** OM. 2510 TT, 410 SMOH. Cont 85: 410, Sensenich M74: 137. Skytech, Narco 720ch, 2 headsets, AT50-A w/ACK 30. Compression 73+, KX 99, 195 GPS. New aluminum spars, fabric, paint. \$38K OBO. 819-822-1683 normandgingues@videotron.ca (3133.21022)

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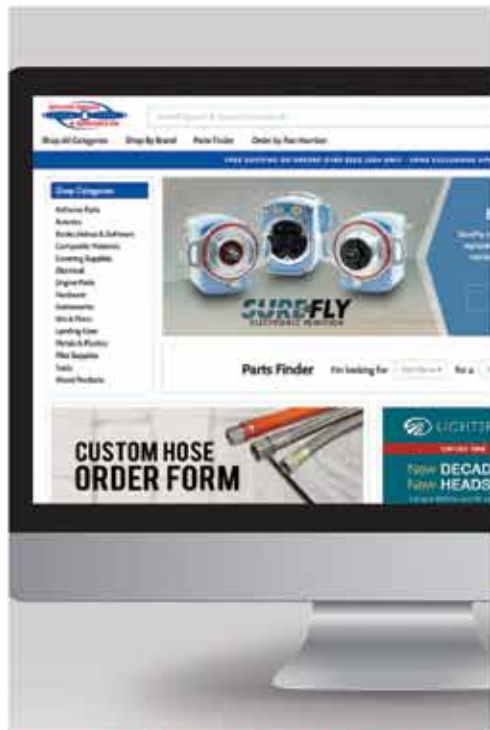
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