

# Flight



The Journal of the Canadian Owners and Pilots Association

SEPTEMBER 2020

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**FEATURE**

**MOUNTAIN FLYING**

Long-time COPA member David Lamb takes us along on a journey from Victoria, British Columbia over several mountain ranges before descending on the lee side of the Rocky Mountains to Calgary/Springbank airport (CYBW) in Alberta. Read what happened on the descent that got David and his wife all shook up, and the lesson that David shares with us.

**ON THE COVER AND IN THIS MONTH'S FEATURE ARTICLE:** With Ross Robinson flying his Harvard and Harvey McKinnon shooting the photographs, David Lamb gets a chance to show off his Van's RV-7A for the camera.

**DEPARTMENTS**

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**COPA Flight**



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## PUSHING THROUGH YOUR COMFORT ZONE

### AND BECOME A BETTER PILOT IN THE PROCESS



I've been spending some time looking through our various social media platforms and found many inspiring stories from our members. I especially enjoy watching videos of new flight experiences. It brings me back to a time when I first started flying and the early parts of my career as a bush and survey pilot where almost every day was a new experience which in turn made me a better pilot. Those were the days! But I was a commercial pilot then and that's just what commercial pilots are taught to do. But what about GA pilots?

How far should we (I include myself this category now), as GA pilots, push our limits past our comfort zones in order to become more experienced pilots?

I read an article in Plane & Pilot magazine entitled Six Cool Ways to Push Your Envelope (dated 2017) that stated once pilots have mastered their airplane and the type of flying they do, this 'routine' can become precarious. It goes on to state that the more pilots

stay in their comfort zone and the less they push their envelope, the more at risk they are to become overconfident and complacent. I find this to be a fair statement, but special considerations should be noted.

Each pilot should know where his or her own comfort zone lies prior to pushing it and this zone changes all the time. It is depended on several factors which differ from pilot to pilot. Personally, my comfort zone from my years of commercial flying is nowhere near where it is now. The main reason is that I don't fly as much as I used to. Pushing my envelope these days consists of navigating with a GPS. Easy for some, but new to me. It'll definitely make me a better pilot but only if I learn how to do it right.

There are things that we shouldn't teach ourselves. Developing the new skills required to push our flight envelope in order to move past our comfort zone should certainly be one of those things. Additionally, without regular practice and challenges, our comfort zone shrinks daily, our skills deteriorate and we are vulnerable to either being overstressed or complacent. Dual flight with a competent, current instructor can rekindle the passion for flying and tune up your skills while feeling confident. Likewise, exploring new flight challenges during a flight review or adding a new rating is an excellent safety prescription for continued safety and of course fun.

My challenge, in order to push my envelope past my comfort zone, is to earn my flight instructor rating. Stay tuned for that chronicle.

How will you expand your own personal flight envelope, safely and confidently, in order to gain valuable experience? 🛩️

## DÉPASSEZ VOTRE ZONE DE CONFORT ET DEVENEZ UN MEILLEUR PILOTE POUR CELA

Je regarde, depuis un certain temps, nos différentes plates-formes de média sociale et j'ai trouvé de nombreuses histoires inspirantes provenant de nos membres. J'aime particulièrement regarder les vidéos de nouvelles expériences de vol. Cela me ramène à une époque où j'ai commencé à voler et aux débuts de ma carrière en tant que pilote de brousse et d'arpentage où presque tous les jours était une nouvelle expérience qui on fait de moi une meilleure pilote. Mais j'étais pilote professionnel à l'époque et c'est exactement ce qui est attendu. Mais qu'en est-il pour les pilotes de l'aviation général (AG) ?

Jusqu'où devrions-nous (je m'inclus dans cette catégorie), en tant que pilotes de l'AG, pousser nos limites au-delà de notre zone de confort afin de devenir des pilotes plus expérimentés ? J'ai lu un article dans le magazine Plane & Pilot intitulé « Six Cool Ways to Push Your Enveloppe » (daté en 2017), qui disait qu'une fois que les pilotes ont maîtrisé leur avion et le type de vol qu'ils font, cette « routine » peut devenir précaire. Il ajoute que plus les pilotes demeurent dans leur zone de confort et moins ils poussent leur enveloppe, plus ils risquent de devenir trop confiants et complaisants. À mon avis, je trouve qu'il s'agit d'une déclaration juste, mais il convient de tenir compte de considérations particulières.

Chaque pilote doit savoir où se trouve sa propre zone de confort avant de la pousser et cette zone est fluide. Elle dépend de plusieurs facteurs qui diffèrent d'un pilote à l'autre. Personnellement, ma zone de confort de mes années de vol en tant que pilote commercial est loin d'être là où elle est maintenant. La raison principale est que je ne vole pas aussi souvent qu'auparavant. Pousser

mon enveloppe ces jours-ci consiste à naviguer avec un GPS. Facile pour certains, mais du nouveau pour moi. Il va certainement faire de moi une meilleure pilote, mais seulement si j'apprends à le faire correctement.

Il y a certaines choses que nous ne devrions pas nous enseigner nous-mêmes. Développer les nouvelles compétences nécessaires pour pousser notre enveloppe de vol afin de dépasser notre zone de confort devrait certainement être l'une

### « COMMENT ALLEZ-VOUS POUSSER VOTRE ENVELOPPE DE VOL PERSONNELLE ? »

de ces choses. En outre, sans pratique régulière et de nouveaux défis, notre zone de confort se rétrécit quotidiennement, nos compétences se détériorent et nous sommes vulnérables soit à être surmenés ou complaisants. Les vols avec un ou une instructeur(e) compétent(e) et qualifié(e) peut raviver la passion du vol et une mise à point de vos compétences en toute confiance. De même, explorer de nouveaux défis de vol lors d'un examen de vol ou encore ajouter une nouvelle cote est une excellente façon de renouveler nos compétences pour la sécurité continue et tout en s'amusant.

Mon défi, afin de pousser mon enveloppe au-delà de ma zone de confort est d'obtenir ma cote d'instructeur de vol. Demeurez à l'écoute pour cette chronique.

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**✉ COPA FLIGHT CONTENT**

I felt obliged to say thank you for the meaningful content in the August 2020 issue of *COPA Flight*. There were several good articles such as the LOC-I and in particular the Incidents and Accidents that contained five interesting, meaningful and useful reports. Recent past issues have contained nothing but things like a pilot blew a tire and exited the runway without damage. Keep up the good work.

*Ernest Riddle  
Branchton, Ontario*



**✉ TYING DOWN**

I read the Under-the-Wing Camping article in the July issue and would like to offer further advice.

First, the three spikes used need to be hammered into the ground at sharper angles than is evident in the close-up photo. Imagine the number 7 and use that as a guide to estimate the angle away from the line of tension (approximately 70°). The Claw tie-down kit uses this principle. The anchor can then be set vertically below the tie-down attachment point on the aircraft.

Second, the author mentions using two sets of tie-down equipment. Aircraft should always be tied down at the tail too.

Finally, in the photo with the tent erected, the aircraft is not tied down, as it should be.

*Hank Dielwart  
North Bay, Ontario*

**SEND US YOUR STORIES, LETTERS AND PHOTOS**

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

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

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

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

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

Send your submissions to [steve@copaflight.ca](mailto:steve@copaflight.ca) by the first of the month for inclusion in the next issue of the magazine.

**eFLIGHT**

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

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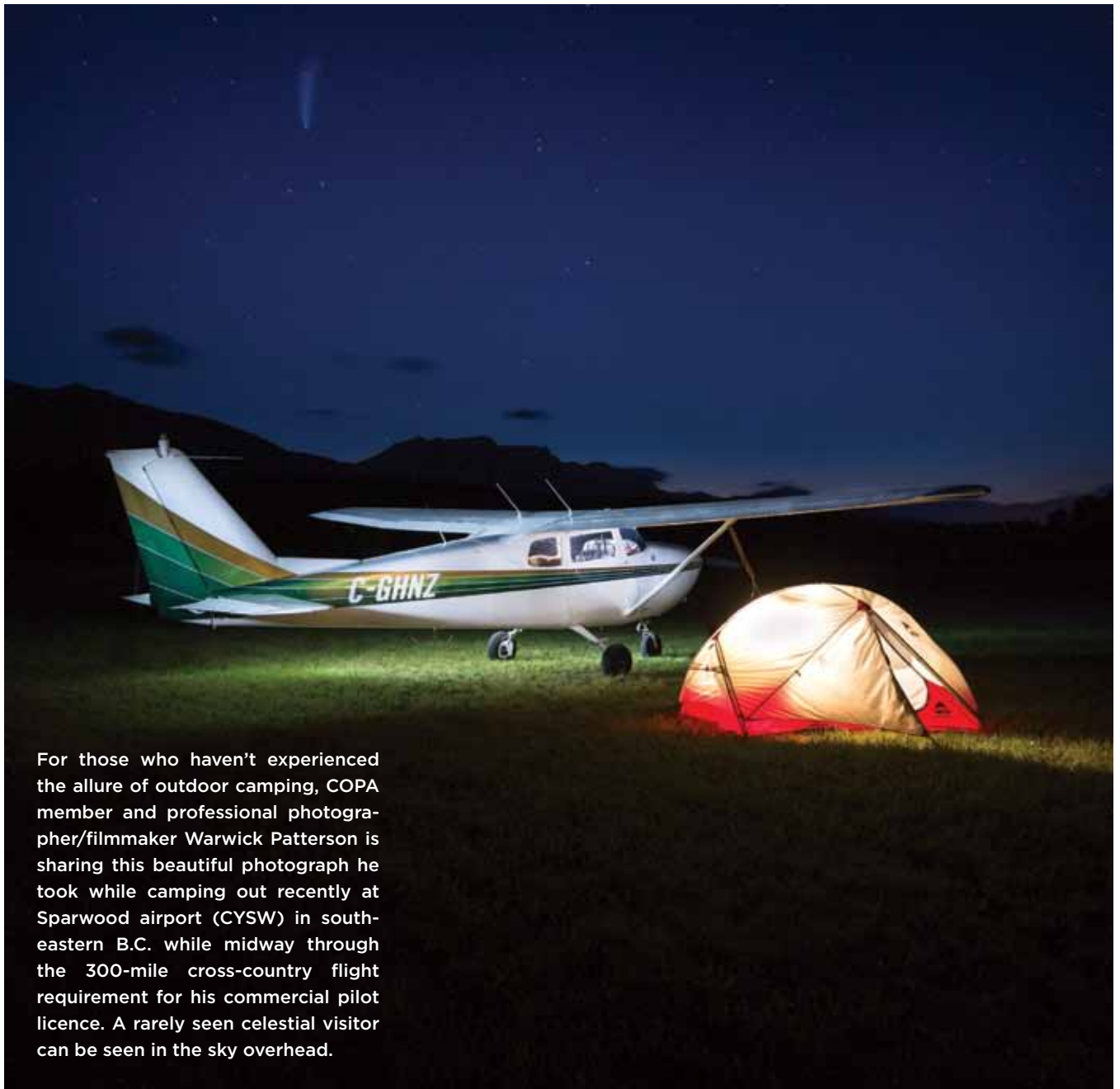
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# AEROCAMPING

J-P BONIN'S DATABASE GROWS

*COPA Flight contributing photographer Jean-Pierre Bonin's initiative to create a database of airports across the country where under-the-wing campers are welcome is growing at a fast pace. As of July 31, three have been listed in each of British Columbia, Alberta and Manitoba, two in Saskatchewan, nine in Ontario, 12 in Quebec and one each in New Brunswick and Newfoundland and Labrador, bringing the total to 34. And the list is expanding.*



For those who haven't experienced the allure of outdoor camping, COPA member and professional photographer/filmmaker Warwick Patterson is sharing this beautiful photograph he took while camping out recently at Sparwood airport (CYSW) in southeastern B.C. while midway through the 300-mile cross-country flight requirement for his commercial pilot licence. A rarely seen celestial visitor can be seen in the sky overhead.

# CAREER TRAINING UPDATE

COPA NEIL J. ARMSTRONG SCHOLARSHIP RECIPIENT REPORTS IN

BY LAUREN NAGEL

We reached out to 2019 COPA Neil J. Armstrong ab initio scholarship recipient David Wentland to see how his flight training has progressed since accepting his \$10,000 award last spring at the 2019 COPA Convention in Innisfail, Alberta.

Wentland was a well-rounded candidate, selected to receive the scholarship due to his impressive academic and aviation achievements and his proven record as a self-starter. The funds were transferred directly to his choice of flight school and used toward his private pilot license (PPL) flight training. Wentland recounts that, after getting the call, he immediately went to the flight school closest to his home in Oshawa, Ontario to discuss training. "They signed me up right away," he says.

Wentland's goal is to develop his skills as a pilot and an aircraft maintenance engineer (AME) so that he may act as a check pilot on the aircraft he inspects. He sees this as an ideal way to incorporate both flying and maintenance into his long-term career goals. The COPA Neil J. Armstrong Scholarship is helping him reach this goal by funding a large part of his flight training.

Prior to Wentland's first flight with his instructor he had only been in a small aircraft once before, coincidentally at a COPA for Kids event in Lindsay, Ontario when he was ten years old. Arriving to his first official training flight, Wentland was already very familiar with how the aircraft operated thanks to his AME training. "I got to understand better how things connect; it gave an overall better understanding of the plane," he says.

Wentland began his AME training straight out of high school in 2018, enrolling in a four-year AME appren-



ticeship program consisting of alternating in-class and on-the-job training modules. His in-class training consists of nine-week study periods starting in January of each year in Manitoba, followed by a return to Ontario for the remainder of the year where he puts his knowledge into practice working alongside a licensed AME. While working on his PPL during the summer of 2019 he was also completing on-the-job AME training, performing basic maintenance on aircraft. The third year of his AME training (level 3) begins on October 19, 2020.

Wentland says his favourite manoeuvres to practice are those involving a recovery from a stall, spiral dive or a spin. He loves these exercises as they allow him to remain in control of the aircraft while it is seemingly out of control. "It's satisfying to know that you're

▲ David Wentland getting a feel for a twin-engine aircraft.

going to stall and spin, but you can recover from it."

The COVID-19 pandemic delayed Wentland's return to training. However, he is confident that he will be flying again before the summer is over. He currently has 19.6 dual hours and his first solo is just around the corner. "I'm ready to go back as soon as my instructor is," he says, eager to get back in the cockpit.

This COPA Neil J. Armstrong Scholarship recipient continues to inspire as he works hard to balance his work as an AME apprentice and flight training. We will continue to cheer him on and support his progress as he advances even further in his training and career. Great job, David. 🇨🇦



# MISE À JOUR SUR LA FORMATION PROFESSIONNELLE

## LE RÉCIPIENDAIRE DE LA BOURSE COPA NEIL J. ARMSTRONG NOUS RAPPORTE

PAR LAUREN NAGEL

**Nous avons contacté le récipiendaire de la bourse ab initio COPA Neil J. Armstrong David Wentland pour une mise à jour de sa formation au pilotage depuis qu'il a accepté son prix de \$10,000 lors du congrès COPA à Innisfail, en Alberta, le printemps dernier.**

M. Wentland était un candidat accompli, sélectionné pour recevoir la bourse grâce à ses réalisations aéronautiques académiques impressionnantes et de sa réputation en tant que personne motivée ayant l'esprit déterminé. Les fonds, transférés directement à l'école de pilotage de son choix, sont utilisés pour sa formation de licence de pilote privé (PPL). M. Wentland raconte qu'après avoir reçu l'appel, il s'est immédiatement rendu à l'école de pilotage la plus proche de son domicile à Oshawa, en Ontario, pour discuter de la formation, « ils m'ont inscrit tout de suite », dit-il.

L'objectif de M. Wentland est de développer ses compétences en tant que pilote et technicien d'entretien d'aéronefs (TEA) afin qu'il puisse agir comme pilote vérificateur sur les aéronefs qu'il inspecte. Il pense que c'est un moyen idéal d'incorporer à la fois le vol et la maintenance dans ses objectifs de carrière à long terme. La bourse COPA Neil J. Armstrong l'aide à atteindre cet objectif en finançant une grande partie de sa formation au pilotage.

Avant son premier vol avec son instructeur, M. Wentland n'avait été dans un petit avion qu'une seule fois auparavant lors d'un événement COPA pour les jeunes (COPA for Kids) à Lindsay, en Ontario, alors qu'il avait dix ans. Grâce à sa formation TEA, M. Wentland connaissait déjà très bien le fonctionnement de l'avion en arrivant à son premier vol d'entraînement. « J'ai mieux compris

comment les choses étaient connectées, cela m'a donné une meilleure compréhension globale de l'avion », dit-il.

M. Wentland a commencé sa formation TEA suivant ses études secondaires en 2018. Il s'est inscrit à un programme TEA de quatre ans comprenant des modules de formation en classe et pratiques. Sa formation en classe comprend des périodes d'études de neuf semaines commençant en janvier de chaque année au Manitoba, suivies d'un retour en Ontario pour le reste de l'année où il met ses connaissances en pratique, travaillant avec un TEA licencié effectuant l'entretien de base sur les aéronefs, tout ce en travaillant sur sa PPL. La troisième année de sa formation pratique TEA (Niveau 3) débute le 19 octobre 2020.

M. Wentland dit que ses manœuvres préférées à pratiquer sont celles impliquant une récupération après un décrochage, une spirale ou une vrille. Il dit aimer ces exercices, car ils permettent de garder le contrôle de l'avion alors qu'il semble hors de contrôle. « C'est satisfaisant de savoir que vous allez décrocher et entrer en vrille, mais vous pouvez vous en sortir ».

La pandémie COVID-19 a retardé le retour de M. Wentland à l'entraînement, mais il est sûr qu'il pilotera d'ici la fin de l'été. Il a accru 19,6 heures d'instruction avec un instructeur et son premier vol solo approche à grands pas. « Je suis prêt à redémarrer dès que mon instructeur le sera », dit-il, impatient de regagner les commandes.

Ce récipiendaire de la bourse COPA Neil J. Armstrong continue d'inspirer alors qu'il travaille pour poursuivre sa carrière d'apprenti TEA et sa formation au pilotage. ✈️



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# IMPENDING PILOT SHORTAGE

THE PANDEMIC HAS ONLY SLOWED THE ONSET

BY PAUL HARRIS



◀ Paul Harris is the manager of flight operations at the Pacific Flying Club.

## GENERAL AVIATION

General aviation, which is all aviation except for scheduled passenger service, military and state operations, grew rapidly in Canada after the Second World War in ways not enjoyed by many other countries. It was part of the Canadian cultural experience. This led to the formation of flying clubs and flying schools. Thousands of Canadians became pilots and took to the skies, both for recreation and for professional careers. It was nurtured by three key factors:

- The British Commonwealth Air Training Plan, which had provided flight training to thousands of Canadians, introduced the excitement of aviation to thousands more and left a legacy of dozens of airfields across the country;
- The recognition of the massive benefits of general aviation in opening up transportation links to large, remote areas of Canada, allowing for their economic development; and
- A public fascination with aviation and sense of the glamour and prestige of being a pilot in the decades after the war.

However, according to Transport Canada statistics, since the 1990s there has been a slow decline in the total number of general aviation pilots. But that reduction doesn't tell the full story. The decline is larger than the raw numbers show. Nearly half of new pilots being trained in Canada now are from overseas. When adjusted, the actual numbers are staggering. In Canada, 51 percent of private pilots are over 50 years old. More significantly, 31 percent are over 60. Just 14 percent are under 30 years old. What will it be in 20 years?

**Standing atop the metaphorical vantage point of a 35-year professional flying career and peering toward the horizon, I fear for the future of general aviation in Canada. If collective steps are not taken soon by pilots, the industry and regulators, we will gradually lose one of the most amazing, important and, let's face it, fun economic sectors that Canadians have enjoyed since the Second World War.**

Consider this my call to arms — my call to action.

According to a March 1, 2019 article in Wings magazine by Brian Dunn, a 2018 report by the Canadian Council for Aviation “estimates Canada should be producing an extra 300 pilots a

year to meet demand of a growing air travel industry. Projections show that the industry will need an additional 7,300 pilots by 2025.” Dunn continued, “Less than 1,200 new commercial pilot licences were issued in 2016 and almost half of those were issued to international students. The 1,200 figure is down 28 percent from the 2009 peak of 1,645 licences.” Dunn also noted that “there will be a shortage of close to 3,000 pilots by 2025”.

Canada, like the rest of the world, is suffering from a significant pilot shortage. The temporary impact of the COVID-19 pandemic will delay the problem but not end it. A strong general aviation sector will be needed to meet this demand.

**THE SOLUTIONS?**

A significant cultural shift has created the decline of general aviation so there needs to be significant cultural solutions. What needs to be done? Smarter people than me will come up with better solutions, but here are a few ideas that I have seen recently.

The first is that the pilot community needs to find ways to make flying more accessible and affordable. For example, a pilot I know is developing a way to allow qualified and current pilots to easily rent private aircraft, similar to short-term vacation rentals or car-sharing. There are thousands of aircraft sitting in hangars or on airport infields across Canada that not being flown. Owners know it is often cheaper to maintain an aircraft that is flying than one that isn't. The idea is to get them flying.

Another pilot proposed building a chain of bunkhouses at airports so that people could fly small aircraft longer distances without needing to rent hotel rooms along the way. They could be maintained by local clubs or associations. We can rebuild that sense of community we've lost.

The second main cultural shift needed is to better engage pilots at an early age. Many young people enter aviation through air cadets. General aviation must find ways to support air cadets in a time of shrinking budgets. In addition, general aviation needs to expand its cultural reach beyond its historically

military roots to become broadly enticing within today's diverse youth culture. Teenagers need a reason to participate in piloting. For example, several high schools give credit for the completion of the private pilot written exam. Why couldn't this be a national program?

Taking kids on familiarization flights is critically important to general aviation. Often that good work is not followed up

*"WE NEED TO REBUILD AND SHARE THE SENSE OF WONDER THAT PILOTS FEEL AND DRAW ATTENTION BACK TO AVIATION..."*

with further opportunities. That further engagement could be online, in schools or through youth programs.

We also need to keep in mind what we're up against. There was a time when aviation was leading-edge technology and cool, from the aces of the Second World War through to test pilots and astronauts in space. It was exciting. Movies were made about the heroes of the sky. We need to rebuild and share the sense of wonder that pilots feel and draw attention back to aviation from other technology and interests that appeal to young people.

**WHAT'S AT STAKE?**

General aviation as we know it is at stake; the ability to earn a pilot's licence and the extraordinary opportunity to enjoy the freedom to fly across this great country. The aviation community that I have had the privilege of serving as an instructor and pilot examiner throughout my career is at stake. Pilots need to come forward to address these issues in meaningful ways.

If we don't start the conversation, participation will continue to fall. We need to think like the soccer and hockey associations that receive lots of government support building rinks and fields because of a demonstrated interest and demand. With a drop in participation, there will be a drop in government support for the general aviation facilities that we all use.

As I said above, this is my call to arms, my call to action. I'm hoping others in Canada's general aviation community will join me in coming up with solutions to rebuild the piloting activities that we all cherish so much.

*Paul Harris is the Manager of Flight Operations at Pacific Flying Club in Delta, British Columbia and a Transport Canada Pilot Examiner. A 25,000-hour-plus pilot, he was awarded the David Charles Abramson Flight Instructor Safety Award in 2012. He can be reached at paul7262581@gmail.com.*



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# THE ADVANCED ULTRA-LIGHT

WHERE WE ARE AT 30 YEARS ON

BY JACQUES GAGNÉ



Around 1980, ultra-light single-seaters began to roam the Canadian skies. 'Training two-seaters' made their appearance around 1982 and, in 1983, Transport Canada began to regulate their activity through the establishment of licences and training units (schools). The two-seater was then to be used only for training, but in fact the second seat was often occupied by an illegal passenger.

Because of weight constraints, the first planes were open cockpits. Given the typical Canadian climate, many pilots wanted a closed cabin and, ideally, heating. Several Canadian manufacturers proposed new models, but most exceeded the legal weight to be considered ultra-light (which was then 195 kilograms or 430 pounds, including the full tank of fuel).

Over the years the addition of four-stroke engines, ballistic parachutes and other safety-enhancing equipment have increased the weight of the aircraft. In



1989, faced with the demand to transport a passenger, as well as pressure from industry and associations such as UPAC (Ultra-light Pilots Association of Canada) and COPA, Transport Canada defined a new category called Advanced Ultra-Light Aeroplanes (AULA) for which document TP10141 presented design standards.

With this new category, manufacturers could continue to sell kits, but

▲ (top) The author (r) and Victor Goodyer with their Zenair CH701 in September of 1990.

also factory-produced ready-to-fly airplanes, which were in high demand by conventional pilots. The manufacturers who helped establish the TP10141 were Zenair (with the CH701 and CH601), Ultravia (with the Pelican) and Murphy Aircraft (with the Renegade and Rebel).

PHOTOS: SUBMITTED

In early 1990 I travelled to Florida for the Sun n' Fun event with my friend and business partner Victor Goodyer. We met Zenair there, signed a distribution agreement for Quebec and, above all, ordered a CH701, which was to become the very first AULA in Canada.

Towards the end of May we went to purchase kit #7-1514, fitted with a Rotax 582 engine (the 912 was not available yet) with Zenair's promise that we could register it as AULA. The manufacturer was planning its first open house in Ontario on September 22, which left us four months to assemble the aircraft. Estimated time required according to Zenair would be 300 hours. In fact, it took a lot more, the instructions sometimes lacking in details.

The process to register the aircraft with Transport Canada in Dorval,

---

*"MOST COUNTRIES  
HAVE ADOPTED THE  
AMERICAN DEFINITION,  
ESPECIALLY FOR THE  
MAXIMUM MASS OF  
600 KG."*

---

Quebec was unsuccessful because this office was not yet familiar with AULAs. To remedy, Zenair had to register the aircraft in its name in Ottawa before transferring it to us. In August, 1990 we therefore had in hand the certificate of registration (C-ICTZ) of the very first Advanced Ultra-Light Aeroplane in Canada—but we still didn't have a plane.

We went to great lengths to solve the assembly challenges and on September 20, just two days before Zenair's open-door event, I took a first 10-minute flight, followed by a second with Victor, now a legal passenger. The next day, after the last touches of paint and a complete check, we took off to cover the 500 miles that separated Quebec from Midland, Ontario.

The weather being bad, we made a stopover for the night south of Montreal before setting off again in the rain to finally arrive at our destination by going around the storm cells. Chris Heintz, the designer of the CH701, inspected the aircraft and found nothing wrong with it. As Victor had to go back to work, he returned to Quebec by commercial flight. I then left solo the next day, with a tailwind of 25 knots and a ground speed of 100 mph. I had never flown so fast in an ultra-light. Since then, the 701, the turbulence and I have become good friends.

In 1991 Transport Canada came out with the Ultra-light Aeroplane Policy and the Interim Policy for Advanced Ultra-light Aeroplanes. These two documents were replaced in 1996 by the Ultra-Light Aeroplane Transition Strategy.

Over the years, Transport Canada has withdrawn from the TP10141 design standards to let the Light Aircraft Manufacturer Association of Canada (LAMAC) reformulate them as DS10141. Unfortunately, this association is no longer active and the last version of DS10141 is 16 years old. Today, there are virtually no Canadian manufacturers of ultra-lights.

In 30 years, the global ultra-light industry has changed a lot. Elsewhere in the world we are now talking about Light Sport Aircraft (LSA). Most countries have adopted the American definition, especially for the maximum mass of 600 kg, and manufacturers build their ultra-light planes according to this specification. Unfortunately, as there is no longer an advanced ultra-light industry in the country, Transport Canada, for lack of personnel, among other reasons, has shown little progress and our regulations (specifically, a maximum takeoff weight of 560 kg) are lagging behind the rest of the world.

In these hard times, change is difficult to come by, but we do need it — as soon as possible. 🛩️

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# L'ULTRA-LÉGER ÉVOLUÉ OÙ NOUS EN SOMMES 30 ANS PLUS TARD

PAR JACQUES GAGNÉ

Les ultra-légers monoplaces ont commencé à sillonner le ciel canadien vers 1980. Quant aux «biplaces d'entraînement», ils ont fait leur apparition vers 1982, et en 1983 Transports Canada commençait à réglementer cette activité par la mise en place de licences et d'unités de formation (écoles). Les biplaces devaient alors servir seulement à l'entraînement, mais dans les faits, le deuxième siège était souvent occupé par un passager...illégalement.

Contraintes de poids obligent, les premiers avions étaient à cockpit ouvert. Mais vu le climat typiquement canadien, de nombreux pilotes désiraient une cabine fermée et, idéalement, du chauffage. Plusieurs manufacturiers canadiens ont donc proposé de nouveaux modèles, mais la plupart dépassaient le poids légal pour être considérés comme ultra-légers (qui était alors de 195 kg ou 430 lb, incluant le plein d'essence).

Au fil des ans, l'ajout des moteurs à quatre temps, parachutes balistiques et autres équipements améliorant la sécurité ont fait augmenter le poids des appareils. En 1989, face à la demande croissante pour transporter un passager ainsi qu'à la pression de l'industrie et des associations telles que l'UPAC (Ultra-light Pilots Association of Canada) et la COPA, Transport Canada a défini une nouvelle catégorie : les avions ultra-légers de type évolué (AULE) dont les normes de conception étaient présentées dans le document TP10141.

Avec cette nouvelle catégorie, les manufacturiers pouvaient non seulement continuer à vendre des kits, mais aussi produire en usine des avions prêts à voler, fortement demandés par les pilotes «conventionnels». Les manufacturiers qui ont contribué à établir le TP10141 étaient Zenair (avec le CH701



et le CH601), Ultravia (avec le Pélican) et Murphy Aircraft (avec le Renegade et le Rebel).

Au début de l'année 1990, je me suis rendu en Floride pour l'événement Sun n' Fun avec mon ami et associé Victor Goodyer. Nous y avons rencontré Zenair, signé une entente de distribution pour le Québec et, surtout, commandé un CH701 qui allait devenir le tout premier AULE au Canada.

Vers la fin mai, nous sommes allés chercher le kit # 7-1514, équipé d'un moteur Rotax 582 (le 912 n'étant pas encore disponible) avec la promesse de Zenair que nous pourrions l'immatriculer comme AULE. Le manufacturier planifiait sa première journée porte ouverte en Ontario le 22 septembre, ce qui nous laissait quatre mois pour assembler l'avion. Estimation du temps requis selon Zenair : 300 heures. En réalité, il en a fallu beaucoup plus, les instructions manquant parfois de précision.

Les démarches pour immatriculer l'avion auprès de Transport Canada à Dorval, au Québec, se sont soldées par un échec. Comme ce bureau ne connaissait pas encore les AULE, Zenair a dû immatriculer l'appareil à son nom, à Ottawa, avant de nous le transférer. En août 1990, nous avons donc en main le certificat d'immatriculation (C-ICTZ) du tout premier avion ultra-léger évolué au Canada...mais nous n'avions toujours pas d'avion.

Nous avons mis les bouchées doubles pour solutionner les défis d'assemblage et le 20 septembre, soit seulement deux jours avant la porte ouverte de Zenair, j'ai fait un premier vol de 10 minutes, suivi d'un deuxième avec Victor, maintenant passager légal. Le lendemain, après les dernières touches de peinture et une vérification complète, nous avons décollé pour parcourir les 500 miles qui séparaient Québec de Midland, en Ontario.

La météo étant mauvaise, nous avons fait escale pour la nuit au sud de Montréal avant de repartir dans la pluie pour finalement arriver à destination en contournant les cellules orageuses. Lundi matin, Chris Heintz, le concepteur du CH701, a inspecté l'avion et n'a rien trouvé à redire. Victor étant retourné au boulot la veille à Québec par vol commercial, je reparti donc en solo après diner, avec un vent de dos de 25 nœuds et une vitesse sol de 100 mph. Je n'avais jamais volé aussi vite en ultra-léger! Depuis, le 701, la turbulence et moi sommes devenus bons amis.

En 1991, Transports Canada a élaboré la Politique relative aux avions ultra-légers et la Politique provisoire relative aux avions ultra-légers de type évolué. Ces deux documents ont été remplacés en octobre 1996 par la

Stratégie de transition relative aux avions ultra-légers.

Au fil des ans, Transport Canada s'est désengagé des normes de conception TP10141 pour laisser la *Light*

« CHRIS HEINTZ, LE  
CONCEPTEUR DU CH701,  
A INSPECTÉ L'AVION  
ET N'A RIEN TROUVÉ  
À REDIRE. »

*Aircraft Manufacturer Association of Canada (LAMAC)* les reformuler en DS10141 (*Design Standards*). Malheureusement, cette association n'est plus active et la dernière version du DS10141 date de 16 ans. De nos jours, il

n'y a pratiquement plus de manufacturiers canadiens d'ultra-légers.

En 30 ans l'industrie mondiale de l'ultra-léger a bien changé. Ailleurs dans le monde, on parle maintenant de *Light Sport Aircraft (LSA)*. La majorité des pays ont adopté la définition des États-Unis, notamment pour la masse maximale de 600 kg, et les fabricants construisent leurs avions ultra-légers en fonction de ce poids. Malheureusement, comme il n'y a plus « d'industrie de l'ultra-léger évolué » au pays, Transport Canada, par manque de personnel, entre autres, tarde à agir et notre réglementation (maximum 560 kg) est en retard sur le reste du monde.

En ces temps difficiles, nous ne sommes pas près de voir des changements. Et pourtant, nous en avons grandement besoin. 🇨🇦

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# DELIVERING AN AIRPLANE

## CROSS-COUNTRY FLYING IN COVID TIMES

BY G. ALAN HEPBURN



Early in 2020 I got a call from Pierre, for whom I'd apparently done a previous ferry flight, asking me if I'd accompany him to Saskatoon to bring a Cessna 172 he'd just purchased back to the Ottawa area. Pierre was a low-time pilot with very little recent experience, and this lack of experience reflected in his expectations. He wanted to do the trip as soon as possible, but to get reasonable airfares, he would have to purchase the tickets several weeks in advance. The 172 was apparently strictly VFR-equipped and forecasting a suitable weather window three weeks in advance in the middle of a Saskatoon winter is, of course, next to impossible, so I advised him to delay the trip until the more benign weather of May or June. He apparently didn't find any more acceptable advice elsewhere and arranged to have the airplane parked in Saskatoon until the spring.

Then COVID-19 struck. This certainly didn't make organizing a ferry flight any easier. However, as we moved in to May, the initial pandemic panic subsided and it did seem that the trip might

be possible, if we could find an economic way to make the trip westbound. Then Pierre got lucky. I happened to mention to some fellow members of the International Comanche Society that we were looking for a ride to Saskatoon, and Mike, a Comanche owner, was by now so stir crazy with COVID isolation that he offered us a ride in his Twin

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*"LOOKING DOWN AT THE TRAFFIC ON THE HIGHWAY, IT WAS CLEAR THAT THE CARS WERE GOING FASTER THAN WE WERE..."*

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Comanche for the price of the gas. He was also extremely flexible with respect to schedule.

After looking at the long-term weather forecasts and the long-term surface prognoses on NOAA for a few days, it appeared that a window was open-

▲ Headwinds truncated the first leg of the return journey, causing us to divert to Yorkton.

ing up for the weekend of June 13-14. A low was forecast to pass through our route by the 12<sup>th</sup>, which would allow the trip westward with some fairly benign IFR conditions on departure, improving as we went west. We'd have to be out of Saskatoon on the 13<sup>th</sup> though, as a rather mean looking frontal system was due to arrive there the following day. By this time, COVID restrictions had relaxed sufficiently that they should not present a problem as long as the three of us were willing to accept the risk of being cooped up in a small airplane together for a couple of days. There was, however, no possibility of doing any portion of the trip through the United States, which would normally have been my preference. The countryside north of Lake Superior can be a little desolate. Pierre checked the availability of avgas at our expected stops and it looked like there would be no problem, though service hours might be curtailed.



Pierre and Mike were agreeable, and we met on the morning of June 12 at Pembroke and headed west. Our first fuel stop would be Marathon, Ontario and we departed IFR at around 08:30. There was a bit of cloud around, but nothing challenging. As we flew further west, conditions improved and Mike suggested that we amend the destination to Nakina (CYQN), a few miles northwest of Marathon. It seemed that he had pleasant memories of hunting, shooting and fishing in the area. Accordingly, we gassed up at Nakina. The only food available was a sandwich bought at a stand across the road from the airport. Then we jumped aboard again and hit our first obstacle — the left engine wouldn't crank. Hand swinging the prop didn't look like a very safe proposition due to the position at which the prop was installed so, in an effort to localize the problem, we got a truck with jumper cables and hooked it straight to the starter solenoid. Still no joy, so we took off the engine cowls and put the jumper straight on the starter motor. Again, no sign of life. By this time, it was beginning to look as if we might be looking for alternate means of transportation out of Nakina. No buses, no trains. The only possibility was a \$400 cab ride to Thunder Bay, followed by a two-day wait for the first flight. Then Mike talked to his mechanic, who suggested tapping the starter motor with a hammer. On the third attempt, the motor showed signs of life and we bolted the cowls back on a jumped aboard. The engine started, and we were on our way to Gimli, Manitoba in wide open VMC. There, we decided not to shut the offending engine down and refuelled it at the pumps while it was still running. That's one advantage of self-serve pumps. At Saskatoon the engine did, of course, have to be shut down for the night, but when Mike parked the airplane, the starter showed every sign of working normally. It did, in fact, take him back to Ontario with no further trouble. That night we enjoyed the second-best meal of the trip — a micro-

waved frozen dinner from the hotel's vending machine.

The next morning, we took a look at Pierre's 172. It was a pretty tired-looking airplane and only had one VHF COM and a mode C transponder, so the trip home would be strictly VFR. A look at the weather confirmed that this should be possible, although a low centred over northwest Ontario promised headwinds at the start of the journey, and that system was still threatening from the Alberta-Saskatchewan border. We filed to Gimli, Man. and got airborne with an outside air temperature of about 24°C. In the air, it soon became apparent that the oil temperature had an affinity for the red line. With very careful management of the rate of climb, Pierre was able to keep it just in the green. The oil pressure was also rather low. Looking at the panel, it was clear that a digital oil temperature readout had been installed in addition to the standard analog gauge. We later found that some extra cooling holes had been cut in the bottom of the cowl, so we suspected that the previous owners were well aware of the oil temperature problem. In fact, it seems that this overheating problem may be common in Lycoming O-320s that have been upgraded to 160 hp. I'm sure Pierre would appreciate any suggestions for how to deal with this problem.

Looking down at the traffic on the highway, it was clear that the cars were going faster than we were, so it looked like we were seeing 50-knot headwinds. Dividing 1,200 miles by our 40-knot groundspeed, it began to look like a long trip home. It was also clear that we'd be out of gas before we reached Gimli, so I changed our destination to Yorkton, Saskatchewan. After gassing up at Yorkton, we filed for St. Andrews, just north of Winnipeg. As we got further along the way, the outside air temperatures dropped, as did the headwinds.

I decided that, rather than fly twenty miles over Lake Manitoba, we would make a dogleg around the south end of the lake. Flying north of Portage La




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Prairie, and navigating using the VFR Navigation Chart, I already had the single COM radio tuned to Winnipeg Terminal and was surprised to get a call from them before I called them. It seems that I had unwittingly blundered into their Class C airspace. If I'd been using the Terminal Area Chart, as I should have been, it would have been much easier to avoid this mistake. However, Winnipeg fortunately didn't take any further action. If I'd been flying IFR, as I usually do in my own airplane, there would have been even less chance of getting into this kind of trouble.

Approaching St. Andrews, the groundspeed improved to the point that reaching Kenora would be no problem and, wanting to put as much distance between ourselves and that storm system over western Saskatch-

ewan as possible, I changed our destination to Kenora.

On the ground at five o'clock, we were too late for gas but had no problem

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*"I...HAD THE SINGLE COM RADIO TUNED TO WINNIPEG TERMINAL AND WAS SURPRISED TO GET A CALL FROM THEM BEFORE I CALLED THEM."*

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getting a cab ride to the nearest motel strip. The only option for supper that evening was A&W. Next morning, even McDonald's was closed at 8 o'clock, so it was

back to A&W for breakfast. We were soon airborne for Marathon, Ont. with nothing but severe clear VMC ahead of us. Approaching Marathon, I decided to extend to Wawa, as the extra eighty miles would allow us to make Rockcliffe comfortably without another stop. In Wawa, getting gassed up was again no problem, but we had a one-kilometre hike to the nearest Tim's for lunch, after which we had an uneventful last leg to Rockcliffe. On arrival Pierre's wife had tandoori chicken picnic supper for us — the best meal of the trip by far! The 1,300-nm return trip from Saskatoon took 18 hours, for an average groundspeed of 72 knots.

Cross-country flying in the COVID era is still practical. Just check for avgas availability before you start and don't plan on the cuisine being a gourmet experience. And try to avoid mechanical problems! 🛩️

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# ENFORCEMENTS

## QUEBEC REGION

**A person operated a VFR aircraft in Class C airspace when they had not received a clearance from the appropriate air traffic control unit before entering the airspace.** (CAR 601.08(1), \$1,000)

**A person operated a VFR aircraft in Class C airspace when they had not received a clearance from the appropriate air traffic control unit before entering the airspace. The person also operated an aircraft in a special aviation event without being the holder of a special flight operations certificate-special aviation event.** (CAR 601.08(1), \$750; 603.06, \$1,500)

## ONTARIO REGION

**A person operated a remotely piloted aircraft system (RPAS) in such a reckless or negligent manner as to endanger or likely to endanger aviation safety or the safety of any person. The person operated a RPAS that was not registered in accordance with this Division. The person operated a RPAS at a distance of less than 100 feet (30 m) from another person, measured horizontally. The person also operated the RPAS without being the holder of a pilot certificate.** (CAR 900.06, \$1,000; 901.02, \$250; 901.26, \$1,000; 901.54(1), \$250)

**A person failed to operate a remotely piloted aircraft system (RPAS) at a special aviation event in accordance with a Special Flight Operations Certificate-RPAS issued under section 903.03.** (CAR 901.41(1), \$250)

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

**A person operated an aircraft that failed to conform to the noise abatement procedures/noise control requirements specified in the Canada Flight Supplement or Canada Air Pilot.** (CAR 602.105, \$1,000)

## PACIFIC REGION

**[Private] A person failed to ensure that required maintenance details were entered in the appropriate technical record. The person failed to install a new part on an aeronautical product that meets the standards of airworthiness applicable to the installation. The person also failed to install a used part on an aeronautical product that meets the standards of airworthiness that are applicable to the installation.** (CAR 571.03, \$1,000; 571.07(1), \$1,000; 571.08(1), \$1,000)

## RÉGION DU QUÉBEC

**Une personne a utilisé un aéronef VFR dans l'espace aérien de classe C sans avoir reçu l'autorisation de l'unité de contrôle de la circulation aérienne compétente.** (RAC 601.08(1), 1 000 \$)

**Une personne a utilisé un aéronef VFR dans l'espace aérien de classe C sans avoir reçu l'autorisation de l'unité de contrôle de la circulation aérienne compétente. La personne a aussi utilisé un aéronef lors d'une manifestation aéronautique spéciale sans autorisation aux termes d'un certificat d'opérations aériennes spécialisées-manifestation aéronautique spéciale.** (RAC 601.08(1), 750 \$; 603.06, 1 500 \$)

## RÉGION D'ONTARIO

**Une personne a utilisé un système d'aéronef télépiloté d'une manière imprudente ou négligente qui constituait un danger pour la sécurité aérienne ou la sécurité des personnes et alors que le système d'aéronef télépiloté n'était**


pas immatriculé en vertu de la présente section. Le pilote a de plus utilisé un système d'aéronef télépiloté à une distance de moins de 100 pieds (30 m), mesurée horizontalement d'une personne et la personne n'était pas titulaire d'un certificat de pilote pour un système d'aéronef télépiloté. RAC 900.06, 1 000 \$; 901.02, 250 \$; 901.26, 1 000 \$; 901.54(1), 250 \$

**Un pilote a omis d'utiliser un système d'aéronef télépiloté lors d'une manifestation aéronautique spéciale ou d'un événement annoncé, en conformité avec un Certificat d'opérations aériennes spécialisées-SATP. 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 901.41(1), 250 \$)

**Une personne 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, 1 000 \$)

**Une personne a utilisé un aéronef VFR dans l'espace aérien de classe C sans avoir reçu l'autorisation de l'unité de contrôle de la circulation aérienne compétente.** (RAC 601.08, 750 \$)

## RÉGION DU PACIFIQUE

**Une personne a omis de s'assurer que les détails du travail de maintenance avaient été consignés dans le dossier technique approprié. La personne a monté une pièce neuve sur un produit aéronautique alors qu'elle n'était conforme aux normes de navigabilité applicables. La personne a aussi monté une pièce usagée sur un produit aéronautique alors qu'elle n'était pas conforme aux normes de navigabilité applicables.** (RAC 571.03, 1 000 \$; 571.07(1), 1 000 \$; 571.08(1), 1 000 \$) 

# INCIDENTS + ACCIDENTS

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

## ATLANTIC REGION

**At approximately 1822Z, on July 20, 2020,** a privately-registered Robinson R44 II helicopter crashed in a wooded area near the Thornburn Lake Water Aerodrome, NL (CCW5). There were three (3) persons aboard the aircraft, one (1) of whom suffered fatal injuries. The second was listed in life-threatening condition and the third was injured, but stable. Emergency services arrived at the scene and the Joint Rescue Coordination Centre (JRCC) Halifax dispatched a Cormorant Helicopter to the area in order to provide MEDEVAC assistance, if required. The Transportation Safety Board of Canada (TSB) was notified and will soon communicate its decision regarding the deployment of investigators to the scene. On July 21, 2020, the TSB confirmed deployment of a team of investigators from Halifax who will travel to the accident scene to gather preliminary information and assess the occurrence. Transport Canada, Atlantic Region, has appointed a Minister's Observer who will assist the TSB in a remote capacity during the information gathering process. It was later clarified that the aircraft, previously registered in the Quebec Region, was in the early stages of being registered to a new owner in the Atlantic Region. Correspondence received to date indicates that the intended registration was indeed private.

## QUEBEC REGION

**A private Cessna 140X was flying** under visual flight rules from a private grass runway near Saint-Ours, QC, to Joliette, QC (CSG3), with a pilot and a

flight instructor on board. The aircraft began its take-off roll after the engine had been idling for approximately 10 minutes. The pilot-owner, who was flying, had some difficulty controlling the aircraft. The flight instructor, therefore, took control to complete the takeoff, which was carried out at midway, approximately 1,500 feet. A few seconds after the start of the initial climb, the instructor noticed that the speedometer indicated a engine rotation about 300 rpm less than normal and the aircraft was unable to maintain its decreasing speed. Although the throttle was fully open, the aircraft stopped gaining altitude and collided with the treetops. This resulted in a sudden stop of the aircraft, followed by a dive to the ground. The emergency locator transmitter (406 MHz) was activated and its signal was received by the Mission Control Center (Cospas-Sarsat). The aircraft sustained significant damage and a fuel leak occurred without a fire breaking out. The two occupants were seriously injured and taken to hospital.

## ONTARIO REGION

**A privately registered, amateur-built Van's RV 6** from Arnprior, ON (CNP3) to Arnprior, ON (CNP3) experienced an engine failure while on approach for Runway 28. An attempt to restart the engine was unsuccessful and the aircraft crashed into a field near Highway 17 and County Road 29. 2 souls on board (SOB), minor injuries. The Transportation Safety Board of Canada (TSB), the Joint Rescue Coordination Centre (JRCC) Trenton, the Aviation Operations Centre (AVOPS), and the National Operations Centre (NOC) were notified.

**The Ontario Provincial Police (OPP)** advised the Toronto Area Control Cen-

ter (CZYZ) that a privately registered Quad City Challenger II ultralight aircraft had crashed while conducting a Touch-and-Go in a field 5NM North of Picton, ON (CNT7). There was no NAV CANADA involvement. No operational impact. Injuries: 1

## PRAIRIE AND NORTHERN REGION

**An amateur-built, amphibious float** equipped Murphy SR3500 (Murphy Moose) was conducting a local sea-plane training flight from the Cooking Lake, AB (CEZ3) airport with 1 pilot, 1 training pilot and 1 passenger on board. Approximately 12 nm east of the Edmonton International Airport (CYEG), the aircraft collided with terrain. All occupants sustained fatal injuries; there was no post-impact fire. The aircraft's 406MHz ELT broadcasted a signal that was received by the JRCC in Trenton, ON.

**A privately registered Piper PA-25-235,** departed from a private strip near Fertile, SK, to conduct a fungicide aerial application of a field located approximately 9 miles south of Gainsborough, SK. During the spray operation, the aircraft struck a powerline with a tire. The aircraft pitched nose down and impacted the field and sustained substantial damage. The pilot sustained minor injuries. No ELT signal was received and first responders were not notified nor did they respond.

## PACIFIC REGION

**A downed aircraft was reported by a** British Columbia Helicopters Ltd. Guimbal Cabri G2 (C-GUET). The aircraft had two occupants. The aircraft was later identified as a privately registered Cessna 140 from Kelowna, BC (CYLW) to Pitt Meadows, BC (CYPK). Fatalities: 1, Injuries: 1

## RÉGION DE L'ATLANTIQUE

À environ 1822Z, le 20 juillet 2020, un hélicoptère Robinson R44 II, d'immatriculation privée, s'est écrasé dans une zone boisée près de l'hydroaérodrome de Thornburn Lake (CCW5), NL. Il y avait trois (3) personnes à bord de l'aéronef, dont une (1) a subi des blessures mortelles. On craint pour la vie de la deuxième personne; la troisième personne blessée est dans un état stable. Les services d'urgence sont arrivés sur les lieux et le Centre conjoint de coordination de sauvetage (JRCC) d'Halifax a dépêché un hélicoptère Cormorant dans la région afin de fournir une assistance MEDEVAC, si nécessaire. Le Bureau de la sécurité des transports du Canada (BST) a été avisé et communiquera bientôt sa décision concernant le déploiement d'enquêteurs sur les lieux. Le 21 juillet 2020, le BST a confirmé le déploiement d'une équipe d'enquêteurs d'Halifax qui se rendra sur les lieux de l'accident pour recueillir des renseignements préliminaires et évaluer l'événement. Transports Canada, région de l'Atlantique, a nommé un observateur ministériel qui assistera le BST à distance pendant le processus de collecte de renseignements. Il a été précisé par la suite que l'aéronef, précédemment immatriculé dans la région du Québec, en était aux premiers stades d'être immatriculé auprès d'un nouveau propriétaire dans la région de l'Atlantique. La correspondance reçue à ce jour indique que l'immatriculation envisagée était effectivement privée.

## RÉGION DU QUÉBEC

Un Cessna 140X privé, effectuait un vol selon les règles de vol à vue depuis une piste en gazon privée près de Saint-Ours, QC, à destination de Joliette, QC (CSG3), avec un pilote et un instructeur de vol à bord. L'aéronef a débuté sa course au décollage après que le moteur ait tourné au ralenti

pendant environ 10 minutes. Le pilote-propriétaire qui était aux commandes éprouvait quelques difficultés à contrôler l'aéronef. L'instructeur de vol a donc pris les commandes pour compléter le décollage qui s'est effectué à mi-piste, soit environ à 1 500 pieds. Quelques secondes après le début de la montée initiale, l'instructeur a remarqué que le tachymètre indiquait une rotation du moteur inférieure à la normale d'environ 300 tours par minute et que l'aéronef n'arrivait pas à conserver sa vitesse qui diminuait. Bien que la manette des gaz ait été pleinement ouverte, l'aéronef a cessé de prendre de l'altitude et est entré en collision avec la cime des arbres. La collision a provoqué un arrêt brusque de l'aéronef suivi d'un piqué vers le sol. La radiobalise de repérage d'urgence (406 MHz) s'est déclenchée et son signal a été capté par le Centre de contrôle des missions (Cospas-Sarsat). L'aéronef a subi des dommages importants et une fuite de carburant s'est produite sans déclarer d'incendie. Les 2 occupants ont été gravement blessés et transportés à l'hôpital.

## RÉGION DE L'ONTARIO

Un Van's RV 6, d'immatriculation privée et de construction amateur, d'Arnprior (CNP3), ON, à Arnprior (CNP3), ON, a subi une panne moteur en approche piste 28. Une tentative de redémarrage du moteur a échoué, et l'aéronef s'est écrasé dans un terrain près de la route 17 et de la route de comté 29. 2 personnes à bord (SOB), avec des blessures mineures. Le Bureau de la sécurité des transports du Canada (BST), le Centre conjoint de coordination de sauvetage (JRCC) de Trenton, le Centre des opérations aériennes (AVOPS) et le Centre national de l'exploitation (NOC) ont été informés.

La Police provinciale de l'Ontario (PPO) a informé le Centre de contrôle

régional de Toronto (CZYZ) qu'un aéronef ultraléger Quad City Challenger II, d'immatriculation privée, s'était écrasé alors qu'il effectuait un posé-décollé dans un champ à 5 NM au nord de Picton (CNT7), ON. Aucune implication de NAV CANADA. Aucun impact sur l'exploitation. Blessures : 1

## RÉGION DES PRAIRIES ET DU NORD

Un Murphy SR3500 (Murphy Moose), un aéronef amphibie avec flotteurs, de construction amateur, effectuait un vol local d'entraînement en hydravion depuis l'aéroport de Cooking Lake (CEZ3), AB, avec 1 pilote, 1 pilote d'entraînement et 1 passager à bord. À environ 12 NM à l'est de l'aéroport international d'Edmonton (CYEG), l'aéronef est entré en collision avec le relief. Tous les occupants ont été mortellement blessés; il n'y a pas eu d'incendie après l'impact. L'ELT à 406 MHz de l'aéronef a diffusé un signal reçu par le JRCC de Trenton, ON.

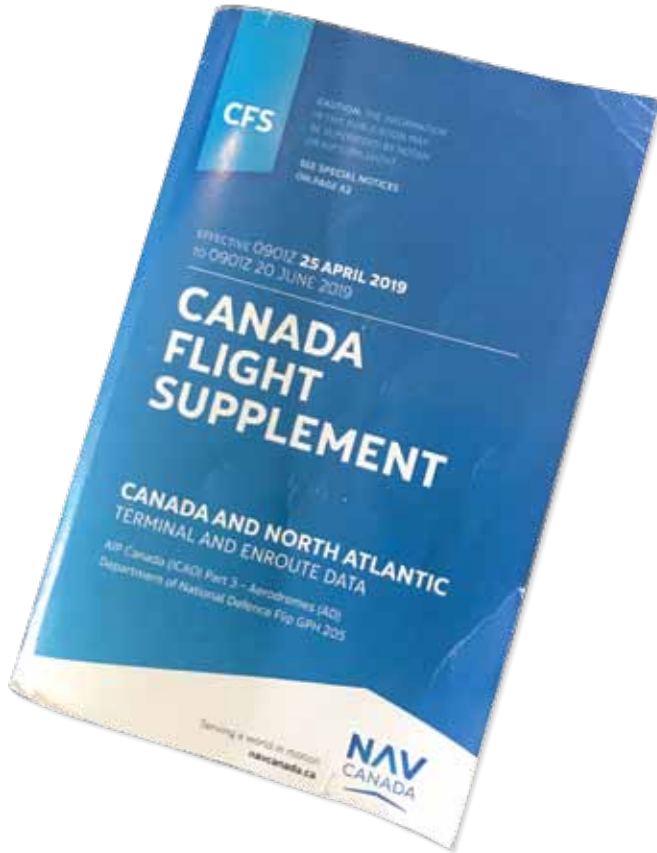
Un Piper PA-25-235 d'immatriculation privée a quitté une piste privée près de Fertile, SK, pour effectuer un épandage aérien de fongicide dans un champ situé à environ 9 milles au sud de Gainsborough, SK. Au cours de l'épandage, l'aéronef a heurté une ligne électrique avec un pneu. L'aéronef a piqué du nez, a percuté le terrain et a subi des dommages importants. Le pilote a été légèrement blessé. Aucun signal ELT n'a été reçu et les premiers intervenants n'ont pas été avisés ni n'ont répondu.

## RÉGION DU PACIFIQUE

Un aéronef qui s'était écrasé a été signalé par un Guimbal Cabri G2 (C-GUET) exploité par British Columbia Helicopters Ltd. L'aéronef avait deux occupants. L'aéronef a par la suite été identifié comme un Cessna 140 d'immatriculation privée de Kelowna (CYLW), BC, à Pitt Meadows (CYPK), BC. Décès : 1, Blessures : 1

# CANADA FLIGHT SUPPLEMENT

## TRANSITIONING FROM PAPER TO BITS AND BYTES



◀ The venerable but oversized paper CFSs are on their way out.

successful outcome. The information contained in the CFS is current only to the effective date of the publication. Since CFS information may be amended or cancelled, NOTAMs and AIP Supplements must also be consulted to ensure that you have the most current information. Airport information uses a number of abbreviations and designations. Knowing where the legend in the CFS is located is critical to understanding the airport environment. As an example, the Fuel section uses 'MG-1' to denote Mogas 87 octane. ICAO has established a standard aeronautical data update cycle of 28 days. Nav Canada is currently reviewing the readiness of their underlying systems to support doubling the current cycle frequency. The move away from paper will be an outcome of ICAO's standards. The transition to digital publications has a number of benefits including being environmentally friendly, contributing to Nav Canada's carbon footprint reduction requirements and cost reduction measures, and facilitates the move to a 28-day cycle.

Fast forward to 2020, most electronic flight bags (EFBs) includes the eCFS in addition to the airport information in their databases. Nav Canada provides aeronautical data to EFB providers through a commercial licence agreement that allows them to include the data within their products. Interestingly, FltPlan.com (a free EFB) includes the CFS airport pages in their products. Foreflight provides some, but not always all, the eCFS pages for an airport in the Airport tab. However, to view the entire eCFS, you need to download it first and select the CFS. You can then flip through the entire eCFS and it will automatically update

In 2019 Nav Canada announced that beginning in November of 2020 the paper copy of the Canada Flight Supplement (CFS) would no longer be published in favour of the electronic version. In January, 2020 they announced that the discontinuation of the paper CFS was put on hold. However, the paper format of the Canada Air Pilot (CAP & CAPGEN) will no longer be available as of November 5, 2020. Single purchases of the CAP and CAPGEN paper publications will be available up to and including the September 10, 2020 cycle. CARs 602.59 and 602.60 mandate that we must have, on board the aircraft, up-to-date airport information, aeronautical charts and publications, and that the pilot must be familiar with the available information that is appropriate for the flight.

The paper CFS was first published by Nav Canada in March of 2007, taking it over from Natural Resources Canada, and is published on a 56-day cycle. The Canada Water Aerodrome Supplement (CWAS) is a separate publication containing water aerodromes. They're also handy reference documents to brush up on aeronautical information. The electronic CFS (eCFS) was first released on the January 8, 2015 cycle, which is downloaded from Nav Canada's online store ([products.navcanada.ca](http://products.navcanada.ca)) as a series of PDF files. As of June, 2020 Nav Canada has approximately 1,000 customers who order the paper CFS and 1,100 customers who order the eCFS.


Having a complete understanding of the airport environment before arrival and departure helping to ensure a suc-

as long as your ForeFlight subscription to the Canada database is current. With the migration to smart devices and EFBs, the transition away from paper can be seamless. Transport Canada requires that there be a backup (i.e. at least two devices) in the cockpit with up-to-date data. In my case, I fly with an iPad, iPhone and a paper CFS. With panel-mounted USB ports, I'm confident that my devices won't run out of power. However, during the summer, with the greenhouse effect in the cockpit, I have had my iPhone shut down due to thermal overheating.

A simple transition strategy includes printing selected pages from the eCFS for the departure, destination and airports along your route of flight. You might also consider downloading the eCFS onto a second device. At some point, the demand for the paper CFS will diminish to a point that Nav Can-

ada will discontinue its publication. Now is a good time to convert to the electronic versions, either within an EFB or as PDF files downloaded from Nav Canada's online store. From a best practices perspective, I use sticky notes to flag the page in the paper CFS for my home airport and destination airports. "Discontinuing the paper CFS discussions are ongoing, and plans are not yet finalized, Anik Bertrand, director of stakeholder and commercial relations at Nav Canada said. "As part of Nav Canada's strategic objective to provide value to stakeholders, we are exploring alternative options to paper products. Paperless products will allow us to improve the timeliness of the product and its distribution, will support faster dissemination and will be more cost-efficient for our customers." Bertrand added, "Our goal is to eventually provide aeronautical in-

formation that is data-driven and supports a 28-day publication cycle, which will also result in fewer NOTAMS."

Nav Canada's eCFS is sold as an annual subscription in six regions at \$16.50 per region (plus applicable taxes). The eCFS for the Quebec region can be ordered in French or English. Simply select the region in Canada that you predominately fly in. You can order the entire eCFS for \$99 (plus tax) per year. The cost of a subscription to the paper copy of the CFS is \$99.00 (plus shipping and tax) and a single paper copy is \$29 (plus shipping and tax). The CFS is a cornerstone to a successful flight. Using the eCFS information on a smart device during flight is a great replacement for the book. But the paper book is a great backup to the electronic version. Now I'm wondering when the eCFS will be included in panel-mounted flight deck technologies. 



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# AVIATION'S NEXT GENERATION

## A GLIMPSE INTO THEIR EARLY DAYS

*With the three young pilots profiled below, this brings an end to Pilot Annie's series of inspirational stories about 12 young aviators from across the country who are in the early days of their flying careers, giving us an insight into the challenges they face. Instagram users are invited to follow along as they continue in their skyward trajectories. — Ed.*

### MANUEL ROBERT MCALISTER CALGARY, ALBERTA

Manuel Robert McAlister wanted to be a pilot for as long as he can remember. He grew up on a farm that was below the flight path into Calgary International Airport and was always mesmerized by the aircraft flying overhead. His first flight was in a Piper Super Cub with Alaskan Bushwheels out of a farm where he was able to experience landing on gravel bars and flying over fields looking for the owner's cattle. Manuel loved bush flying and wanted to attend a flight school that would give him the valuable experience he needed for his first job flying in the North.

Manuel completed his PPL at Sky Wings Aviation Academy in Okotoks, Alberta where he learned to land on short grass strips and gravel runways. He went

on to obtain an aviation diploma at Red Deer College, where he also received his commercial licence and multi-IFR rating. His first job was working for ISS Inc., a pipeline surveillance company out of Red Deer, where he gained a lot of great experience flying between 100 and 500 feet above the ground, searching for leaks and sending daily condition reports. Manuel worked there for a year before applying to Alkan Air Ltd., where he was hired as a medevac pilot flying a King Air out of Whitehorse, Yukon.

Flying out of the Yukon was a memorable adventure where Manuel met an incredible community and made great friends before moving up to a bigger aircraft. He is now flying for Jazz as a first officer on the Q400. In the future he would like to get into management and plans to complete a bachelor's de-



gree in business administration and, one day, get an MBA.

One thing that Manuel recommends to new pilots is to get your first job working for a company where you will be able to accrue PIC time. He was able to build 800 hours working as a survey pilot and attributes that to his success.

Follow along his aviation journey on Instagram @manuelrobertmcalister.

### JAKE LILEY LUCAN, ONTARIO

The proud owner of a Cessna 150, Jake Liley is a flight student at the Stratford Air Services at Stratford airport working toward his commercial fixed-wing licence. Jake's story is a little different than most; he completed his commercial helicopter licence before deciding to work toward his fixed-wing equivalent.

One of Jake's close friends growing up came from a family of pilots and he inspired him to pursue a career in aviation. They completed their fixed-wing ground school together in high school and, shortly after, Jake booked his first flight lesson. After his last year in high school he decided to switch to helicopters and trained with Essential Helicopters in North Bay, Ontario. When he

completed the one-year program, he drove across the country with his father looking for work.

Jake joined the mentorship program at Columbia Icefield Helicopter Tours, where he was able to build more time and gain experience in a mountainous region. Not long after, L R Helicopters Inc. offered him a job in Toronto flying the Global News helicopter, which he accepted. After two years of working in the city, and receiving low pay, Jake decided to resign and get a more traditional job where he could save some money and begin to pay off his debts. Jake moved back to his parents' home and started working for the family business.

Five years went by before Jake decided to pursue his passion for flight again and begin working toward his private



fixed wing licence. Deciding between airplanes and helicopters was difficult but ultimately he felt that there was more opportunity in fixed wing flying. His dream is to fly floats either locally or out west for a company like Harbour Air.

Follow along on Jake's aviation journey on Instagram @\_pilotjake.





**PRISCILLA DAVIS  
SIOUX LOOKOUT, ONTARIO**

An adventurous spirit with big ambitions, Priscilla Davis's family was not surprised when she decided to pursue a career in aviation. In 2014 Priscilla and her father helped start the Air Cadet program in Sioux Lookout. Priscilla started flying as a glider pilot in 2016 through the program in Gimli, Mani-

toba. She received her private licence through the cadet scholarship program and has been working toward her commercial licence since then at Rockcliffe Flying Club in Ottawa.

Priscilla's long-term goal is to get some northern experience or fly floats based in Sioux Lookout before getting involved with the airlines a few years later. Despite living far from any major Canadian centres Priscilla keeps involved by attending events like the Elsie MacGill Awards Gala, presented by the Northern Lights Aero Foundation, and the Canadian Women in Aviation Conference.

Her favourite part of aviation is going on cross-country trips with her friends in Ottawa and being able to share aviation with her family. Last year Priscilla was able to pick up her grandfather from Thunder Bay, Ontario on his 65th birthday.

To prospective pilots, Priscilla recommends reaching out to others and ask-

ing for advice. "Reach out as much as you can for help and try your best to network; it gives you the ability to lean on people for advice and help you see things differently than you would have on your own," says Priscilla.

Her biggest inspiration and motivation through her aviation journey has been her mother, who passed when she was a little girl. Priscilla is grateful for the financial support she received after her passing that has gone toward her flight training and says it has been a meaningful way to keep her as a part of her day-to-day life because it would not have been possible otherwise.

Follow along on Priscilla's aviation journey on Instagram [@priscillabryana03](#).

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# FLIGHT OF FANTASY

## FLYING FORMATION WITH MY LATE FATHER

**O**n an evening such as this, I can't resist taking stock. I've led a charmed flying life. From common and humble beginnings in a two-seat trainer out of a small field on the St. Lawrence, I grew to fly airplanes most pilots only ever dream of: warbirds that carry forward the lessons of history, high-performance aerobatic machines that made my heart race and, of course, my unique little biplane. I learned at the knee of good teachers; my dad included. I've made my share of mistakes and survived to learn from them. Despite several opportunities, I've never put as much as a scratch on an airplane and, by some miracle, have dodged the misfortunes that often befall aviators before their logbook feels the weight of a thousand hours.

I've had five years of flying this wonderful little anachronism born of a California dreamer and held together with wires and faith. In some 150 hours aloft in this open-air, leather-trimmed cockpit, I have tasted fear, shouted with glee, felt my heart soar under the gentle push of these stubby wings, and beheld beauty scarcely seen by the earthbound. I've given a measure of myself to the biplane, and she has etched much of herself onto me.

I feel safe up here despite the inherent dangers. In this cockpit, perhaps more than most, life is beautifully simple. It's measured in miles per hour, feet per minute and gallons per hour. The mechanics of flying are so ridiculously easy that one wonders why more don't take it up. Then again, I can't help feeling jealously protective. I'm happy to admit guests to this sanctuary but would prefer fewer permanent residents. The sky is a refuge for me. Life is easier to manage because I fly.

Today's time has passed. Soon, there will not be enough light to navi-



gate. We turn for home. The sun lies low on the western horizon. The sky above is nearly white. I squint against the brightness, cursing myself for not wearing the prescription sunglasses I've only just purchased for this exact situation.

A dark shadow passes in front of my eyes. It's so sudden that I nearly slam the stick to the right to avoid a mid-air collision with another airplane I've failed to see in the sun's glare. Instead, I draw a steadying breath and take no action. We are still flying and the shadow remains stationary, hanging in the hot disc of the sun. It's a familiar silhouette: a little biplane with wings laid one upon the other and joined by struts and wires. The whirl of the propeller glows. I bank my wings gently to the left. A fraction of a second later, the biplane matches our movements exactly.

At first, I think we are chasing our own shadow. But it can't be so. The sun is ahead and not behind. Our accidental quarry is most certainly another airplane. The shape of the tail is different, for one, and this ship has fairings around the wheels that resemble the extended talons of a bird of prey.

▲ Author Jonathan Rotondo enjoying the sheer joy of flying his Smith biplane.

As we creep closer, I can make out wings and tail of cherry red slashed with white, the same red across the fuselage but cleaved with a wide white band from cockpit to tail where, with some squinting, I can read the registration letters — C-FFAM.

It cannot be, and yet it is.

I slot my Smith in on the lead Smith's right wing, perhaps fifteen feet distant. The white-helmeted pilot nods and slightly rocks his wings.

I once asked my dad what he might like to do when he retired.

"Retire?" he repeated, incredulously. "I won't retire."

"Okay, well, what if you had, say, two months to do whatever you wanted to?"

"Well . . ." He paused and thought a while before smiling. "We'd get two airplanes and fly across the country."

His Smith has drifted in front of the sun, a violent magenta now, as it begins to dip below the distant horizon. The air around FAM's exhaust pipes shimmers and roils. The wings, fabric taut over fifty-year-old spruce ribs, glow. Here, framed between the wings and

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wires of my biplane, is an image that is for me alone. Dad's Smith dips her left wings and starts a slight turn toward the clear patch of land that is our home and destination. We follow.

As we sweep over the airport, Foxtrot Alpha Mike banks sharply to the right and breaks away to land. I watch the little biplane arc away and down—my dad's preferred gliding approach, a 180-degree turn finishing just above the numbers that identify Rockcliffe's remaining runway. Red and white starburst against the deep green of the land, he sweeps over the trees to the east of the field, across the perimeter road and then the boundary fence. As he descends and slows, FAM's brilliant colour fades, as though its existence in this world depends on altitude and speed. The Smith reaches the runway and is committed to land. She's barely visible as her nose rises gently so that the landing gear meets the asphalt at the proper angle. And then, they're gone.

I land at Rockcliffe just before night falls, taxi past the small plot of land where Foxtrot Alpha Mike once lived and shut down just outside our little hangar. In the light of the sun's last gasp, I run a damp rag across the Smith's cowling and the leading edges of each wing. Not a bug. Not a single one. It is as though we never left the ground at all.

I can hear the soft ticking of the cylinders cooling. My hand can feel the warmth of a tired engine beneath the cowling. Even the gas gauge, as fallible as it may be, indicates we burned some five gallons of fuel. While parts of this flight were fantasy, others were rooted firmly in reality. Somehow, we found a current aloft that bridged the two worlds so that we could fly together once more. ✈️

*The above excerpt is from Airborne: Finding Foxtrot Alpha Mike, just one of the eloquent stories Jonathan Rontondo writes about flying and his Smith biplane. To purchase a copy, see The Aviator's Bookshelf section in this issue for ordering details. — Ed.*



Photo by Mike Reyno

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# SEVERE TURBULENCE

LEARNING THE HARD (AND BUMPY) WAY

*By David Lamb*



▲ Author David Lamb in his Van's RV-7A over the Prairies.

**T**he fall weather was shaping up in our favour and the planned trip to Vancouver Island showed Springbank, Alberta (CYBW), just west of Calgary, to be exactly halfway. It was right on the direct line between our home base in Tisdale, Saskatchewan (CJY3) and Nanaimo, British Columbia (CYCD). My wife Marlien and I had been looking forward to the trip for some time and it would be one stop each way.

Departure day showed fine weather all the way to the coast and, after two hours and fifty minutes, we stopped in Springbank for fuel and lunch. The Rockies looked inviting to the west. We had driven the Trans-Canada Highway west from Calgary a number of times, but this was the first flight to the coast in the Van's RV-7A. Sticking to the published and recommended visual flight route, we followed the little diamonds on the map and stayed along the highway, below the peaks. We soaked up the scenery. The ride was smooth and the only odd look we got was from an eagle that we passed as it soared in a gentle thermal.



◀ David Lamb's RV-7A is equipped with a state-of-the-art glass panel.

The route by Canmore, Banff and Lake Louise in Alberta, and then Golden and Penticton in British Columbia was clear and calm and everything we could have asked for. Sliding north a little we went over Kamloops, where we gave a position report to Pacific Radio, then tracked across to Pemberton, keeping an eye out for gliders. South by Whistler and over Squamish, we then cut across the Salish Sea to Nanaimo. The airlines would be hard pressed to provide such an enjoyable or expeditious ride.

After visiting for a few days and enjoying sightseeing flights around the island, it was time to head home. The weather for the eastbound trip looked good as well. Nice tailwinds with some mid-level cloud over the Lower Fraser Valley, but high-scattered cloud to the east.

I had always wanted to fly the visual flight route along the foothills north of the City of Vancouver and it turned out to be easy. We talked to the terminal guy on the radio and he was happy with us squawking and flying at 2,500 feet from the Horseshoe Bay

ferry terminal via North Vancouver, east past Coquitlam, Maple Ridge, Abbotsford and Chilliwack. Around Hope I punched in direct to Springbank on the GPS, as this was our flight-planned route, and we climbed to 9,500 feet. We gave a position report to Pacific Radio abeam Princeton, another almost over Kelowna and a third abeam Fairmont.

The Rockies get taller as you proceed further east and we were now up to 11,500 feet. The good news was we were picking up much more of a tailwind than we had anticipated. As we approached the Sunshine Village ski area west of Banff under clear skies, the Rockies are at their highest for the route and, since I figured we were within 3,000 feet of the terrain along the route, we went up to 12,500 feet. We were smoking along. Our groundspeed was over 200 knots and we had a true airspeed of 150 knots. Good stuff; we had 50 knots of tailwind and a smooth ride. Banff was coming up on the left and we were going to descend right over Canmore.

When you fly high the descent prompt on the GPS comes into view earlier than you might expect. Well west of Canmore it suggested we start down for Springbank. "Oh well," I thought, "I guess we have to lose the tailwind eventually." I adjusted the autopilot and set in a 400-foot-per-minute descent knowing we would go high on the profile. I didn't want the indicated airspeed to pick up too quickly and thought we would hang onto the tailwind a bit longer.

Within three minutes we were in moderate turbulence — autopilot off. We were no longer enjoying the scenery. The mind starts to spin, and all the meteorology classes start to come back. "Low-level jet streams over the mountains, turbulence, oh yeah," I thought. It got worse — fast. Both of us tightened our shoulder harnesses and seatbelts, but it was not enough. We both banged our heads on the canopy. The pounding was incessant, roll rates were exceptional and we were, for brief periods, out of control. The instrument panel was a blur and unreadable. We had up to 70 degrees of roll both left and right. The camera that was sitting on the glareshield leapt up and arced by my head; it ended up in the cargo area.

The little airplane was taking a hammering, as were the occupants. All I could think of at this time was, "Slow down and go down." Engine shock-cooling briefly passed through my mind, very briefly. I closed the throttle and pulled up the nose to bleed airspeed. It seemed to take a long time to slow. I asked my wife, "How are you doing?" Dumb question! "Will you make it stop?" she answered. "I would love to" I thought. As the speed slowly came below 90 knots indicated, control improved and the pounding seemed to lessen, but only a little. I looked down at the Town of Canmore and thought "If we come apart, they



won't have any difficulty finding the wreckage. We will be all over town."

As we sank toward the Trans-Canada Highway, both of us were stunned. I slowly eased the power up, thinking about the engine, and leveled off at 1,000 feet above the traffic. We had continuous light to moderate turbulence, but at least we were under control. Pressing on eastward at a reduced cruise speed, eventually the ATIS for Springbank came in: "Sigmet — severe turbulence in the lee of the Rocky Mountains to the west of Calgary below 12,000 feet." No guff! The wind on the ground in Springbank was steady from the west at 25 to 30 knots and we had turbulence right to touchdown.

In all my years of flying I have never before had severe turbulence and I don't want to experience it again. I inspected the RV-7A more thoroughly than it has ever been inspected and found it to be solid. A check of the Dynon Skyview EFIS G-meter showed we had experienced a maximum g-load of 3.9. The aircraft is designed for 6 g's of stress, but I wouldn't want to experience it.

Hindsight would suggest that, as we started down from 12,500 feet and it got bumpy, we should have climbed back up. That could have been a good option. The thinking at the time was, "I do not want to be stuck up at 12,000 feet in turbulence, I want to get below it." If we had the Sigmet back at Fairmont, I think it would have been: Break out the oxy-

▲ David Lamb's RV-7A at rest at Tisdale airport (CYTT) near the author's home base in Saskatchewan.

gen, head for 15,000 feet in Controlled VFR airspace and gas up in Drumheller or Kindersley or Saskatoon. With the fuel we had and the tailwinds, Saskatoon would have been an easy option.

Some lessons are learned the hard way. The lesson here is to have a lot of respect for high winds over the mountains.

The RV-7A continues to serve us well and we have had it in Nanaimo two more times, Oshkosh three times, in Quebec City, on Prince Edward Island, down the Hudson River by Manhattan, to Washington, D.C. and through Chicago, but that is a story for another time. 🐾

## LAKE ST. JOHN

POPULAR AIRPORT DESTINATION WELCOMING AVIATORS AGAIN

TEXT AND PHOTOS BY GUSTAVO CORUJO



It was a pleasant day at Orillia Rama Regional Airport (CNJ4) on the shores of Lake St. John, home of Lake Country Airways, Orillia Aviation and Tailwinds Bar & Grill.

After months of difficult times, it was nice seeing both the locals and the aviation community enjoying the patio at Tailwinds. In keeping with new protocols, masks were required indoors, and physical distancing was in place in the open areas.

The airport, along with the Lake St. John water aerodrome (CNV6), have served the aviation community in the area for over 50 years. The past half-century of this uniquely situated airport, with its 1,200 feet of shoreline on 230 acres of land, has been a busy one, serving as a popular stopover for fuel, aircraft repairs, flight training and aviation lovers from near and far. 🇨🇦



## CLUB COPA 160 – SAINT-JEAN-SUR-RICHELIEU

### UN DÎNER ESTIVAL RASSEMBLEUR MAIS DISTANT

TEXTE : JONATHAN BEAUCHESNE, DIRECTEUR COPA POUR LE QUÉBEC

PHOTOS : KITRIE MARIN-AUGER

L'été 2020 aura eu une saveur particulière cette année avec la pandémie mondiale que nous connaissons. C'est pourquoi chaque événement impliquant notre passion qu'est l'aviation générale devient si cher pour nous toutes et tous. Un de ces événements s'est déroulé le 11 juillet dernier à l'aéroport de St-Jean-sur-Richelieu (CYJN). Un dîner pizza, organisé par l'Association des pilotes et propriétaires de hangars de CYJN (APPHYJN, Club COPA 160), a affiché complet en rassemblant pas moins de 70 participants, heureux de pouvoir enfin se retrouver, tout en respectant les mesures de distanciation recommandées par la santé publique.

Pour l'occasion, le volet « traiteur » du restaurant Steforno a concocté sur place trois saveurs de pizzas différentes, très appréciées des convives. Le Club COPA 160 se chargeait de fournir les breuvages ainsi que le dessert. Un pur délice sur toute la ligne !

Lorsque le repas fut terminé, un Prix du Conseil d'administration de COPA 2020 fut remis à l'association pour leur travail remarquable depuis de nombreuses années. Que ce soit la mise sur pied d'événements sociaux, de vols de groupe ou la représentation auprès des différentes instances locales et nationales, le Club COPA 160 contribue de main de maître au développement de l'aéroport et son intégration dans le tissu économique de la communauté. Cette association lauréate avait été primée le 27 juin dernier, lors de la cérémonie virtuelle qui a suivi l'Assemblée générale 2020 de COPA. Le prix a pu être remis en personne lors de ce dîner pizza, au grand plaisir des membres de l'association présents.



Nous vous rappelons que l'Assemblée générale et la Convention annuelle de COPA auront lieu en juin 2021 à CYJN. Tous les efforts déployés par l'association depuis des mois pour vous offrir un séjour mémorable originale-ment en juin 2020 ont pu être transposés à l'an prochain. D'ici là, le Club COPA 160 travaille d'arrache-pied pour organiser des événements rassembleurs,

▲ COPA Director for Quebec Jonathan Beausnesne (r) presents the 2020 COPA Board of Directors award to APPH YJN President Paul Laurin (l) and Vice-president Normand Prenoveau (c).

mais respectueux de la distanciation sociale préconisée à l'échelle du pays. Un autre défi que cette association saura surmonter. 🧘



# COPA FLIGHT 160 – SAINT-JEAN-SUR-RICHELIEU

## A UNIFYING, BUT SOCIALLY DISTANT, SUMMER DINNER

TEXT: JONATHAN BEAUCHESNE, COPA DIRECTOR FOR QUEBEC PHOTOS: KITRIE MARIN-AUGER

The summer of 2020 added a special flavour this year with the global pandemic we are experiencing. That's why every event involving our passion for general aviation becomes so dear to all of us. One of these events took place on July 11 at St-Jean-sur-Richelieu airport (CYJN). A pizza dinner, organized by the St. Jean Pilots and Hangar Owners Association (APPHYJN – COPA Flight 160), was sold out, bringing together no less than 70 participants, happy to finally be able to meet again while respecting the distancing measures recommended by the public health authorities.

For the occasion, the catering division of the Steforno Restaurant concocted three different types of pizzas on site, which proved to be very popular with diners. The COPA Flight 160 was in charge of providing the beverages as well as the dessert. A pure delight across the board!


When the meal was over, a 2020 COPA Board of Directors Award was



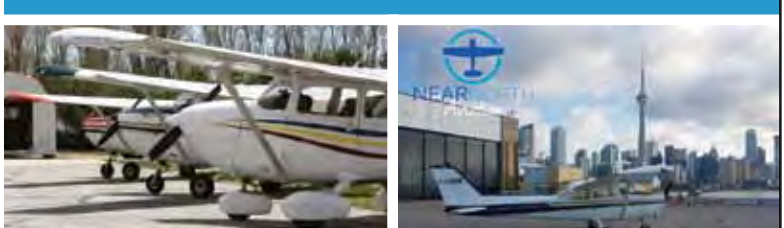
presented to the association for their outstanding work over many years. Whether it is the setting up of social events, group flights or representation to various local and national authorities, COPA Flight 160 contributes masterfully to the development of the airport and its integration into the economic fabric of the community. The association was awarded on June 27 during the virtual ceremony that followed the 2020 COPA Annual General Meeting. The prize was able to be presented in person at this pizza dinner, to the great pleasure of the members of the

association present.

We remind you that the next COPA Annual General Meeting and Convention will take place in June 2021 at CYJN. All the efforts made by the association over the last months to provide you with a memorable stay that was originally originally for June 2020 was able to be transposed to next year. Until then, the COPA Flight 160 is working hard to organize events that bring people together while respecting the social distancing advocated across the country. Another challenge that this association will be able to overcome. 🇨🇦



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# REGIONS PRAIRIES + THE NORTH

## VOLUNTEERISM HONOURED

### INCOMING DIRECTOR RECOGNIZED FOR PAST ACCOMPLISHMENTS

Former COPA Director Bram Tilroe presents Lac La Biche, Alberta resident Ken Zachkewich with a 2020 Directors' Award.

Zachkewich was the driving force that led to the creation of not only COPA Flight 165 — Lac La Biche Flying Club, but also the very successful annual Lac La Biche Ice Fly-In, dubbed by many as 'Canada's Other Best Winter Fly-In'. These were among the accomplishments that earned Zachkewich the COPA Board's recognition.

In this year's Director elections, Zachkewich ran for and was elected to one of the two positions that were open in the Alberta and Northwest Territories region.

Tilroe, who served as the Western Vice-Chair of the COPA Board, stepped down at the end of his four-year term earlier this year. He continues to serve as a Director and acting Chair of the Alberta Aviation Council and has served on Nav Canada's Advisory Council. Tilroe also served on CASARA's national board, for many years as the organization's Vice-President. 🇨🇦



PHOTO: SUBMITTED

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# YOUNG MANITOBANS KNUCKLE DOWN

## TWENTY-HOUR SUMMER COURSE INTRODUCES FLIGHT

Indigenous youth from a number of southern Manitoba First Nations have recently completed a three-day ground school as part of a 20-hour program at the Eagle's Wings Flight School (EWFS) located at Portage la Prairie. Next on the agenda is 12 hours of flight training in an Allegro 2000 advanced ultralight aircraft (AULA).

The initial cohort of six flight students were selected from a group of over 25 applicants, ranging upwards from 14 years of age, and will take two weeks to complete the program. The innovative program is expected to continue with further groups of students.

All the instructors, maintenance and supervisory personnel are volunteers and the EWFS is itself a non-for-profit organization.

"I believe that learning how to fly will transform a young person's perception of what they think possible for their future," said volunteer flight instructor and board chair Joshua Cordery. "Through the generous support of our sponsors we are committed to making this program available to student candidates regardless of any



economic, personal or social barriers they may face."

Many of the instructors are volunteers from Southport Aerospace, which runs the nearby RCAF training centre.

The Allegro training aircraft is designed by Fantasy Air of the Czech Republic and is currently manufactured in the United States by Allegro LSA, where it is marketed in the FAA's Light Sport Aircraft category. 🦺



▲ Everyone keeps their distance during ground school.

PHOTO: EWFS



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## BC-YUKON DIRECTOR ELECTION THREE CANDIDATES TO CHOOSE FROM

*Online voting opened up on August 14 to elect a new Director to represent British Columbia and the Yukon on the COPA Board, replacing previous Director David Black who resigned from the Board in the spring. The online poll will remain open until September 14. The winner will be announced shortly thereafter.*

*Those members whose official residence is in B.C. or the Yukon are eligible to vote and can do so by logging onto the COPA website first ([copanational.org](http://copanational.org)) and then clicking on Members/Members Only. Under the Membership and Voting heading on the left, click on the Voting link and follow the instructions that appear.*

*The three candidates are profiled below.*



### **JAMES (JAMIE) MOLLOY**

Jamie Molloy has been a COPA member since 2015 and would like to become more involved as your British Columbia and Yukon director. His main reason for running in this by-election is to help give a voice to small communities and general aviation interests across B.C. and the Yukon. He believes his experience as a director with the British Columbia Aviation Council (BCAC) and secretary of the Nav Canada Advisory

Committee enhances his ability to bring national attention to local issues. This, combined with his passion for aviation, are the most important skills he can bring to the board.

Jamie began flying at 14 years of age, making him one of the youngest pilots in Canada. He has now been flying for over 25 years as a private pilot, with over 1,800 hours on a range of general aviation aircraft including ultralights, sport aircraft, floatplanes

and helicopters. He currently co-owns a Cessna 182 that he regularly commutes with back and forth from the Sunshine Coast to Vancouver's Lower Mainland with his loving girlfriend and their dog Pepperoni.

Jamie's career has been dedicated to the aviation industry in various operational and management roles with both fixed- and rotary-wing commercial operators. Currently Jamie is president of True Course Solutions Ltd., an aviation consulting firm he founded 10 years ago that provides technical expertise in the areas of flight operations, crew logistics, audits, safety management systems, accident investigation, fixed- and rotary-wing air and maintenance operations, field operations, industry best practices and satellite tracking solutions to both commercial operators as well as a wide range of industries requiring aviation support.

Jamie is no stranger to working in collaborative environments, and his experience serving on various boards and committees such as the BCAC and the Nav Canada Advisory Committee has strengthened his understanding of good governance. As COPA's B.C. & Yukon director, Jamie will work hard to ensure general aviation interests are advanced on behalf of all members.

## MARIELLE VEILLEUX

Aviation travel has been a passion of mine since I was five years old, but I had to wait until my early thirties before I would become a private pilot and aircraft owner.

However, I joined the CEGEP Air Traffic Control program straight out of high school. It was a three-year college program. After a few postings, I was transferred to the Ottawa control tower in the early 90s when they turned it bilingual. As a matter of fact, I became the first female air traffic controller there.

I finally decided to get my PPL from the Ottawa Flying Club in 1997. Although I loved the Ottawa region and its people, it was soon time for a change hence my move to Vancouver and eventually to the Yukon.

After 20 years in the business, I decided to get married and settle down. So, I called it quits with ATC and moved to Dawson City to join my husband,

who's also a private pilot and aircraft builder. There I bought my first aircraft — a Rans Coyote II taildragger. I've been flying it since.

My love for aviation never diminished and I was pleased to fly any chance I got. Sometimes I would help out as a flying observer for the forest fires, or my husband and I would fly cross-country.

Recently we have an interest in STOL competition and support one of our friends who owns the best landing record for STOL in Valdez, Alaska.

I have also belonged to the 99s women's pilot association since I got my pilot licence and, from time to time, contribute to their newsletter. I also belong to our local COPA chapter, Flight 106 (Yukon).

I have over 10 years of experience as a board director for our Yukon French Association. This experience, I believe, can transfer to COPA, as well as my enthusiasm for general aviation.



I believe that my knowledge and experience can enhance COPA at the national and regional levels, and that's the reason I'm applying for the position of board director for the Yukon and British Columbia region.

## WARWICK PATTERSON

Growing up, aeroplanes were my obsession. I was fortunate enough to fly in my father's plane, plus I spent some time as an Air Cadet, so I felt comfortable around aviation. Despite that, I didn't earn my PPL until 2017 when I was in my mid-thirties. The month after my flight test, I bought a Cessna 172B and haven't looked back. As someone exposed to aviation at an early age, I often wonder why it took me so long to get involved myself. The riddle of how we can convert interest into action is what I'd like to help solve as a COPA director.

I like to get my hands dirty and make change happen through strategic thinking, engaging members and spearheading projects that have specific goals behind them. I am currently the president of the Squamish Flying Club (COPA Flight 209) and a Director of the BC General Aviation Association, where I recently helped craft the diver-

sity policy. Aviation seems to be at a turning point, with the next generation showing renewed interest in the sport and career opportunities. Attracting these younger aviators and fostering a sense of connection and belonging among members is crucial to the future of the COPA organization. I would like to bring some of the lessons we have learned in the BCGA and introduce them on a national level.

For over 20 years I have been the owner of Formula Photographic Inc., a production company specializing in documentary and automotive films. I recently started the Flying BC podcast and video series as a means to further explore the aviation community. My primary skillset boils down to the ability to unearth the core stories that reveal the heart of an organization or purpose. I work with major international brands to help them craft and tell their stories and I would like to help COPA do the same. Many



people grow up dreaming about airplanes...what can we do to turn their dreams into reality? 🛩️

# 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.

### 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 Beefalo 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://www.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.crufc.ca](http://www.crufc.ca)

### CARLETON PLACE, ON (CNR6)

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

### CHARLOTTETOWN, PEI (CYYG)

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

### CHATHAM-KENT, ON (CYCK)

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

### 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)

# ON THE HORIZON

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

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

## **DRAYTON VALLEY (CER3)**

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

## **EDMONTON, AB**

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

## **ESTEVEAN, SK (CYEN)**

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

## **EXETER, ON**

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

## **FREDERICTON, NB**

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

## **GLOVERTOWN, NL (CYQX)**

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

# ON THE HORIZON

## 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)

## MAPLE CREEK, SK (CJQ4)

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

Flight 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)

## OTTAWA, ON (CYRO)

Flight 8 - Monthly meeting 19:30 2nd Wednesday Rockcliffe Flying Club [Pres.COPA8@gmail.com](mailto:Pres.COPA8@gmail.com), [Vice.COPA8@gmail.com](mailto:Vice.COPA8@gmail.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)

## QUEBEC, QC

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

## RED DEER, AB (CYQF)

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

## RUSSELL, MB (CJW5)

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



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# ON THE HORIZON

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

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

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

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

## **ST. THOMAS, ON (CYQS)**

Flight 75 - Monthly meeting, 19:00  
Last Thursday of the month.  
more info: 519.476.8324

## **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](http://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 - Vermilion River Flying  
Club Monthly meeting 2nd Wednes-  
day 17:30, Vermilion airport terminal.  
[vrfflyingclub@gmail.com](mailto:vrfflyingclub@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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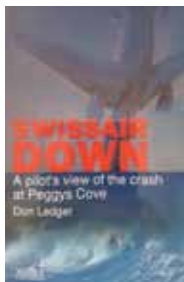


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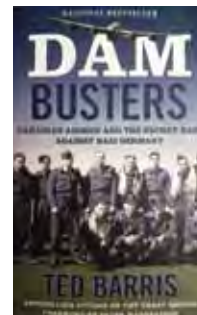


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**1977 BONANZA A36** 2931 TT 100 SFRM, 3-BL Scimitar prop new 2012, BDS Tip Tanks (30 USG) and 3792 GWT, Garmin G5 AH w/GNS530 GPS/NAV/COM, Fresh Annual May 2020 \$199,900 USD. Apex Aircraft Sales www.apexaircraft.com or 905-477-7900 (2245.20168)



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2007 Cessna 400, 605 TTAE, GI000/GFC700, GDL69A WX DataLink.....	\$325,000 USD	1974 Navajo Panther, 8360TT/552SM, GIN750/650,STECAs/P,ADSB.....	\$275,000 USD
2005 Ovation, 1740 TTAE, TKS FIKI! Known Icing! Garmin GI000 WAAS!.....	\$299,500 USD	1974 414 6905TT, 1185M, Full De-ice.....	\$125,000 USD
2003 SR22, 1750 TTAE, Dual G430's, STEC 55X,Stormscope,Skywatch!.....	\$220,000 USD	1973 T310Q, 2965 TTSN, 1965 L&R, GNS520W and GINS430, GTX345 ADS-B.....	\$75,000 USD
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**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 (3710.21141)



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**1994 DIAMOND HK36R** Super Dimona C-GBPA Serial #36.339 Powered glider. Reliable Rotax engine 912-A2 80 HP (2009). 244 SMOH. Electric variable prop (2017). 28.9 SOH. LR tank (80 ltrs), Glider 28:1. Regularly flown. All ADs completed and up-to-date. Always hangared. Like new. Annual due May 8, 2020. Long equipment list. 9.7/10 in and out. To be seen. Only \$136,000 CDN. Contact: Guy Lapierre 418-655-8864, lapierre.guy@videotron.ca or Simon Paquet, info@simonpaquet.ca or 418-208-8596 (2710.20963)



**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 (2676.21137)



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**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 (64-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 (3889.21065)



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1000, GMA 347, GNS  
430, SL 30, JPI 930,  
S-TEC-55. EXT/INT 10/10.  
225K CAD

**1980 PIPER TURBO**  
SARATOGA, TT 3135, SMOH  
1410, SPOH 43 (2013) PM  
8000B, ASPEN EFD 1000,  
GTN 750, G430W, AUTO  
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**1969 C-180 8092 TT**,  
100HRS NORLAND 260HP.  
G340, G430W, GMX20,  
WIP3000A, SPORTS  
STOL VG, S,  
169K CAD

**1981 CESSNA 206G**  
TURBO, TT 1898, SMOH  
854, SPOH 58 (2018)  
WIP 3730'S, WHEELS,  
TIP TANKS, VG'S, NDH,  
350K CAD

**2006 FOUND BUSH HAWK**  
XP, TT, 765, SMOH, 765  
10540 SPOH 230, 2016,  
G530W, EDM 930, STEX55X  
A/P, AEROCET 3400.  
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FEATURED LISTINGS FOR SEPTEMBER 2020



**1972 CESSNA 172M** 4000 TTSN, 200 SMOH. Full panel with GPS. New Paint. \$98,000. 604-869-1111 or joeschachtel@live.ca (2941.21011)



**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)



**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 (2445.21166)



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**1976 C-182 TT** 4299, SMOH 1583 (TBO 2000). Land and sea prop, EDO 2870, Wing X bubble window. Ext 8/10 Int 7/10 145K CAD 613-632-0123, sales@csplane.com or www.csplane.com (2378.21195)



**J6 KARAJO 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 (3870.21076)



**1950 PA-18 150 SUPERCUB TT** 4775, 500 SMOH, Whelan parashute, new battery, Alaska bush gear, new mags, icom 220, droop tips, 8.50 tires, Cap 2000 floats. \$105,000. Contact Ken @ 778-549-4623 or jkbirss@icloud.com (3899.21124)



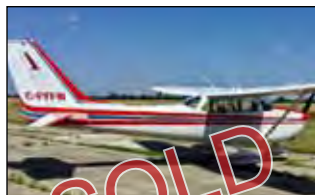
**SKYRANGER NYNJA AULA** Excellent condition. Like new. Always hangared. 145 TT E&A. Rotax 912 ULS 100 HP. Soft Start module, CKT stainless steel exhaust, BRS parachute, Grand Rapids EIS, Garmin GPS, cabin heat, wheel pants, wheel-through skis, electric flaps, strobes, elevator and rudder trims, Warp Drive 3-blade ground adjustable prop, radio and intercom. \$55,000. Contact Ed Connors at 519-822-7594 or edsueconnors@gmail.com. (3903.21139)



**1956 CESSNA 180A** 5305 TT, 642 SMOH. Recent soft nose over. Prop strike inspection. New prop, spinner, Selkirk cowls, brake lines, upgraded brake lines, windshield, belly skin, floor pan, boot cowls. Paint and interior excellent. 31" Bushwheels w/new AAF 6-bolt rims, Federal hydraulic skis. STOL kit, VGs, Pponk gear boxes, upgraded landing lights and beacon. 8.50-6 tires. Baby bush wheel. Extended baggage. \$119,000 USD 403-783-7409 or neil@boost-it.ca (3721.20544)



**1973 PIPER PA-31 NAVAJO TT** 18228, SMOH LH 2454 RH 484. Vortex generator. Well maintained. Flies regularly. 105K CAD 613-632-0123, sales@csplane.com or www.csplane.com (2378.21194)



**1969 CESSNA 172K** 0-320-E2D 227.0 SMOH. 9938.3 TTAF. Winter Kit. EGT. Skyteck starter. NDH. Corrosion proofed. Always hangared. Paint 9. MK12D. King KY97A. Aera 500. 406 ELT. Intercom. Never trainer. Mode C. All Logs. \$68,000. (3754.21125)



**1947 CESSNA 120 C-FPBP**, Location CZBF, TT 3700 C85 200 SMOH, Crankcase done by Aeroteck Engines, 4 new cylinders, at overhaul. 78/80. Always hangared by same owner for 34yrs. Interior by Airtex FAAPMA approved, 9 on 10. Paint iron 9 on 10. Wings are ceconite 101, tested good 9 on 10. Dual shoulder harnesses, dual brakes. Radio com + VOR, Geneve Alpha/200, Flightcom intercom. Original wheel pans, Recent annual May/2020. Price \$29,500 CAD Robert 506-546-2837 or donovan2@nbnet.nb.ca (3904.21140)



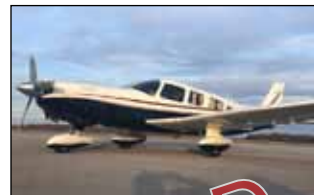
**1948 AERONCA SUPER CHAMP 7DC** 100+HP, New McCauley prop. Current and complete with EDO floats, Federal 1500 skis with Teflon skins, wheel gear, wing tanks, VG's, tail strobe, hooker harness, engine heater and winter covers. Everything excellent including fabric. Well maintained and flown regularly until recently. TT3442, SMOH256. Near super cub performance bargain-priced at \$38,500. Contact: 705-933-4228 or garyharvey7205@gmail.com (3512.21157)



**MUSTANG 3S FLOATPLANE** 830 TT 360 SMOH - Lycoming O-320-160 HP w/ceramic coating. Beefed up for water operations. Span 28' Length 20'. New leather interior, longer ailerons. Flaps, stabilizers. "Q-Tip" composite propeller. Always hangared, Collins Com. Pro built. Much easier to fly than Mustang 2. \$76,500 CAD. Richard 579-632-1007 (3857.21130)



**MODIFIED TAYLORCRAFT** 1946 (homebuilt) Continental O-200 modified (115-118 hp). TTSN 1963, complete factory overhaul: 153 hrs. STOL wings w/Vortex and wing tips. Float, wheels, skis. Strobe light. Paint 2020. Same owner 14 years. \$52,000. 819-300-1032 or clarencelloyd@axion.ca (3249.21142)



**PIPER SARATOGA** 1980 FG Non-turbo, gorgeous paint, all logs, NDH, club seating, 470 HP T 1750 on Lyc factory engine, 2000 TBO. Numerous upgrades to avionics for serious IFR flying and redundancy. 1420 lbs useful load, nose and rear baggage, 150 knots and 6-hour 800 nm range. Modern Saratoga wing, panel layout and club seating. 1 of only 6 in Canada. Same owner for 18 yrs \$115,000 USD (3844.20965)



**2006 AMPHIB SUPERCUB REPLICA** 180 HP, 850 TTSN, NDH. Always hangared. Max gross weight 2400lbs. Useful: 739 lbs on floats, 1018 lbs on wheels. 60 gallons fuel, Dynon EFIs, D100 + EMS. D120 PMA 8000B, SL40, GTX 327, 496 GPS. Landing, taxi, wig-wag and strobe lights. Vortex generators. Extended baggage. Borer prop. STD+base wiring. Left/right doors. Meticulously maintained. This aircraft is as beautiful as it looks. Smith's Cove, NS. \$185,000 Michael Lowe 902-247-5500 (3787.21178)

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

FEATURED LISTINGS FOR SEPTEMBER 2020



**PIPER APACHE 1954** Economical twin engine airplane for travelling or multi engine training. 15 US gallons/hour burn total Sold with fresh annual inspection. Engine TT 2250 hrs on condition basis with good oil temperature & pressures. 250 hrs on no Ads Qtip Hartzell constant speed propellers. Propellers due for overhauling September 2021 Can provide a multi-engine rating training with purchase of airplane to fly home or delivery of airplane available for cost incurred of delivery Airplane has complete logs from date of importation to Canada. \$30,000. Reasonable offers will be considered. Negotiable on selling price. Please contact me via email address: antoninogiallo@yahoo.ca for more information. Text only 416-820-0358. (3905.21149)



**1980 BONANZA A36TC 4224 TT**, 357 SMOH, Gami's, 220 NEW Prop, GNS430, KX155, Garmin 696, KING HSI, 650a ADF, Collins DME, KFC200, Built in 02 and Intercom, Osborne Tips, Rosin Visors, always hangared. \$198,500US. Ph: 306-921-7721 or keith752@sasktel.net (3564.20966)



**2011 CHALLENGER 11** Advanced ultralight XL65. Built in 2013 by Toronto Aerosport and owner. 77 TT, Rotax 582 65hp, oil injection, water cooled, winter rad kit, carb heat, cabin heat. Puddle Jumper floats \$62,500 Barry 705-340-2161 (3913.21177)



**1947 AERONCA CHIEF 11BC** Needs some repairs. TTSN 1726, wheels, skis, 65hp engine. TSOH 61, 15gal main + 4gal aux. Owner maintenance. \$15,000 (negotiable). Nicolas 438-886-7686 or nicolascouture6@gmail.com (English/Francais) (3918.21198)



**2018 ROTORWAY TALON T1AF 26 hrs.** All special flight restrictions removed. Recent 25 hr. maintenance and inspection performed. This Talon has a supercharged, fuel injected engine with redundancy of critical systems including ECU's, fuel pumps and ignition systems. This aircraft was expertly built with many options; helicopter blades electronically tracked and balanced for smoothest flight, MGL Enigma EFIS, duplicate critical analog gauges, Artex 345 ELT, full avionics package, electrical breakers, powder-coated frame, tail rotor shaft drive, supercharger with automatic belt tensioner, AP cog belt drive with hydraulic belt tensioner are only a few of the many options. Please visit rotorwaycanada.com for a more comprehensive list, see a picture of the list at www.canadianplanetrade.ca or call Kelly (780) 542-1122. Asking \$89,000 US. (3909.21156)



**1956 CESSNA 172 STRAIGHT TAIL** SN #28962. O-300 C, 3401 TTSN, 1250 SMOH, 157 SBOH. 157 hrs on prop and mags. All comps plus 70. New interior. 50-amp alternator, light weight starter, Bendix/King KY 97S, mode C, 4-place intercom, front shoulder harnesses. STC's for all mods. Included: wheel pants, wing and windscreen covers, extra set of baffles and heat muffs, GPS and headsets. Flies beautifully. \$40,000 obo. Invermere B.C. Jim. 250-341-5845 (3836.21179)



**1947 CLASSIC LUSCOMBE 8E** All metal. Wheel pants, skis, float fittings. Refuses to stall. Skylight, nice interior. Paint like new. Always hangared. 3375 hrs. SMOH. Annual active until November, 2020. \$25,000Cdn Contact: wilton@algonquin-eco-watch.com or 705-377-5072 (3916.21191)



**1973 CESSNA 150 48 SMOH** completed 2019, 5380 TTSN. New mags, harness, starter, hoses, throttle, carb heat, cables. Strobes, Horton stall, new xpdr mode C. NDH. Always hangared. Fresh annual June. 45k obo. Port Perry. stnitsa@gmail.com 905-429-1029 (2877.21172)



**1947 PIPER PA-12A Super Cruiser** Total rebuild. T1AF 1871. TSER 1112 EDO 2000 Floats. Aero Ski 2000 skis. Lyc O-320 A2B, McCauley "Borer" Prop, ALL PA 18 STCs. Great performer. Always hangared. \$84,500 (3616.21196)



**1997 EXPERIMENTAL AMATEUR BUILT SUBARU Lil-Buzzard C85** Cont Motor, w/skis, Full-Lotus floats. ~100 hours airtime. Disassembled in sheltered storage, Stits fabric in good condition. \$18,000Cdn OBO as is. Dryden, ON. For more information call/text 807-220-6286 (3914.21180)



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**AVIATION ABBREVIATIONS**

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



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



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## 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 (3133.21128)

**1946 AERONCA CHAMP** L16 configuration. TT2170 75HP 15SHO. Main wheel skis and dollies. Good fabric and interior. Hangared. Intercom w/two headsets. 5-gallon wing tank Newly under owner maintenance. Metal prop. \$24,500 613-880-7257 or triplebstructures@gmail.com (3915.21181)

## 040 -- CESSNA

**1967 CESSNA 172 H FLOATPLANE** 3630 TTSN 180 HP \$79,000. 250-392-6181, 250-267-6377 (3588.21121)

## 040 -- CESSNA

**1976 CESSNA 182P** SIDS completed, engine 0 TSOH, new VFR avionics, new autopilot, new paint, CofA April 2020. Beautifully restored Cessna 182P for sale. ADS-B out. Brand new engine OH. More Details: www.uppervalleyaviation.com. Ph: 604-991-4300 (3579.20249)

**GREAT CONDITION CESSNA 140 \*REDUCED\*** TT ~4100, TSO ~1000 on C-85 that is flown regularly. Fabric wings, ~500lb useful, lots of extras/STCs. Exterior/interior 7.5/10. Located CYYJ. More details and pictures: https://tinyurl.com/cessna140bc \$29,000 CDN OBO 778-587-3711 or nickabyers@gmail.com (3859.21186)

**1946 CESSNA 140** 2986 TTSN, C-85 with 0200 conversion. New wing fabric 2018, 15 hours on 4 new millennium cyl. Prop inspection 2018, recent upholstery, OM category, \$25,000. 705-738-1949 or 705-738-7039 (3910.21159)

## 075 -- FLOATPLANE

**NORSEMAN CF-BSC MK V** CF-BSC Complete restoration 2010/11, Engine 200 hrs, Prop 20 hrs, 7170 EDO floats.. Hangared always. Asking \$450,000. CDN Contact: cfdtl@hotmail.com or Gord @ 807-934-6394 (3811.21102)

## 100 -- HOMEBUILT



**SONEX PROJECT FOR SALE** Fuselage, tail feathers, landing gear, panel, all wing parts complete. Wings require assembly. 2180 Aerovee engine. Everything included to complete except paint, prop. \$25,000obo. Full info package: birdmanisnow@gmail.com (3816.21136)

## 135 -- PIPER

**1976 PIPER WARRIOR** 4110 TT, 380 SMOH, 380 TT. New Sensenich prop. IFR w/Lynx NGT 1000 ADSB 1090, 978 xpdr, AT50-A in & out. Next annual 11/20. \$65,000 (3852.21092)

**1972 PA-31** 5343.3 TT, Engines 670/198.3 SMOH. Props LH/RH new 2013, 400 hrs. Avionics updated: Garmin GTN 750, Aspen EFD 1000 Pro C3, L-3 Lynx NGT-9000 ADS-B in/out, weather, T-CAS. Fresh annual. \$299,000 CDN. 604-991-4300 or salesuva@telus.net (3579.20237)

**1946 PIPER J-3 CUB** TT 2392 hours. Airframe rebuilt and covered 2018 w/Randolf product. Cont C-65 TSMOH 728 hrs. New Slick magnetos. Sensenich propeller TMSO 862.25. Metal spars, lifetime struts. New 10/gal tank. EDO floats. New interior. Hangared since rebuilt. \$65,000 CDN. Call Eleanor @ (807) 934-6394 (3811.21107)

## 170 -- STINSON

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## 170 -- STINSON

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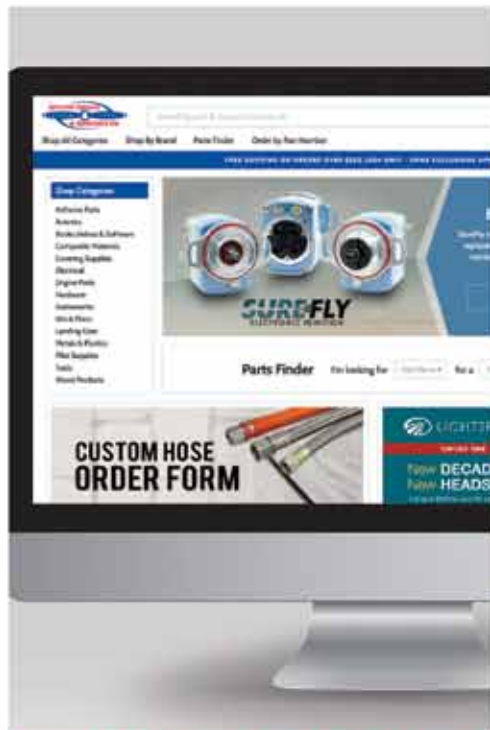
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