

# Flight



The Journal of the Canadian Owners and Pilots Association

NOVEMBER 2020

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(p.44)



## The Freedom to Fly

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**24 WHY I LOVE FLYING**

There are many different reasons that motivate people to take up flying — career opportunities, business travel, back-country exploration or simply as a hobby. Reece Wallace, while admitting he was always attracted to flying, acted on it when he realized it would give him the opportunity to pursue his other passion, mountain biking, to a greater extent. Younger brother Liam Wallace tells his story.

**28 I SURVIVED A MID-AIR COLLISION**

Pilot Peter Cameron writes about his unexpected meeting with another airplane at 1,500 feet.

**ON THE COVER:** Liam Wallace is also an accomplished photographer, as evident by the collection of photographs accompanying his article, including this shot of his brother's 152 over Vargas Island.

**COPA Flight**



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## FOR THE LOVE OF FLIGHT



*"LET'S FIND NEW WAYS OF DOING OLD THINGS AS A RESULT OF THESE UNPREDICTABLE TIMES."*

should stop flying entirely. There is no better time than right now to shift our attention and focus on the fun side of flying. Because it is fun! Many of us are in this for that reason alone. This is the time to show this New Crew of pilots that even without a career in aviation, flying can be a great part of your life.

It is evermore important for COPA Flights to be the social glue that keeps young pilot minds motivated and inspired. After all, you cannot fly airplanes without flying airplanes, period.

As a thought, COPA flights can organize meet-and-greets, either virtually or in person, with the experienced GA pilots sharing stories. Or better yet, plan a Discover GA Day at your airport. COPA Flight members are provided with additional insurance coverage for peace of mind. Your passenger will not only get to experience the fun of flight but can enroll in a free ground school, thanks to 'Hangaaar', thus reducing the cost of initial flight training.

Let's find new ways of doing old things as a result of these unpredictable times. Let's reinvent the flight training model and the ingenuity to succeed and grow.

There is no denying that there is an air-travel crisis and that jobs and businesses are at stake. But there is a bigger picture, and that is the tenacity and determination of the young inspired pilot. The aviation industry has historically always recovered, and I have no doubt it will overcome this major upheaval. 🌟

**The Canadian aviation industry as a whole is experiencing one of the biggest challenges of its time: COVID-19. With closed borders and intensive travel restrictions, many air operators have grounded their fleets and are faced with little knowledge of when they may return to the skies.**

For many budding pilots, the state of the aviation industry amid the coronavirus pandemic will make them reconsider their future career options. So how do we keep our younger generation interested in flying?

Many of the seasoned and experienced pilots will choose to take early retirement or leave aviation entirely amid the pandemic. This will mean a skill gap at the top, with an increased shortage of experienced pilots, and air operators will need to work hard to plug this gap. If student pilots start training now, it will be about two years before they are finished; this will coincide with the economic rebound. People will want and need to fly for either personal reasons or for business.

In adversity comes opportunity. Just because you can't get a job as a pilot right now, or maybe even in the next couple of years, doesn't mean you

## POUR L'AMOUR DU CIEL

**L'industrie canadienne de l'aviation dans son ensemble connaît l'un des plus grands défis de son époque; Covid-19. Avec des frontières fermées et des restrictions de voyage intensives, de nombreux exploitants aériens ont garé leurs flottes sans savoir le moment juste où ils peuvent les retourner dans le ciel.**

Pour de nombreux pilotes en herbe, l'état de l'industrie aéronautique au milieu de la pandémie de coronavirus les incitera à reconsidérer leurs futures. Alors, comment pouvons-nous garder notre jeune génération intéressée dans l'aviation ?

Bon nombre de pilotes chevronnés et expérimentés choisiront de prendre une retraite anticipée ou de quitter l'aviation entièrement au milieu de la pandémie. Cela se traduira par un écart de compétences au sommet, avec une pénurie accrue de pilotes expérimentés et les exploitants aériens devront travailler fort pour combler cet écart. Si les étudiants en formation de pilotage commencent à s'entraîner maintenant, il faudra environ deux ans avant pour terminer, ce qui pourrait coïncider avec le rebond économique. Les gens voudront et auront besoin de voler, soit pour des raisons personnelles ou pour le travail.

Dans l'adversité vient l'occasion. Ce n'est pas parce que vous ne pouvez pas obtenir un emploi en tant que pilote en ce moment même, que vous devriez arrêter de voler entièrement. Il n'existe que le moment maintenant pour déplacer notre attention et se concentrer sur le côté amusant de l'aviation. Parce que c'est amusant ! La majorité des membres COPA volent pour cette unique raison.

C'est le moment de montrer à cet Nouvel Équipage de pilotes que même sans poursuivre une carrière dans l'aviation, voler peut faire partie de votre vie quotidienne. Il est de plus en

plus important pour les clubs COPA d'être la force sociale qui maintient les jeunes esprits de pilotes motivés et inspirés. Après tout, vous ne pouvez pas piloter des avions sans piloter des avions, point final.

À titre de réflexion, les vols COPA peuvent organiser des rencontres et des accueils, soit virtuels ou en personne, avec le pilote expérimenté et partager des histoires de vol AG. Ou mieux encore, planifiez une journée Découvrir l'AG à votre aéroport. Pour la tranquillité d'esprit les membres

---

*« TROUVONS DE NOUVELLES FAÇONS DE FAIRE DE VIEILLES CHOSES À LA SUITE DE CES TEMPS IMPRÉVISIBLES. »*

---

COPA sont couverts d'une couverture d'assurance supplémentaire. Votre passager pourra non seulement vivre l'expérience du vol, mais aura accès à une formation au sol en ligne gratuite, grâce à « Hangaaar », réduisant ainsi le coût de la formation pilot privé initial.

Trouvons de nouvelles façons de faire de vieilles choses à la suite de ces temps imprévisibles. Réinventons le modèle de formation de pilote et l'ingéniosité pour réussir et grandir.

On ne peut nier qu'il y a une crise du transport aérien et que des emplois et des entreprises sont en jeu. Mais il y a une vue d'ensemble, c'est la ténacité et la détermination du jeune pilote inspiré. Historiquement, l'industrie de l'aviation s'est toujours rétablie et je ne doute pas qu'elle surmontera ce bouleversement majeur. ✈️

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### ✉ BIGFOOT AT BUTTONVILLE

I had a learning experience last week that I'd like to share resulting from a simple, yet unexpected, source — a new pair of shoes.

I was in our Mooney M20J at Buttonville airport (CYKZ) in the holding bay for Runway 21. I was happy to be using 21-03 as the longer runway was closed for the day. It's nice to have a change. Just before I begin my application of full power, I make it a good habit to plant my heels firmly on the floor and make sure my feet are nimble on the pedals and not on the brakes. Everything felt good, looked normal and I applied full power.

As I accelerated down the runway, I felt my feet not working well on the rudder pedals. My foot placement was awkward and I didn't feel I had great control. Halfway to the Bravo intersection, I immediately throttled back and applied brakes as gently as I could over a hump in the runway intersection.

"Buttonville traffic, GMGR, aborting the takeoff."

As I made the radio calls and began the long taxi back, I debriefed myself about those new shoes; shiny black size 15 Nikes. As I wiggled my toes, it reminded me of why I never feel safe flying in my winter boots. They are just too damn big. These shoes were stiff and not properly broken in. My mistake was I didn't give them a second thought. Big feet and appropriate footwear were not on my checklist.

I'm sure the takeoff would have been fine, but it's better to be safe than otherwise. Also, I had never aborted a takeoff before and really felt it was a pretty good learning experience, like the occasional unexpected overshoot. A great lesson learned for me and all the big-footed pilots out there.

Happy flying, COPA members. Love the magazine.

*Bob Goulais  
Nipissing First Nation*

### ✉ U.S. CUSTOMS

Like many COPA members, I purchased U.S. Customs stickers for my aircraft at the beginning of the year in preparation for spring, summer and fall flying. I think it's clear now that I will not complete a single transborder flight in 2020.

Perhaps COPA can collaborate with other like-minded organizations and approach the U.S. authorities with the objective of, for example, extending the 2020 stickers through 2021 for GA aircraft owners.

I'm not looking for a refund (the U.S. is very clear on no refunds), but U.S. Customs has incurred no costs associated with GA during the border shutdown so honouring the stickers for an additional year would cost them nothing and would mean a lot.

*Scott McFadden  
Thunder Bay, Ont.*

### 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.

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

## 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 libelous 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 [editorial@copanational.org](mailto:editorial@copanational.org) by the first of the month for inclusion in the next issue of the magazine.



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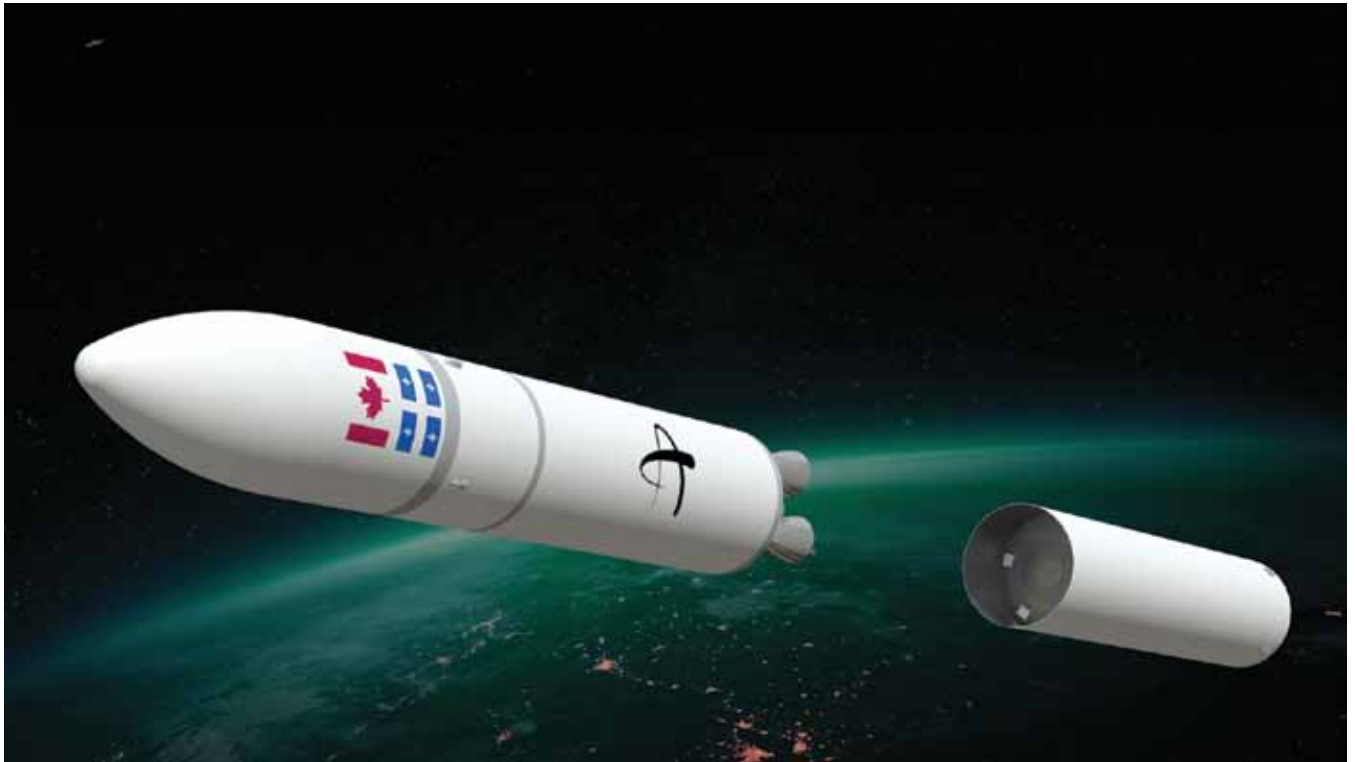


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# QUEBEC COMPANY ROCKETING TO SPACE

START-UP BASED IN SAINT-JEAN-SUR-RICHELIEU HAS SKY-HIGH PLANS



**“To push the boundaries of space transportation technologies by providing simple and affordable access to orbit.” That’s the ambitious mission statement of Quebec start-up Reaction Dynamics (RDX), based at Saint-Jean-sur-Richelieu airport (CYJN).**

Founded in 2016 by its CEO Bachar Elzein, RDX plans to introduce a hybrid rocket design that has fewer parts and uses propellants that are more environmentally friendly. This, RDX hopes, will allow it to offer launch services at a significantly lower cost than is now the case.

“Our goal is to have our first launch by the end of 2022 and proceed with the first commercial launch at the beginning of 2023,” said Elzein.

Citing typical SpaceX launch prices of more than \$60 million and upwards towards \$100 million, Elzein figures his price will be much cheaper. Of his esti-

mated launch price of \$2 million, Elzein says, “We will probably have the lowest prices on the market.”

Pledges of financial support have also been forthcoming, mainly from companies who develop satellites.

“We are approaching \$250 million in letters of support,” said Elzein. “We have clients who are ready to pay. There is a very large demand, and this is only a fraction of the market.”

The rocket would tower between 14 and 18 metres high and would have a launch weight of between 130 and 150 kilograms, sending satellites into an orbit 500 kilometres above the Earth.

The rocket’s environmental impact is a top concern of the company. According to Propulsion Test Manager Maxime Goulet-Bourdon, “As soon as the components re-enter the atmosphere, they will burn because the thermal shields have been released. It won’t really

▲ An illustration of the rocket concept Reaction Dynamics is working on.

cause any pollution.”

Collaborating with RDX are McGill University, the Canadian Space Agency, the University of Waterloo, Polytechnique Montréal, the Consortium for Research and Innovation in Aerospace in Quebec (CRIAQ) and the International Space Medicine Consortium (ISMC).

In August, 2020 the company was awarded \$1.5 million from the Canadian Space Agency, which is the highest amount eligible for the space technology development program. At the same time, RDX is finalizing U\$5 million in financing and is working on setting up a rocket factory.

Given its on-airport location, COPA members attending the COPA 2021 Convention may have the opportunity to visit Reaction Dynamics. 🚀



## ENTREPRISE QUÉBÉCOISE EN PLEIN ESSOR

UNE JEUNE ENTREPRISE EN DÉMARRAGE BASÉE  
À SAINT-JEAN-SUR-RICHELIEU A DES PLANS  
« VERTIGINEUX »

« Repousser les limites des technologies du transport spatial en permettant un accès simple et abordable au lancement de satellites ». Telle est la mission ambitieuse de la start-up québécoise Reaction Dynamics (RDX), basée à l'aéroport de Saint-Jean-sur-Richelieu (CYJN).

Fondé en 2016 par son PDG Bachar Elzein, RDX prévoit introduire une conception de fusée hybride comportant moins de composantes et utilisant des propulseurs plus respectueux de l'environnement. Ceci, espère RDX, lui permettra d'offrir des services de lancement à un coût nettement inférieur à ce qu'il est actuellement.

« Notre objectif est de réaliser notre premier lancement d'ici la fin de 2022 et de procéder au premier lancement commercial au début de 2023 », a déclaré M. Elzein.

Citant les prix de lancement typiques de SpaceX à plus de 60 millions de dollars et jusqu'à 100 millions de dollars, Elzein prévoit que son prix sera beaucoup moins cher. « Nous aurons probablement les prix les plus bas du marché, » déclare M. Elzein, parlant de son prix de lancement estimé à deux millions de dollars.

Plusieurs entreprises, principalement des développeurs des satellites, ont fait des promesses de soutien financier.

« Nous approchons les 250 millions de dollars en lettres de soutien », a déclaré M. Elzein. « Nous avons des clients prêts à payer. Il y a une très forte demande et ce n'est qu'une fraction du marché. »

La fusée aura une taille entre 14 et 18 mètres de haut et un poids de lancement entre 130 et 150 kilogrammes, permettant d'envoyer des satellites sur



une orbite à 500 kilomètres au-dessus de la Terre.

L'impact environnemental de la fusée est une préoccupation majeure de l'entreprise. Selon Maxime Goulet-Bourdon, responsable des tests de propulsion, « Dès que les composants retourneront dans l'atmosphère, ils brûleront car les boucliers thermiques auront été libérés. Cela ne causera pas vraiment de pollution. »

L'Université McGill, l'Agence Spatiale Canadienne, l'Université de Waterloo, Polytechnique Montréal, le Consortium pour la recherche et l'innovation en aérospatiale au Québec (CRIAQ) et le Consortium international de médecine spatiale (ISMC) collaborent avec RDX.

En août 2020, l'entreprise a obtenu une contribution de l'Agence Spatiale Canadienne de 1.5 million de dollars, ce qui constitue le plus haut montant admissible du programme de développement des technologies spatiales. Parallèlement, RDX est en train de finaliser une ronde de financement de cinq millions de dollars américain et travaille à la mise en place d'une usine à fusées.

Compte tenu de son emplacement sur l'aéroport, les membres de la COPA participant à la convention COPA 2021 auront l'occasion de visiter Reaction Dynamics. ✈️

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## A WORD FROM THE EDITOR



As most of you will know by now, this is the last issue of *COPA Flight* edited and published by Canadian Aviator Publishing Ltd.

Our contract with COPA started in June of 2016 with a mandate to produce a glossy magazine, gather, write and edit stories of interest to the COPA membership, many of them contributed by the members themselves, and to ship the magazine to the mailboxes of the COPA family.

Russ Niles, the previous editor and publisher of *COPA Flight*, put together the team which I inherited more than

two years ago when I took over the company. Since the beginning we've made continual improvements in response to member feedback, and the Aviator family feel very proud of the work we've done and the magazines we produced.

COPA has now awarded the contract to Annex Media and the December issue will come from them. We wish Annex Media and COPA nothing but success going forward.

*Steve Drinkwater  
Publisher and Editor*

## UN MOT DE L'ÉDITEUR

Comme la plupart d'entre vous le savent déjà, c'est le dernier numéro de *COPA Flight* édité et publié par Canadian Aviator Publishing Ltd.

Notre contrat avec COPA a débuté en juin 2016 avec pour mandat de produire un magazine sur papier glacé, de rassembler, d'écrire et d'éditer des articles présentant un intérêt pour les membres de la COPA, dont beaucoup ont été fournis par les membres eux-mêmes, et d'expédier le magazine dans les boîtes aux lettres de la famille COPA.

Russ Niles, le précédent éditeur de *COPA Flight*, a mis sur pied l'équipe

dont j'ai héritée il y a plus de deux ans lorsque j'ai repris l'entreprise. Depuis le début, nous avons apporté des améliorations constantes en réponse à la rétroaction des membres, et la famille Aviator est très fière du travail que nous avons accompli et du magazine que nous avons produit.

COPA a décidé d'attribuer le contrat à Annex Media et ils publieront le numéro de décembre. Nous souhaitons à Annex Media et à COPA beaucoup de succès pour l'avenir de la publication.

*Steve Drinkwater  
Éditeur*

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**A person operated a remotely piloted aircraft system in such a reckless or negligent manner as to endanger or be likely to endanger aviation safety or the safety of any person.** (CAR 900.06, \$250)

**A person exercised the privileges of a flight crew permit, licence or rating when it was not valid. The person also operated in Canada an aircraft that was neither registered in Canada, in a contracting state or in a foreign state that had an agreement in force with Canada.** (CAR 401.03(1), \$1,000; CAR 202.13(2), \$1,000)

**A person operated a remotely piloted aircraft system when it was not registered in accordance with this Division. The person operated the remotely piloted aircraft system in Class F Special Use Restricted airspace when that person was not authorized to do so by the person specified for that purpose in the Designated Airspace Handbook. The person also operated the remotely piloted aircraft system when that person was not the holder of a pilot certificate — small remotely piloted aircraft (VLOS).** (CAR 901.02, \$250; 901.14(2), \$250; 901.54(1), \$250)

**A person exercised the privileges of a flight crew permit, licence or rating**

when it was not valid. (CAR 401.03(1), \$1,000)

## PACIFIC REGION

**A person operated a remotely piloted aircraft system when that person was not the holder of a pilot certificate —small remotely piloted aircraft (VLOS).** (CAR 901.54(1), \$250)

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

## 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.** (RAC 900.06, 250 \$)

**Une personne a exercé les avantages d'un permis, d'une licence ou d'une qualification de membre d'équipage de conduite alors que le permis, la licence ou la qualification n'était pas valide. La personne a aussi utilisé un aéronef au Canada alors qu'il n'était pas immatriculé au Canada, dans un État contractant ou dans un État étranger ayant conclu un accord avec le Canada.** (RAC 401.03(1), 1 000 \$; RAC 202.13(2), 1 000 \$)

**Une personne a utilisé un système d'aéronef télépiloté alors qu'il n'était pas immatriculé en vertu de la présente section. La personne a aussi utilisé un système d'aéronef télépiloté dans un espace aérien de classe F à statut spécial réglementé sans être autorisé par la personne indiqué à cette fin dans le Manuel des espaces aériens désignés. De plus, la personne n'était pas titulaire d'un certificat de pilote pour un système d'aéronef télépiloté.** (RAC 901.02, 250 \$, 901.14(2), 250 \$; 901.54(1), 250 \$)

**Une personne a exercé les avantages d'un permis, d'une licence ou d'une qualification de membre d'équipage de conduite alors que le permis, la licence ou la qualification n'était pas valide.** RAC 401.03(1), 1 000 \$)

## RÉGION DU PACIFIQUE

**Une personne a utilisé un système d'aéronef télépiloté alors que cette personne n'était pas titulaire d'un certificat de pilote pour un système d'aéronef télépiloté.** (RAC 901.54(1), 250 \$)

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

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# INCIDENTS + ACCIDENTS

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

## ATLANTIC REGION

**The pilot of a privately registered Cessna A185F** from St. John's, NL (CYYT) to St. John's, NL (CYYT) advised that they could not get their landing gear down. Air traffic control (ATC) confirmed visually that only one side of the landing gear was retracted. In coordination with ATC, the aircraft performed a controlled crash landing. The aircraft landed safely at 2151Z. Impact on operations was the temporary closure of Runway 02, and a closure of Runway 11/29 until 03/09/20 at 1630Z.

**A Marine Capital Inc. Robinson R66** (C-GPCS) from Fredericton, NB (CYFC) to Fredericton, NB (CYFC) entered the Moncton/Romeo Leblanc, NB (CYQM) control zone without contacting the control tower. The controller tried establishing contact, but the aircraft was non-responsive. The controller confirmed with the Moncton area control centre (ACC) that the aircraft was not talking to the ACC either. No impact.

## QUEBEC REGION

**The Joint Rescue Coordination Centre (JRCC) Trenton** advised of an accident involving a privately registered, amateur-built Foster XB on Massawippi Lake in the Sherbrooke, QC (CYSC) sector. One person on board with minor injuries. Assistance already at the scene of the accident. No service provided by NAV CANADA and no impact to operations.

**Information was received from the Joint Rescue Coordination Center (JRCC) Trenton** about a Grondair Cessna 172N (C-FDLJ) which had crashed at coordinate 4631.70N / 07110.60W. The extent of the damage is unknown. No injuries, no

deaths. The National Operations Centre (NOC), the Aviation Operations Centre (AVOPS) and the Transportation Safety Board of Canada (TSB) were notified.

**The Joint Rescue Coordination Centre (JRCC) Trenton** advised the area control centre (ACC) of a crash of a privately registered, amateur-built Odyssee at 180NM north of Bagotville, QC (CYBG). 2 souls on board, no injuries.

## ONTARIO REGION

**At 1705Z, the airport manager (APM) at Peterborough, ON (CYPQ)** called the London (YXU) flight information centre (FIC) to issue a NOTAM closing both Runway 09/27 and Runway 13/31 due to a wheels-up landing by a Waterloo-Wellington Flying Club Piper PA-28R-201 (C-FFTU) on a round robin flight plan from Kitchener/Waterloo, ON (CYKF) to Peterborough, ON (CYPQ). The shift manager (SM) was advised. The runways were NOTAMed closed.

**A privately registered Piper PA-28-180** from Winnipeg/St. Andrews, MB (CYAV) to Thunder Bay, ON (CYQT) was inbound with a fuel shortage. The aircraft landed without fuel and was disabled on Runway 25 for 20 minutes. Multiple aircraft were rerouted to Runway 30 for arrival and departure.

## PRAIRIE AND NORTHERN REGION

**The pilot of a 1931077 Alberta Ltd. Piper PA-24-260 (C-GWGB)** from Stettler, AB (CEJ3) to Stettler, AB (CEJ3) reported that their landing gear failed upon landing at CEJ3. The aircraft was disabled on the runway. A NOTAM was issued for CEJ3. No injuries on board. No further impact. The Transport Safety Board of Canada (TSB) and the Joint Rescue Coordination Centre (JRCC) Trenton were advised.

**The pilot of a privately registered Cessna 150F** on a VFR flight from Lloydminster, AB (CYLL) reported that they had a hard crash landing at a private strip 45NM Southeast of CYLL. No injuries reported. The Joint Rescue Coordination Centre (JRCC) Trenton and Aviation Operations Centre (AVOPS) were advised. No impact to operations.

## PACIFIC REGION

**The Joint Rescue Coordination Centre (JRCC) Victoria** called to report that a float plane, a privately registered, amateur-built Bushmaster, had crashed into trees upon takeoff from a private pond. The sole occupant was rescued with minor injuries.

**The Royal Canadian Mounted Police (RCMP)** contacted the Smithers flight service station (FSS) regarding a reported crash of a privately registered Piper PA-28-140 from Smithers, BC (CYYD) to Smithers, BC (CYYD) near Telkwa, BC. Two persons onboard survived with only minor injuries reported. The Joint Rescue Coordination Centre (JRCC) Victoria, the CACA, and the Transportation Safety Board of Canada (TSB) were advised.

**The Vancouver (VR) area control centre (ACC) shift manager** was advised through the Penticton (YF) flight service station (FSS) of an overdue privately registered Cessna 172 on a VFR flight from Pitt Meadows, BC (CYPK) to Castlegar/West Kootenay, BC (CYCG). During the initial search, the Joint Rescue Coordination Centre (JRCC) Victoria contacted the FSS regarding an emergency locator transmitter (ELT) signal associated with the Cessna 172. The aircraft had crashed 6.5NM Southeast (SE) of Hope, BC. The Royal Canadian Mounted Police (RCMP) attended, with the sole occupant surviving. 🚒

## RÉGION DE L'ATLANTIQUE

**Le pilote d'un Cessna A185F, d'immatriculation privée, de St. John's (CYYT), NL, à St. John's (CYYT), NL, a indiqué qu'il ne pouvait pas sortir son train d'atterrissage.** Le contrôle de la circulation aérienne (ATC) a confirmé visuellement qu'un seul côté du train d'atterrissage était rétracté. En coordination avec l'ATC, l'aéronef a effectué un atterrissage en catastrophe contrôlé. L'aéronef a atterri en toute sécurité à 2151Z. Impact sur l'exploitation : fermeture temporaire de la piste 02 et fermeture de la piste 11/29 jusqu'au 03/09/20 à 1630Z.

**Un Robinson R66 (C-GPCS), exploité par Marine Capital Inc., de Fredericton (CYFC), NB, à Fredericton (CYFC), NB, est entré dans la zone de contrôle de Moncton/Romeo LeBlanc (CYQM), NB, sans communiquer avec la tour de contrôle.** Le contrôleur a tenté d'établir le contact, mais l'aéronef n'a pas répondu. Le contrôleur a confirmé avec le centre de contrôle régional (ACC) de Moncton que l'aéronef n'était pas non plus en contact avec l'ACC. Aucun impact.

## RÉGION DU QUÉBEC

**Le centre conjoint de coordination de sauvetage (JRCC) de Trenton a signalé un accident impliquant un Foster XB, d'immatriculation privée et de construction amateur, au lac Massawippi dans le secteur de Sherbrooke (CYSC), QC.** Une personne à bord avec des blessures mineures. Secours déjà sur place. Aucun service fourni par NAV CANADA et aucun impact sur l'exploitation.

**Des informations ont été reçues du centre conjoint de coordination de sauvetage (JRCC) de Trenton à propos de l'écrasement d'un Cessna 172N (C-FDLJ), exploité par Grondair, aux coordonnées 4631.70N/07110.60W.** L'étendue des dommages est inconnue. Ni blessé ni mort. Centre national de l'exploitation (NOC), Centre des opérations aériennes (AVOPS) et Bureau de la sécurité des transports du Canada (BST) avisés.

**Le centre conjoint de coordination de sauvetage (JRCC) de Trenton a avisé le centre de contrôle régional (ACC) de l'écrasement d'un Odyssee, d'immatriculation privée et de construction amateur, à 180NM au nord de Bagotville (CYBG), QC.** 2 personnes à bord, aucune blessure.

## RÉGION DE L'ONTARIO

**À 1705Z, le gestionnaire d'aéroport (APM) à Peterborough (CYPQ), ON, a appelé le centre d'information de vol (FIC) de London (YXU) pour émettre un NOTAM fermant les pistes 09/27 et 13/31 en raison de l'atterrissage sur le ventre d'un Piper PA-28R-201 (C-FFTU), exploité par Waterloo-Wellington Flying Club, sur un plan de vol aller-retour sans escale de Kitchener/Waterloo (CYKF), ON, à Peterborough (CYPQ), ON.** Le gestionnaire de quart (SM) a été avisé. Les pistes ont été fermées par NOTAM.

**Un Piper PA-28-180, d'immatriculation privée, de Winnipeg/St. Andrews (CYAV), MB, à Thunder Bay (CYQT), ON, était à l'arrivée avec une pénurie de carburant.** L'aéronef a atterri sans carburant et a été désactivé sur la piste 25 pendant 20 minutes. Plusieurs aéronefs ont été redirigés vers la piste 30 pour l'arrivée et le départ.

## RÉGION DES PRAIRIES ET DU NORD

**Le pilote d'un Piper PA-24-260 (C-GWGB), exploité par 1931077 Alberta Ltd., de Stettler (CEJ3), AB, à Stettler (CEJ3), AB, a signalé qu'il avait eu un problème de train d'atterrissage à l'atterrissage à CEJ3.** L'aéronef était immobilisé sur la piste. Un NOTAM a été publié pour CEJ3. Aucun blessé à bord. Aucun autre impact. Le Bureau de la sécurité des transports du Canada (BST) et le Centre conjoint de coordination de sauvetage (JRCC) de Trenton ont été informés.

**Le pilote d'un Cessna 150F, d'immatriculation privée, sur un vol VFR au**

départ de Lloydminster (CYLL), AB, a signalé qu'il avait fait un atterrissage brutal sur une piste privée à 45 NM au sud-est de CYLL. Aucune blessure signalée. Le Centre conjoint de coordination de sauvetage (JRCC) de Trenton et le Centre des opérations aériennes (AVOPS) ont été informés. Aucun impact sur l'exploitation.

## RÉGION DU PACIFIQUE

**Le Centre conjoint de coordination de sauvetage (JRCC) de Victoria a appelé pour signaler qu'un hydravion, un Bushmaster d'immatriculation privée et de construction amateur, s'était écrasé dans des arbres au décollage d'un étang privé.** Le seul occupant a été secouru avec des blessures mineures.

**La Gendarmerie royale du Canada (GRC) a communiqué avec la station d'information de vol (FSS) de Smithers au sujet d'un accident signalé d'un Piper PA-28-140, d'immatriculation privée, de Smithers (CYYD), BC, à Smithers (CYYD), BC, près de Telkwa, BC.** Deux personnes à bord ont survécu et seules des blessures mineures ont été signalées. Le Centre conjoint de coordination de sauvetage (JRCC) de Victoria, le CACA et le Bureau de la sécurité des transports du Canada (BST) ont été informés.

**Le gestionnaire de quart du centre de contrôle régional (ACC) de Vancouver (VR) a été informé par la station d'information de vol (FSS) de Penticton (YF) d'un Cessna 172, d'immatriculation privée, en retard sur un vol VFR de Pitt Meadows (CYPK), BC, à Castlegar/West Kootenay (CYCG), BC.** Lors des recherches initiales, le centre conjoint de coordination de sauvetage (JRCC) de Victoria a communiqué avec la FSS au sujet d'un signal de radiobalise de repérage d'urgence (ELT) associé au Cessna 172. L'aéronef s'était écrasé à 6,5 NM au sud-est (SE) de Hope, BC. La Gendarmerie royale du Canada (GRC) était présente, avec le seul occupant survivant. 🚑

## THE SKY PILOTS

AN UNFORGETTABLE FLYING EXPERIENCE



Over the last several years I have noticed that, as my network of friends in aviation grows, the world seems to become smaller and smaller. Your paths begin to cross more often with people from all over the country and suddenly you are more closely connected with these perfect strangers than you ever anticipated. A chance meeting at an airport or aviation event, a few friends in common and a shared passion for aviation turns into a deep-seeded friendship quickly. These circumstances have brought so many incredible people into my life, including Alexis Thind of Whistler, British Columbia.

I first met Alexis last year through a fundraising flight for Hope Air. We both

acted as Volunteer Flight Crew members for a week-long journey departing from Pitt Meadows airport (CYPK) near Vancouver, travelling through B.C. and the Yukon, the Northwest Territories and into Alaska as part of the Give Hope Wings Northwest Expedition. Two female pilots, living on opposite sides of the country. What are the chances of our worlds colliding? Well, in aviation, super-high! A passionate aviator with a kind heart and an adventurous spirit, Alexis and I connected instantly, and it was a good thing since we were sharing accommodation for the week.

Aside from our shared love of airplanes, one thing that bonded us was our desire to follow in the footsteps of our fathers. One, an experienced high-

▲ Alexis Thind (l) and 'Pilot Annie' Rusinowski overflying Sea-to-Sky Country.

altitude mountaineer, and the other, an airline pilot with an impressive career that started in the military flying Northrop F-5 fighters. Both incredible men with a thirst for achieving great things, but who left this earth much too early. The last time I saw Alexis was in Fairbanks, Alaska before I boarded an evening flight and began my journey home to Toronto. We had just spent the day wandering through the city, visiting the Pioneer Air Museum and petting every sled dog we could find. It was an incredible time and I was sad to leave but knew our paths would cross again.

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*"WE COULD HARDLY BELIEVE WHAT WAS STARTING TO HAPPEN IN FRONT OF OUR EYES..."*

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In August, a family reunion of mine on the West Coast brought us back together. Over a year had gone by since we had last seen each other and, after spending so much time so far apart, I had to take the opportunity to catch up with my good friend. Alexis was kind enough to invite me flying and I leapt at the opportunity. Despite being a flatlander from Ontario, my parents instilled in me a deep appreciation for the mountains and so I was excited to spend some time in the Coast Mountains my father loved so much. Little did Alexis or I know that this would be one of the most incredible flights either of us had ever experienced.

We departed Squamish airport (CYSE) in Alexis's Cessna 172M and flew south along the Squamish River, climbing steadily to 7,000 feet. As we ascended, Alexis pointed out that ahead of us lay Sky Pilot Mountain, with one of its nearby peaks appropriately named Co-Pilot Mountain. As we rose out of the shadows of the valley, more peaks came into view as the sun's rays beat down on the rocky sides of the Tantalus Range. I had never flown in this part of the Coast Mountains before and to go up with Alexis, who pointed out every peak and ridgeline, certainly enhanced the experience.

If you didn't know Alexis was a local who had spent hundreds of hours flying through these mountains you might think she was seeing them from her airplane for the first time. Her face lit up every time as she extended her hand to point to another mountaintop, naming every ridgeline, mountain peak and valley gorge. I quickly realized that



I was incredibly lucky to have such an excellent pilot with in-depth local knowledge show me why she flies.

We continued our flight north, passing Mount Garibaldi on our way to the Black Tusk, an iconic peak formed by volcanic rock known for unusual shape and dark colouring. We circled a couple of times and flew over Garibaldi Lake toward Table Mountain.

As the evening progressed, the light grew softer and the sky turned pale, beating down on these giant mountaintops. We could hardly believe what was starting to happen in front of our eyes — the ashy peaks of the Coast Range turned a pale pink, and for half an hour we were the luckiest people on the planet. The colours changed by the second, making every line along the mountains more pronounced and beautiful than before. We looked at each other with our mouths dropped open, in awe of what we were seeing.

Alas, good things must all come to an end, and if they didn't, we might not appreciate them as much. Just before

▲ Local landmark Black Tusk is halfway between Squamish and Whistler.

we started to descend into the Squamish Valley, I noticed a mountain far off in the distance south of us and asked Alexis what it was called. Mt. Baker, in Washington, proudly sat atop a layer of clouds with the pink glow of the setting sun against its side. About 150 nm away from us, it taunted me and said, "Come back again soon, Annie; there are still so many adventures to be had in this pilot's playground."

I saw my friend in a different light that evening, both literally and figuratively, and it's one I will cherish in my mind forever. With the sun setting behind the mountains and the soft glow beating down on her smile, that is how I will forever remember Alexis Thind. 🌄

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## SUPPLEMENTAL OXYGEN

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◀ Marrying tech with conventional equipment brings increased safety.

(crossing 12,500, 14,000 or 15,000 feet, or a user-set pressure altitude) and oxygen bottle level (depletion below 500 psi and shut-off reminder on landing). Incorrect app challenge response answers, SpO<sub>2</sub> levels, CO ppm levels and pressure-altitude triggers will generate warnings of potential hypoxia (or CO poisoning) risks. At the early onset of hypoxia, the pilot should have sufficient cognitive skills to don supplemental oxygen and land the aircraft.

Aithre's Illyrian, a smart wearable pulse oximeter, is designed to be worn under a headband or your headset. The oximeter is a thin sensor pad which provides always-on SpO<sub>2</sub> and pulse readings. I found the included headband more comfortable than wearing the sensor under my headset. Illyrian is powered by a USB plug and an included power vault. SpO<sub>2</sub> and BPM readings broadcast wirelessly, using BLE (Bluetooth low energy), to your smart device. SpO<sub>2</sub> readings may be output to the aircraft's glass panel when using their Shield EX 3.0 CO hardware. The system will store 12 hours of data and the last three trips, which can then be exported in a CSV file for review with a spreadsheet or imported into Apple Health. The Connect App supports up to six Illyrian devices. Illyrian sells for U\$130 plus shipping and taxes.

Aithre's Altus Meso is an oxygen transducer which attaches to a portable oxygen tank to measure oxygen pressure and flow rate, calculating the time remaining in the tank. Meso is powered by a USB connection and includes a USB power vault specifically designed for their low-power oxygen flow transducer. Installation is simple, requiring a wrench to remove the tank's gauge and install a 'T' fitting, the

**H**ypoxia is a silent killer which begins by impacting your cognitive skills. At higher altitudes, hypoxia creates lower blood oxygen levels which could result in physical and mental impairment, unconsciousness and even death if not accurately monitored and remediated. Some people experience a sense of euphoria during the onset of hypoxia. Using supplemental oxygen, measuring your blood oxygen level (SpO<sub>2</sub>) is important to assure the user of the effectiveness of the oxygen system. CAR 605.31 dictates the need for supplemental oxygen use when above 10,000 feet for 30 minutes or more and at all times when above 13,000 feet ASL (pressure altitude).

SpO<sub>2</sub> technologies range from installed hardware to portable devices from companies like Guardian Avionics, Aithre Aviation, Nonin and Aerox. Guardian's and Aithre's hardware may be integrated into glass panels, providing a visual and an audio alert. New on the scene is the use of apps with algorithms

residing on smartphones and tablets. An SpO<sub>2</sub> sensor is incorporated in wearable devices like Garmin's D2 Delta PX watch and Apple's new Watch Series 6.

The use of smart aviation devices communicating to an app provides an additional layer of safety by warning pilots of their oxygen-deprived physiology. On a flight to Phoenix from Toronto in my Commander, my co-pilot and I were at 14,500 feet for quite a time. While on supplemental oxygen, we used a portable Nonin fingertip oximeter to check our SpO<sub>2</sub> every fifteen minutes, noting the readings on my kneepad. Fast forward to 2020, we now have the technology to automate this process.

Aithre's Connect app is at the centre of Aithre's hardware ecosystem (see the October COPA Flight Plane Tech article). Connect tracks and records data from Aithre's SpO<sub>2</sub> (Illyrian) and oxygen tank (Meso) monitoring hardware. The system uses facial recognition and math problems to help determine if the pilot has early stages of hypoxia. It has a variety of pop-up notifications for SpO<sub>2</sub>, pressure altitude

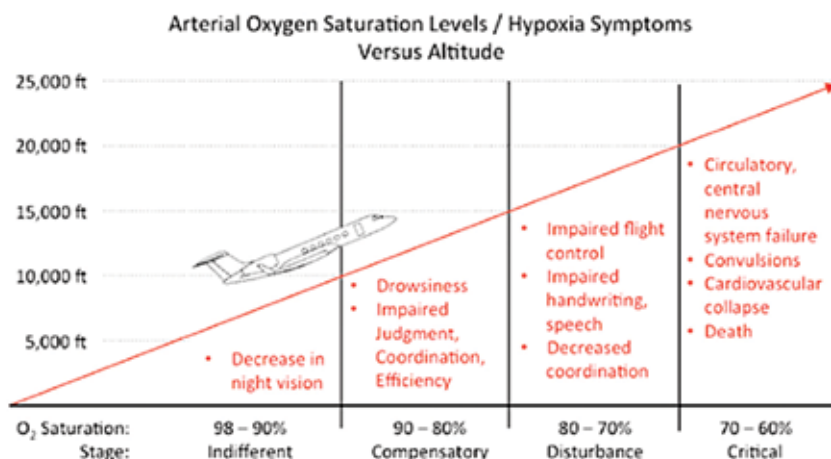


Meso transducer and the tank's gauge. (The tank must be empty for installation.) Be sure to test each connection for tightness with an appropriate oxygen-friendly solution (no bubbles, no troubles). Meso sells for U\$195.

Aithre has created an exclusive partnership with Aerox, who ship their oxygen tanks pre-installed and tested with Meso. Aerox's supplemental oxygen kits includes a lightweight aluminum bottle, regulator, mask, nasal cannulas and an optional carrying case. Aerox's Oxysaver nasal cannulas are designed to save up to 75 percent of the tank's oxygen. Equipped with a needle valve, you set the oxygen flow rate based upon your altitude. Aerox recommends that your Oxysaver be replaced after 200 hours of use.

"The Aerox supplemental portable oxygen system with the Aithre Altus Meso and the Aithre Illyrian pulse oximeter is just like having an engine monitor for your body," Aerox's president Scott Ashton told us. Meso preinstalled on a tank from Aerox is U\$149.99 plus the cost of the oxygen system. Aerox oxygen systems start at U\$462.

When selecting the size of the oxygen bottle, you need to think about several factors, e.g. the number of people (two, four or six), type of mask, maximum altitude and oxygen refill availability. Aerox bottles range from six to 90 cubic feet (cf). A six-cf bottle with a single user at



10,000 or 18,000 feet will provide approximately 12 and 4.6 hours of oxygen respectively when using an Oxysaver cannula. In ground school (back in 1995), student pilots were taught that supplemental oxygen must only be Aviation Breathing Oxygen (ABO). Most aircraft maintenance shops and some FBOs offer bottle refills, typically starting at \$50. Many pilots debate the merits of ABO, medical and welder's oxygen for use in aircraft, focusing on cost and availability.

Guardian Avionics' Aero 455 Pulse Oximeter (and CO Detector) is TSO'd for installation in certified aircraft. Panel-mounted, the Aero 455 includes a pressure sensor, pulse oximeter, CO monitor and Bluetooth. The pilot or copilot places their finger into the Aero

455, which will read their SpO<sub>2</sub> and BP, displaying the readings on the aircraft's MFD, PFD, engine monitor or optional Aero 55 display. The built-in pressure sensor creates altitude warnings at 10,000, 12,500 and 14,000 feet as a reminder to the pilot to don supplemental oxygen. Warnings are displayed on optional annunciator lights. Nonin's 9560 portable oximeter can be paired with the Aero 455 for use by passengers. The Aero 455 retails for U\$999, plus installation costs.

Advances in algorithm-based apps combined with medical grade hardware deliver affordable early warning systems. These aviation technologies allow pilots to make informed life-critical choices during flight. Averting the impacts of hypoxia is priceless. 🙏



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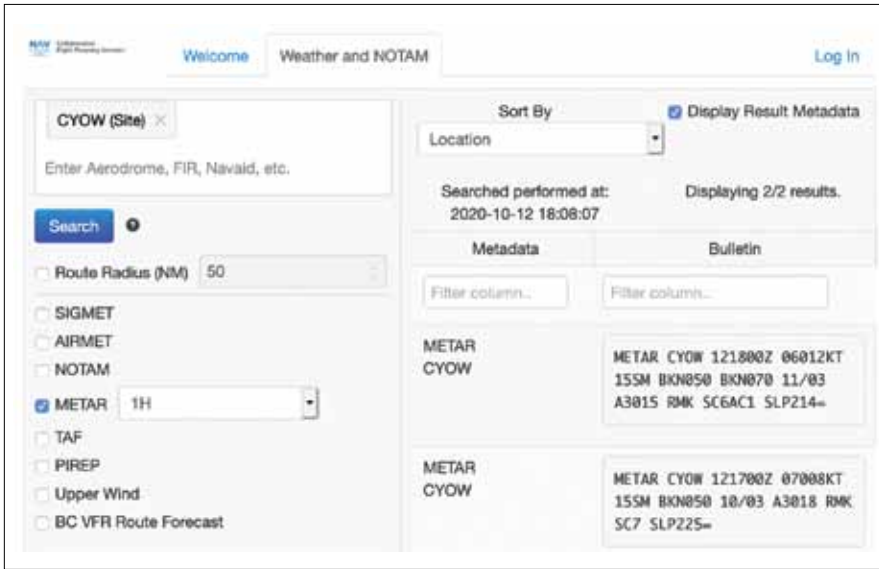
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# METARS

## CANADIAN AND AMERICAN REPORTS COMPARED



◀ An image of Nav Canada's new Collaborative Flight Planning Services website.

**N**early 90 percent of Canadians live within 100 miles of the American border, so there is a good chance a pilot will head south of the border or visit Alaska. We know weather has no political boundaries, but you'll find METARs have inherent differences when comparing them side by side.

To start, Canadian METARs start with the ICAO designation 'C', whereas the continental U.S. uses the letter 'K' except for Alaska, where they use 'PA'. Now come the issuing times. In the U.S., the actual time the observation is taken is used, whereas in Canada you will always see it on the hour, as that is when the barometer must be read. After that, wind, visibility, weather, cloud, temperature and dew point are the same format. However, unlimited visibility is 10 statute miles in the U.S., but generally it's 15 miles in Canada. And when visibility gets low, Runway Visual Range (RVR) values are a tad different. A 1/2 and 1/4 mile in Canada is 2,600 feet and 1,200 feet respectively, but in the U.S. it's 2,400-2,600 feet and 1,400-1,600

feet. Americans observe in increments of 1/16<sup>th</sup> of a statute mile in low visibility, but Canada only goes to 1/8<sup>th</sup>.

Surprisingly, Celsius rules in temperature for American METARs. In 1996, 'surface actuals' morphed into present-

*"IN THE U.S., THE ACTUAL TIME THE OBSERVATION IS TAKEN IS USED, WHEREAS IN CANADA YOU WILL ALWAYS SEE IT ON THE HOUR, AS THAT IS WHEN THE BAROMETER MUST BE READ."*

day METARs. Because of it, Celsius replaced Fahrenheit, but to make things interesting, a code is appended on every American observation to fine-tune temperature and dew point in tenths. Great to know when precipitation is

flirting at zero degrees Celsius, i.e. is it rain or freezing rain?

When we venture into the Remarks section (RMK), things are noticeably different. Americans use the alpha-numeric indicator A02 to denote a 'precipitation discriminator', i.e. the equipment can detect the difference between snow or rain. If it is A01, there is no precipitation discriminator. Canada doesn't have this.

SLP (sea level pressure) is the same in both countries, but in the U.S. millibars are used while in Canada we use hectopascals. Regardless, they are equivalent units. In Canada, we denote cloud types and opacity amounts, but Americans omit this except if there are towering cumulus (TCU) or cumulonimbus (CB) clouds.

You will find density altitude in Canadian METARs when the equivalent airport elevation pressure exceeds 300 feet. And we love adding remarks like FROPA (frontal passage), FROIN (frost on indicator) and PRESSFR (pressure falling rapidly).

Another very distinct unit sometimes found at the extreme end of an American METAR is a dollar sign (\$) which denotes there is a degradation in the weather observing equipment, i.e. maintenance is needed. If a hurricane wreaks havoc along the coast of Florida, you may see the dollar signs pop up on the METARs if equipment is destroyed.

Let's have a look at a METAR comparison between the two national capitals: CYOW (Ottawa) and KIAD (Washington/Dulles):

**CYOW 120000Z 26006KT 15SM FEW006 FEW040TCU SCT070 BKN140 22/21 A2981 RMK CFITCU1AC4AC1 SLP095 DENSITY ALT 1500FT**

For Ottawa, the time is on the hour of midnight Zulu time (UTC), visibility is 15 miles with cloud types given and cloud cover depicted in oktas (one-eighths). Density altitude, strictly a Canadian thing, is given when it is 300 feet above airport elevation. The airport sits at 377 feet above sea level (ASL), so a density altitude of 1,500 feet is becoming significant.

**KIAD 112352Z 18004KT 10SM FEW050TCU BKN150 BKN250 29/22 A2993 RMK AO2 SLP132 T02940217 10333 20294 53003**

This observation was taken at 2352Z, eight minutes before the hour. You will not see 0000 Zulu unless the observation is late. There are no cloud types given except for TCUs or CBs and cloud amounts are never depict-

ed. The temperature is 29° C with a dewpoint of 22° C, but the numbers T02940217 fine-tunes things to 29.4° C and 21.7° C respectively.

Those last three groups are truly number sets a pilot does not need to know and you'll see them every six hours. They are synoptic codes for weather gurus, which include maximum and minimum temperatures and pressure tendency. 🌩️

*Doug Morris flies a Boeing 787 and is a certified meteorologist. He has written two weather books, Canadian Aviation Weather and Pilot Weather: From Solo to the Airlines. Both books cater to Canada/U.S. differences, and are available for purchase at [canadianaviationweather.com](http://canadianaviationweather.com).*

## NOTES

- Nav Canada's archaic website (AWWS) only provides Canadian weather. In my opinion, this is a dangerous proposition for those crossing the border unless you know about the button 'U.S. Wx (ADDS)', which sends you to the American site.
- A uniquely American addition is timing the onset and ending of precipitation. For example, RAB15E40 means 'rain began' 15 minutes after the hour and 'ended' 40 minutes past the hour. If you know this stuff, then you are nearing the expert level in METAR interpretation.
- What does METAR mean? The World Meteorological Organization and Nav Canada define METAR as 'aerodrome routine meteorological report'.

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# METAR

## COMPARAISON DES RAPPORTS CANADIENS ET AMÉRICAINS

Près de 90 pour cent des Canadiens vivent à moins de 100 milles de la frontière américaine, de sorte qu'il y a de fortes chances qu'un pilote se dirige vers le sud de la frontière ou visite l'Alaska. Nous savons que la météo n'a pas de frontières politiques, mais vous constaterez que les METAR ont des différences inhérentes lorsqu'on compare les observations canadiennes et américaines.

Tout de suite, les METAR canadiens commencent par la lettre « C » de l'OACI, tandis que les États-Unis mettent en œuvre un « K », sauf au-dessus de l'Alaska, où vous verrez « PA ». Aux États-Unis, le moment réel où l'observation est prise est utilisée, mais au Canada, vous le verrez toujours à l'heure où le baromètre doit être lu. Après cela, le vent, la visibilité, la météo, les nuages, la température et le point de rosée sont du même format.

Cependant, la visibilité illimitée est de 10 miles statut dans les États-Unis, mais généralement c'est 15 miles pour le Canada. Et quand la visibilité est faible, les valeurs RVR (*runway visual range*, ou portée visuelle de piste) sont un peu différentes. Un 1/2 et 1/4 mile au Canada est de 2600 pieds et 1200 pieds respectivement, mais aux États-Unis, c'est 2400-2600 pieds et 1400-1600 pieds. Les Américains observent par incréments un 1/16<sup>e</sup> d'un mille de la basse limite de la visibilité, mais le Canada ne va qu'à un 1/8<sup>e</sup>.

Étonnamment, les METAR américains utilisent la température en degré Celsius (° C). En 1996, les prévisions météorologiques de surface réelle se sont transformées en les METARs d'aujourd'hui. À cause de cela, les degrés Fahrenheit, mais pour rendre les choses intéressantes, un code est ajouté sur chaque observation américaine pour af-

The screenshot shows the Aviation Weather Center website interface. At the top, it says "AVIATION WEATHER CENTER" and "NOAA NATIONAL WEATHER SERVICE". Below that is a navigation menu with "HOME ADVISORIES FORECASTS OBSERVATIONS TOOLS NEWS SEARCH ABOUT USER". The main content area is titled "METAR Data" and shows a search for "KIAD". The results display two METAR reports: "KIAD 052252Z 31005KT 10SM BKN060 16/07 A3018 R06 A02 SLP219 T01610072" and "KIAD 052339Z 0400/0706 31005KT P6SM BKN050 FRO60200 00000KT P6SM SRC FRO61400 21008KT P6SM SRC FRO62300 19006KT P6SM SRC". The page also includes a sidebar with "ADVISORIES", "FORECASTS", "OBSERVATIONS", "USER TOOLS", and "ABOUT US" sections.

finer la température et le point de rosée en dixièmes. Bon de savoir quand les précipitations frôlent le zéro degré C, c'est-à-dire est-ce de la pluie ou de la pluie verglaçante ?

Lorsque nous nous aventurons dans la section RMK (remarques) les choses sont sensiblement différentes. Aux États-Unis, vous remarquerez des lettres AO2 indiquant un « déterminant de précipitations », c'est-à-dire que l'équipement peut détecter la différence entre la neige ou la pluie. Si AO1, il n'y a pas de déterminant de précipitations. Le Canada n'a pas cela.

Le SLP (pression du niveau de la mer) est le même dans les deux pays, mais aux États-Unis, les unités sont appelées millibars, et au Canada la pression est en hectopascal; néanmoins, ce sont des unités équivalentes. Au Canada, nous dénotons les types de nuage et l'opacité, mais les Américains les omettent, sauf s'il y a des nuages TCU (*towering cumulus*, ou cumulus imposant) ou des CB (*cumulonimbus*).

Vous trouverez l'altitude de densité au Canada lorsque la pression d'altitude équivalente de l'aéroport dépasse 300

▲ Un exemple de METAR fournis par un fournisseur de services américain.  
*An example of METARs provided by U.S. service provider.*

pieds. Et nous aimons ajouter des remarques comme FROPA (passage frontal), FROIN (gel sur indicateur) et PRESSFR (pression tombe rapidement).

Une autre unité très distincte parfois trouvée à l'extrémité extrême d'un METAR américain est le signe de dollar (\$), indiquant qu'il y a une dégradation de l'équipement d'observation météorologique, c'est-à-dire que de l'entretien est requis. Si un ouragan fait des ravages le long de la côte de la Floride, vous verrez des signes de dollar sur le METAR indiquant la destruction d'équipement météorologique.

Examinons maintenant un METAR provenant des deux capitales nationales: CYOW (Ottawa) et KIAD (Washington/Dulles)

**CYOW 12000Z 26006KT 15SM  
FEW006 FEW040TCU SCT070 BKN140  
22/21 A2981 RMK CFITCU1AC4AC1  
SLP095 DENSITÉ ALT 1500FT**

Pour Ottawa, l'heure du METAR est minuit zulu (0000Z), la visibilité est de 15 miles, avec des types de nuages donnés et la couverture nuageuse représentée en huitième (1/8). L'altitude de densité, strictement une chose canadienne, est donnée quand 300 pieds au-dessus de l'altitude de l'aéroport. L'aéroport se trouve 377 pieds au-dessus du niveau de la mer de sorte qu'une altitude de densité de 1 500 pieds devient importante.

**KIAD 112352Z 18004KT 10SM  
FEW050TCU BKN150 BKN250 29/22  
A2993 RMK AO2 SLP132 T02940217  
10333 20294 53003**

Cette observation a été prise à 2352Z, huit minutes avant l'heure. Vous ne verrez pas 0000Z à moins que l'observation soit tardive. Il n'y a pas de types de nuages donnés, sauf pour les TCU ou les CB et les quantités de

nuages ne sont jamais représentées. La température est de 29 ° C avec un point de rosée de 22 ° C, et les numéros T02940217 clarifient la température 29,4 ° C et 21,7 ° C respectivement. Ces trois derniers groupes sont vraiment des nombres qu'un pilote n'a pas besoin de connaître et vous les verrez toutes les six heures. Ce sont des codes synoptiques pour les gourous de la météo qui incluent des températures maximales et minimales et une tendance à la pression. 🌩️

*Doug Morris pilote un Boeing 787 et est un météorologue certifié. Il a écrit deux livres de météorologie, soit Canadian Aviation Weather et Pilot Weather: From Solo to the Airlines. Les deux livres répondent aux différences entre le Canada et les États-Unis, et sont disponibles à l'achat sur [canadianaviationweather.com](http://canadianaviationweather.com).*

## NOTES

- Le site Web (AWWS) de Nav Canada ne fournit que la météo canadienne. C'est une proposition dangereuse en mon opinion pour ceux qui traversent la frontière à moins que vous ne sachiez à propos du bouton 'U.S. Wx (ADDS)' qui vous envoie du côté américain.
- Un ajout uniquement américain est le registre du début et de la fin des précipitations. Par exemple, RAB15E40 signifie que « la pluie a commencé » 15 minutes après l'heure et « s'est terminée » 40 minutes après l'heure. Si vous saviez ça, alors vous êtes déjà proche du niveau expert dans l'interprétation du METAR.
- Que signifie METAR ? L'Organisation météorologique mondiale et Nav Canada définissent METAR comme un « rapport météorologique de routine d'aérodrome ».

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# FLING WING

THE BIRTH OF HELI-FISHING ON CANADA'S WEST COAST



On day, late in April of 1982, while transiting Queen Charlotte Straits, helicopter pilot Peter Barratt noticed a small building on a raft under tow with both the tug and its tow taking quite a beating from the sudden arrival of what is known in the area as a Nimpkish wind—a strong blast funnelling into the Straits from the Nimpkish Valley directly behind Port McNeill on the mid-coast of British Columbia. Peter didn't give much thought to it at the time, but a couple of days later he caught sight of that same float house anchored at the foot of Mount Stephens at the end of McKenzie Sound. The building, on its raft, was tied up in a little bay that Captain Cook had named Nimmo Bay after a ship of the

Royal Navy. Keeping an eye out for new business, Barratt made a mental note to drop in and introduce himself to these new tenants; they might just need the services of a helicopter.

A few weeks later he flew by the float camp low and slow, then settled the Okanagan Helicopters' Jet Ranger onto a flat spit of land beside the float. When the rotors had windmilled to a stop, Barratt could hear voices from the mountainside above him and soon a man and woman and two young children burst out of the brush and greeted him. They invited him into the house, or the 'lodge' as they called it, for tea and cookies. There was a carved wooden plaque beside the door that said 'Nimmo Bay Resort.' He soon learned that getting the resort

▲ A West Coast Helicopters AStar approaching the resort's helipad.

operational was the family's dream, now shaping into a reality.

"We have a big party of sport fishermen arriving in six weeks," explained Craig Murray, while introducing his wife, Deborah, and the two boys, Clifton and Fraser. "So, we have our work cut out for us," he added.

Nimmo Bay Resort was to be powered by a small hydro system that harnessed a fast stream cascading down the side of Mount Stephens and Peter was quick to pitch in and help move the heavy turbine and components of the hydro system into place with the Jet Ranger. When the job was completed and Barratt was about to leave,

PHOTO: CRAIG MURRAY

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Craig noticed a fly rod in the back of the helicopter and the two men soon realized they were both addicted to fly casting and didn't think much of fishing by dragging a line from the back of a tin boat. It can be said that from this brief conversation the two had started the wheels turning and they coined the word right there—Heli-Fishing.

Nimmo Bay Resort would introduce the thrill of flight into remote lakes and streams in the Coast Range 'where no man had gone before', and every cast brought a strike. These two dreamers could never have guessed that there would be four AStar helicopters resident at the resort, each with their own floating landing pad; that their dream

*"IT CAN BE SAID THAT FROM THIS BRIEF CONVERSATION THE TWO HAD STARTED THE WHEELS TURNING AND THEY COINED THE WORD RIGHT THERE— HELI-FISHING."*

would bring the international jet set to their door along with the crew of a major Hollywood film production company. Peter Barratt would, later in the day, trade in that orange helicopter of Okanagan's for a blue one with his own company name on the door. Nimmo Bay Resort and West Coast Helicopters were both born from that opportune moment when Barratt landed to see if he could generate a little business for a 'flying wing'.

*The above excerpt is from Jack Schofield's book Fling Wing. Schofield is a leading chronicler of British Columbia's aviation history. Fling Wing and Finding Nimmo, a book Schofield collaborated with the resort owners on, are available from The Aviator's Bookshelf. — Ed.*



Photo by Mike Reyno

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# WHY I LOVE FLYING

MOUNTAIN BIKER REECE WALLACE GAINS GREATER FREEDOM

*Photos and text by Liam Wallace*

**T**he first thing that comes to mind for many when mountain biking in British Columbia is mentioned is an image of a pickup truck with a bicycle in the back, driving up an old forest service road to the top a trail network. More images might spring up — tall trees shrouded in fog, thick, wet, brown earth laying over the forest floor while a thick layer of moss covers the rocks.

COPA member and professional mountain biker Reece Wallace was always in pursuit of new areas to explore by bike and produce mountain bike movies. So, instead of a pickup truck, Reece envisioned a more unique mode of transport.

Landing on the pristine beach of Vargas Island.





Over the past nine months, a little red 1974 Cessna 150L became Reece's lifeline; an outlet to pursue his passion, a stress reliever. And a novel means of travelling from site to site, at least for a mountain biker. Reece recently acquired the 150 and his pilot licence, giving him the ability to explore all the remote and highly sought-after mountain bike destinations across B.C.

Based out of Nanaimo on Vancouver Island and with the COVID pandemic putting a damper on ferry service to the Lower Mainland, many mountain biking areas that were once open in local provincial parks or a boat ride away now seem long forgotten. Reece knows there was no better time to be able to load his bike into his Cessna and access mountain trails again.

Reece can now take off from his home on Vancouver Island, fly over to Squamish on the Mainland and then on to the Fraser Valley, allowing him to ride in the Abbotsford area for the day. By car this trip would have taken days; with a plane, mere hours. Having the ability to explore on one's own terms — no traffic, no barriers — cannot be understated: Pure exploration. Unrivaled



▲ Travelling along Vancouver Island's west coast to Vargas Island.

## SEA-TO-SKY CORRIDOR

Known in the region as a difficult runway to land on due to its proximity to the towering Coast Mountains, often with strong winds coming up Howe Sound from the Strait of Georgia or flowing out from the Interior, Squamish airport (CYSE) can be unpredictable. With Squamish's famous landmark, the Stawamus Chief, forming a spectacular backdrop with its surrounding peaks, the area's mountains are a destination to behold. Evolving from a forestry and mining economy to one of tourism, Squamish is now known as a world-class mountain biking destination and is one that Reece frequents. The topography from Vancouver Island to Squamish changes constantly, making it a great spot to take in what British Columbia has to offer and right in its back yard. The stark contrast in scenery, rocks, trees and trails makes it unforgettable.

The 150 has allowed Reece to quickly explore multiple areas in rapid succession. Covering so much ground in such a short amount of time when compared to automobiles provides a sense of freedom that it unrivalled.

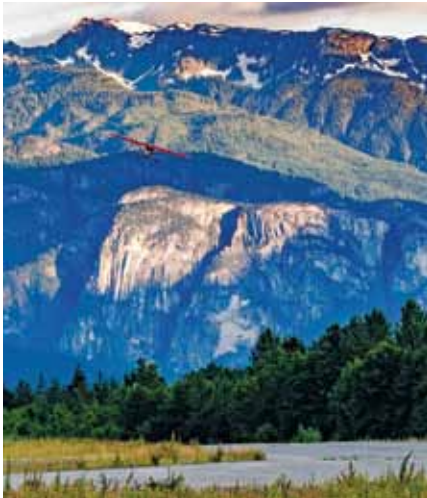
"Being an aircraft owner has been a wonderful experience," Reece told me with a wink. "It's full of fulfilling memories like maxing out your credit card,

freedom that was gained when Reece obtained his pilot's licence, a childhood dream for many was now his reality.

## VARGAS ISLAND

One standout location is a small uninhabited island off the coast of Tofino on Vancouver Island's rugged west coast — Vargas Island. With a massive packed sand beach, a perfect runway lay in wait for Reece's arrival. Pristine conditions make for a perfect lunch spot to escape from the dreary news cycle.

Flying over Vancouver Island's mountain range, then along all the small islands that litter the island's west coast, Vargas awaits the adventurous — the approach over the water, lining up with the sand, eyeing the fast approaching trees with maybe a handful of metres below the wheels, making sure no birds are set to take flight, swiftly followed by hardpack sand and the touchdown. Harder and smoother than most small, rural airstrips, this beach makes for one of the best landing spots.



## STANDOUT LIVERY

The little red Cessna 150, GWQU, started its life in 1974 at a flight school named 'Centennial Flying Service', which no longer exists. They had a fleet of similarly painted Cessnas, each with their own unique insignia on the cowl. Wallace's plane is branded 'Aces High' with four aces, one of each suit, along the front of the plane. Not many of the planes from the school exist these days; most were sold off. GWQU went through numerous owners before being sold in the mid 80s to a private collector who hangared it since then.

Being the first plane for a young guy eager to fly and ready to explore, Reece gained many hours behind the yoke. However, it wasn't long before the plane started to show its age. It required a top overhaul to chase some of the gremlins lurking in the shadows. Since then, it has been running great, allowing Wallace to explore remote airstrips and sand bars around Southwestern British Columbia.

troubleshooting 46-year-old electronics and my favourite saying, 'You can't put a price on happiness'.

"I encourage everyone trying to make a small fortune to invest a large one on a plane," Reece continues, still grinning. "It's all worth it when you have the praise and admiration of your friends and family with kind words like, 'You shouldn't have bought that. Can you get your money back?' or, my personal favourite, 'Does your wife know?'"

Kidding aside, Reece added, "The

▲ Wallace's airplane allows him to more easily pursue his mountain-biking passion.

spatial awareness, reaction time and decision-making that mountain bikers experience on the trail all come into play when flying an aircraft. The similarities with biking and the seemingly endless freedom are why I love flying". 🛩️

*Author Liam Wallace is a competitive mountain biker and skier and Reece Wallace's brother – Ed.*

# I SURVIVED A MID-AIR COLLISION

LET ME TELL YOU ABOUT IT

*Text and photos by Peter C. Cameron*

**O**n June 14, 2020 I flew to Golden Lake in my Citabria floatplane and had a socially distanced picnic lunch with friends. I then took off at about 14:15, heading for Constance Lake near Ottawa where I was keeping the plane at this time of year.

I climbed to around 2,700 feet and, at Golden Lake, could clearly see the town of Renfrew some 20 nautical miles away; visibility was exceptionally good. My course was southeasterly towards Ottawa and I was monitoring the en route frequency of 126.7.

Approaching Arnprior airport (CNP3), I moved over the Ottawa River and called in on 122.7 with my position, altitude and direction of flight towards Ottawa.

I gradually descended to 1,500 feet, reaching the beginning of the Ottawa practice area over the Chat Falls Dam on the Ottawa River. As is customary, I called the practice area on 123.35, gave my position, my altitude of 1,500 feet, and that I was proceeding down the Ottawa River on the Ontario side. Further downriver, I repeated this call when opposite Mohr's Island.



There was little traffic. No-one was in sight, with COVID-19 having curtailed training. There were only a couple of calls and these were of no conflict. No other transmissions were heard.

I was over a narrow inlet to the Ottawa River, Buckham's Bay, when there was a tremendous bang. The plane shook and a red and cream plane flashed by. I just had time to utter one word, "You-sonofabitch," and then I became very, very busy as the plane started a sickening left spiral downward.

It immediately became clear I had no right rudder, or any rudder con-

trol, limited elevator control and, initially, the ailerons seemed unduly stiff. I almost immediately increased to full power and it brought the nose up, but not quite horizontal, so it was clear we were going down. The tendency for left-wing turning was difficult to control.

By bad luck, this had happened over Buckham's Bay, an inlet only about 300 metres wide, not the wide expanse of the river. My objective was to put it down on the water, not into the bank or the trees on either side. I found I could vary the radius of the left turn with power and some aileron: less power

▲ The author's Citabria in better days.

for a steeper bank over the land, more power for a gentler turn, keeping it over the water.

I ended up about 20 feet above the water, not quite level and at almost full power, but 100 metres away facing me was the bank and the trees. I contemplated a left turn, but I could see a boat about my 11 o'clock position and, besides the boat, my concern was that initiating a left turn may well cause a little altitude loss, causing me to catch a wingtip and cartwheel in. I chose to land on the

## MID-AIR COLLISION



water straight ahead, closed the throttle, and she hit the water about at a 20-degree angle. The windshield caved in with a great rush of water, the plane tilted up about 110 degrees (I thought it was upside down) and I was underwater.

I recalled my underwater egress training from several years ago. Well, it works. My immediate reaction was,

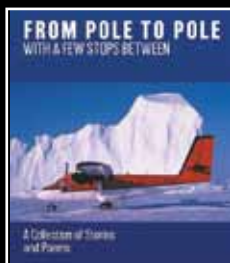
“Pause — the door is on the right, irrespective of what attitude I’m in — and the door handle is just behind the pilot’s seat.” I was reaching for the door handle when I saw the front jettison handle for the door. Citabrias have this feature; it disengages the hinge pins. I decided to turn that one first just in case the door was jammed on a buckled frame and this would help clear it if

▲ Author Peter Cameron’s Citabria sustained significant damage from the collision and upon impact with the water.

necessary. I turned it and was just starting to go for the main handle when the door simply fell away into the depths of the river. I reached out to the top of the door frame with my right hand,

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undid my seat harness (with shoulder straps) and popped out.

I was met by a guy who had swum over from his boat and we swam together over the 10 metres back to his boat. An ambulance had been called and I was transported to Emergency. One thing about hospital emergency rooms, you can avoid a long wait, or any wait, if you crash-land a plane into the Ottawa River.

After a couple of hours of high-tech tests, things in my arm, electrodes, ultrasonics, I could go home.

### AFTERMATH

The guy who hit me was flying a Cessna 172M with two other adults and a child on board and were out sightseeing. They made it back to Arnprior and landed safely with damage to the bottom cowl, firewall and front wheel.

The Transportation Safety Board (TSB) is investigating and its report should be out in December. From my own observation of the wreckage, and not to prejudge the TSB, I seem to have been hit from behind, at about my 4 o'clock position. There are prop strikes on the right aileron, the whole rudder fin is bent 180 degrees, and there is limited elevator movement.

### POSTSCRIPT

Some pilot friends have been asking me questions and it might be helpful if I documented these and the answers to pass on information.

**Question:** Did you make an emergency radio call prior to ditching?

**Answer:** No, never thought about it, was fully occupied and totally focused on aircraft control.

**Q:** Did you consider unlatching the door prior to hitting, as suggested by some?

**A:** I needed all my hands at the controls at the time and it never occurred to me. It did when I was underwater. Indeed,

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*"I WAS MET BY A GUY WHO HAD SWUM OVER FROM HIS BOAT AND WE SWAM TOGETHER THE 10 METRES BACK TO HIS BOAT."*

---

as I turned the jettison handle, I did so in part because, had the door been jammed, it would be easier to bang it out with the hinges disengaged.

**Q:** Since you knew the windshield was gone, why did you not exit out the front opening?

**A:** It never occurred to me. The plane and windshield were facing into darkness, the light was on either side of the cockpit and the door was the immediate focus of my attention. Had the door been stuck, it could have been a

Plan B, but it would have been a bit of a struggle to pass between the front windshield braces.

**Q:** Were you wearing a seatbelt, a full harness?

**A:** Yes, and it was snug. Why? There is a floatplane reason for this. I had gotten into the habit of keeping my shoulder straps very loose prior to takeoff because, if they were snug, I could not reach the handle to pull up the water rudders. So I would habitually find myself after taking off at 500 feet with a loose harness; not a great idea if the floats had hit an obstacle in the water, for example. I had added a checklist point after "Water rudders up", to say "Harness tight". And I got into the habit of tightening before taking off.

**Q:** Were you afraid?

**A:** Like others, I sometimes wondered how I would react in a truly desperate situation. Would I panic, would I be reduced to impotence, overcome with fear in a life-threatening situation? What I found was that I became totally focused on the tasks at hand: flying the aeroplane, making the decisions, some of them in split seconds, and pulling it off.

It was only later when one of the TSB officials mentioned that they do not often get to interview survivors of mid-air collisions that I realised that I was also a very lucky guy. 🙏



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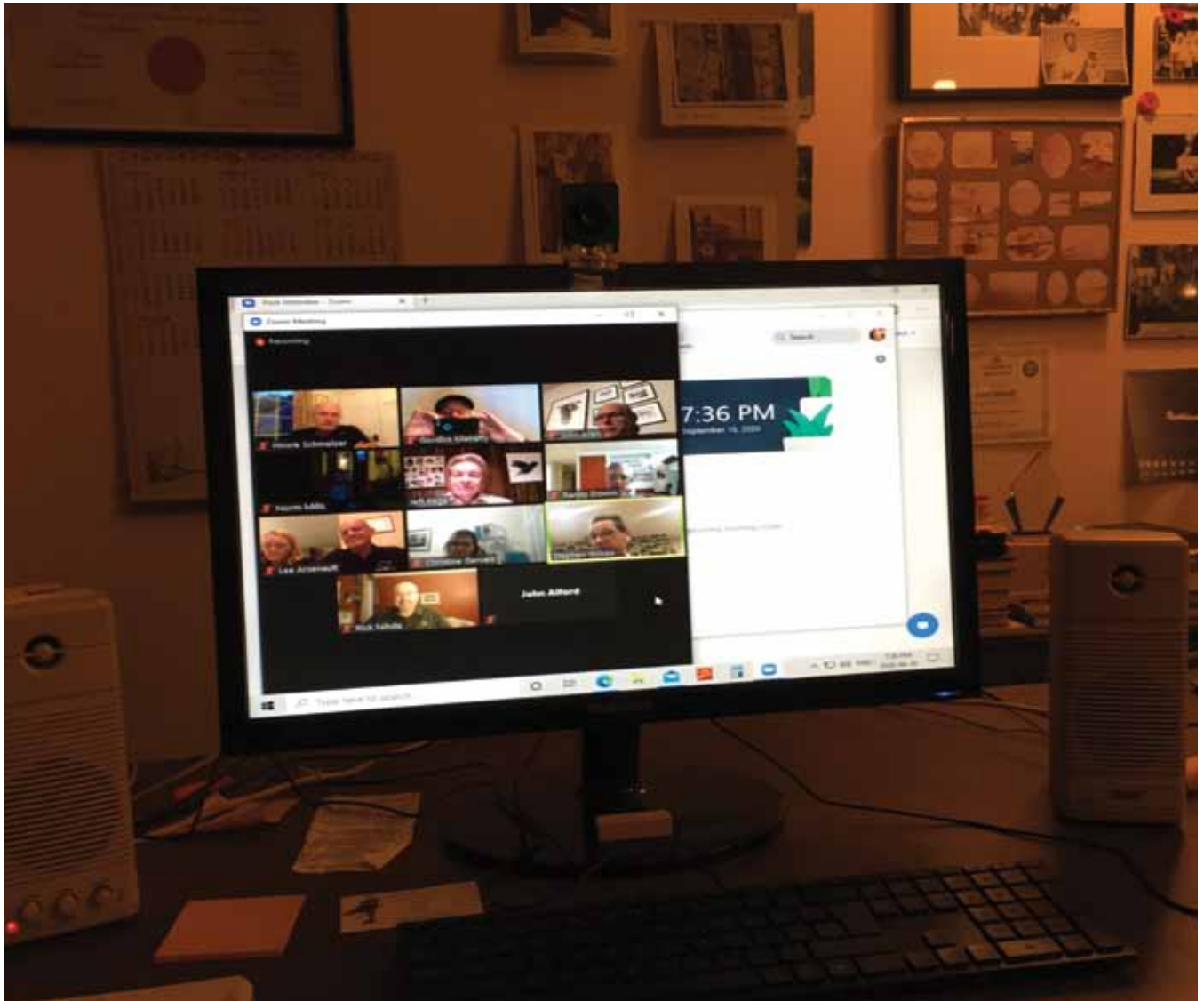
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## ZOOM MEETINGS

### COPA FLIGHT 70 WORKS AROUND THE PANDEMIC

PHOTO AND TEXT BY GORD MAHAFFY



▲ Teleconferencing software like Zoom allows for easy and safe participation in meetings.

**As far as activities at COPA Flight 70 are concerned, the glass is either half empty or half full. The half empty perspective is driven by the lockdown and the individual restrictions we are living under due to the COVID-19 pandemic.**

The Oshawa airport (CYOO) is the base of operations for COPA Flight 70. At the start of the pandemic, both

flight schools and the main terminal building were locked down. But the airport itself, including the control tower, remained open. Commercial flying, including small corporate jets, survey operations, the police helicopter and air ambulances, continued. Private owners with planes tied down or hangared were also able to continue flying, but with more restrict-



ed access to washrooms, and with no food service available on the airport. As this is being written, both flying schools have reopened and seem to be putting in full days of flying, weather permitting.

Before the lockdown, Flight 70 held its regular monthly meetings in an RCAF Association 420 Wing facility on the south side of the airport. Naturally, these meetings were suspended to comply with social distancing guidelines.

In order to keep Flight 70 together, online Zoom meetings were organized. The first one was an executive meeting and it was a success. Then a general meeting for all members was planned. This was held on September 10 at 19:30. Attendance was a bit disappointing due to a problem emailing the link to the meeting. But from a technical point of view it was perfect.

With Zoom, each participant is comfortable in their own dwelling and it is a very personal experience. It feels like the speaker is talking directly to, just you. When the speaker is talking, the microphones from the those attending can be muted so the speaker is never interrupted. Interruptions had always been a problem during live, in-person presentations. Questions

can be posed through a chat box and, at the end of the meeting, all microphones and cameras can be activated for general socializing.

It is easier to get guest speakers for Zoom meetings since there is no traveling involved for the speaker and they can talk from their own homes. Witness Flight 70's September meeting; our

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*"EVEN WHEN THINGS GET BACK TO ALMOST NORMAL AND LIVE MEETINGS ARE ONCE AGAIN ALLOWED, THERE IS NO REASON WHY WE CAN'T CONTINUE TO HAVE ZOOM MEETINGS..."*

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first speaker was Steve Wilcox, manager of the Oshawa airport. Our second speaker was none other than Christine Gervais, COPA's new CEO, speaking from her home in Ottawa.

Our third speaker was Lee Arsenault, who gave a passionate description of

Hope Air operations. This included an outline of the then-upcoming Hope Air epic fundraising project. This is known as the Give Hope Wings 'Sault to Saguenay Expedition 2020'. It was a five-day, multi-airplane fly-out aiming to raise \$100,000. Google 'Hope Air' or 'Give Hope Wings' for more information.

Our last speaker was Flight 70's co-captain, Rick Nihda, who reminded everyone of the Trillium group that was organizing informal fly-outs to various rural airports in Southern Ontario. Rick described the Trillium Flight he and Flight 70 executive member Howie Schmelzer had enjoyed to the Midland airport (CYEE). Just relaxing in the sun after such a flight can remove a lot of anxiety and restore a sense of normality (very good for your mental health).

And even when things get back to almost normal and live meetings are once again allowed, there is no reason why we can't continue to have Zoom meetings to reach a larger audience (read: membership). Or, better still, have simulcasts with both a live audience and a Zoom audience. The technology exists, is easy to use and is affordable right now.

So maybe the glass is half full. 🍷



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## ERISSA YONG-WILSON MEMORIAL BURSARY

BCGA BURSARY RENAMED IN MEMORY OF LOST PILOT

BY ANNE STEVENS



A member of the British Columbia General Aviation Association (BCGA — COPA Flight 194) from its inception in 2015, Erissa Yong-Wilson was one of its passionate and generous supporters. Her energy, ideas, goals, values and humour are woven through the fabric of the organization. Her influence will be felt for many years to come.

Hard work and business savvy provided Yong-Wilson the means to pursue her own journey to flight and to many other adventures. Always grateful for the life she lived so fully, Yong-Wilson felt that it was her responsibility, and

her reward, to give back; to help others learn and progress in aviation and in life. She acted on this belief often and in many ways, from giving support and encouragement in her own forthright style, to lending her airplane, mentoring, teaching and in countless other acts of kindness, usually without fanfare or recognition.

In 2017 she personally established and funded an annual BCGA scholarship intended to further the aviation goals of a deserving student in pursuit of flight or aircraft maintenance training.

◀ Erissa Yong-Wilson's life was tragically ended last summer while flying in B.C.'s Coast Mountains.

Since her sudden passing on July 27, 2020 many people touched by Yong-Wilson's boundless enthusiasm and zest for life have expressed a desire to honour her memory by contributing to a scholarship in her name. As a board of directors, we have carefully considered several options to facilitate this, staying true to her original intent and vision.

To that end, the Erissa Yong-Wilson BCGA Bursary will become the Erissa Yong-Wilson BCGA Memorial Bursary and will continue in the same form as she created it. A goal of \$10,000 has been set which would carry the scholarship forward until at least 2025. If donations were to exceed that amount, the award will continue indefinitely as long as funds are available. 🙏

*The Vanderhoof-based author is a COPA member and a BCGA director — Ed.*

### CONTRIBUTION INSTRUCTIONS

The BCGA invites anyone who would like to donate to the scholarship fund in Erissa's honour to forward their donation by electronic funds transfer to [info@bcaviation.ca](mailto:info@bcaviation.ca) (please put 'Yong' in the comments).

Or, by cheque to:

BC General Aviation Association  
45-18300 Ford Road  
Pitt Meadows, BC  
V3Y 0C6

# RVA À LA FERME WELLER AUSSI RÉUSSIE QUE JAMAIS

## L'UN DES ÉVÉNEMENTS AÉRONAUTIQUES LES PLUS CONNUS AU QUÉBEC ÉTABLIT UN RECORD



**Plus de 60 avions se sont rendus cette année au rendez-vous aérien de George Weller sur la piste d'atterrissage de Weller Farm (CTQ2) près de Stanstead, au Québec, battant un record de fréquentation établi il y a deux ans.**

Le jardin de la ferme en libre-service de Weller en fait l'un des événements RVA uniques au monde, en toute année. Weller attribue également l'appétit des voyageurs pour ses burgers de boeuf et son maïs frais.

Un avion, un RV, a volé tout le long de la Ville de New York pour un survol avant de revenir au sud. Les participants au sol

comprenaient une multitude d'avions, de type maison et certifiés, un gyrocoptère et un hélicoptère dont le propriétaire l'utilise pour se rendre régulièrement de la région de Stanstead à Montréal.

Pendant des années, Weller a fait pression sur l'Agence des services frontaliers du Canada (ASFC) pour assigner une représentation temporaire d'une journée à sa piste d'atterrissage afin de permettre une plus grande participation des aéronefs basés aux États-Unis. À l'heure actuelle, ils devraient passer les formalités à la frontière à l'aéroport desservi par l'ASFC le plus proche, à

savoir le Sherbrooke (CYSC), à 28 milles marins au nord-est de la ferme de Weller. Bien que les règles actuelles de pandémie et de quarantaine du COVID-19 aient empêché les participants américains d'assister à l'événement de cette année, Weller tient à maintenir la pression sur l'ASFC pour les événements futurs.

Weller souhaite également faire savoir qu'il accueille les « inventeurs » avec des concepts innovants dans sa bande de ferme, à condition que ce soit toujours à leurs risques et non aux siens.

« Je suis moi-même un peu un inventeur et je vois beaucoup de concepts d'aviation intéressants avec l'énergie électrique et des concepts de type drone pour le transport de personnes », a déclaré Weller à COPA Flight. « Jusqu'à ce qu'il y ait des batteries plus grosses et meilleures, je pense que l'hybride est une bonne solution pour les avions. »

## WELLER FARM FLY-IN AS SUCCESSFUL AS EVER ONE OF QUEBEC'S BEST-KNOWN FLY-IN EVENTS SETS RECORD

**More than 60 planes made it to George Weller's annual fly-in at the Weller Farm airstrip (CTQ2) near Stanstead, Quebec this year, breaking an attendance record set two years ago.**

Weller's u-pick farm garden makes it one of the more unique fly-in events anywhere, in any year. Weller also attributes flyers' appetite for his trademark Beefalo Burgers and fresh corn.

One aircraft, an RV, flew all the way up from New York City for an overflight before returning south. Attendees on the ground included a multi-

tude of airplanes, both home-built and certified types, a gyrocopter and a helicopter whose owner uses it to commute from the Stanstead area to Montreal.

For years Weller has lobbied the Canadian Border Services Agency (CBSA) to assign a temporary one-day representation to his airstrip to allow for greater attendance from aircraft based in the U.S. Although the current COVID-19 pandemic and quarantine rules would have kept American attendees from attending this year's

event, Weller is keen to keep up the pressure on the CBSA.

Weller also wants to get the word out that he welcomes 'inventors' with innovative concepts to his farm strip with the proviso that it be always at their risk, not his.

"I am a bit of an inventor myself and am seeing lots of interesting aviation concepts with electric power and drone-type concepts for people transport," Weller told COPA Flight. "Until there are bigger, better batteries, I think hybrid is a good way to go for aircraft."

## MANITOBA STRIPS

### LOCAL PILOT UPDATES OBSOLETE AIRSTRIPS MAP

BY CURTIS PENNER



◀ The author's Bearhawk Patrol sitting at a farm strip, typical of those found throughout southern Manitoba.

The project started this spring when I became aware of a 1978 map put out by the Manitoba Flying Farmers showing 242 private airstrips in the province at that time. The idea of updating that 42-year-old map as a 'Manitoba 150' project in celebration of our province's founding was the catalyst that kicked off the most interesting and challenging flying experience I've ever had.

There were several obvious challenges to address when taking on this project. The 1978 contact information I had was usually obsolete, as the phone numbers only had seven digits, cell phones had not yet been invented and many pilots active 40+ years ago had moved, quit flying or even died since then.

The prospect of landing on completely unfamiliar airstrips without any prior knowledge of their exact location, runway orientation, obstacles or condi-

tion had the potential to create all sorts of difficulties. Google Earth was used to look for the original strips and gather preliminary data including GPS coordinates, length, heading and obvious obstacles. Eventually I came up with a list of about 80 runways that looked like they still existed. At the time, I thought that was a rather appropriate, albeit discouraging commentary on the state of general aviation.

The next step was to visit these airstrips and obtain updated information. Most mornings I would head out with a list of eight or so prospects. Of those, I would usually pass on one or two that had either disappeared in the time since Google Earth had updated their satellite images or had been abandoned to the point that they were unsafe due to trees and bush overtaking the runway. I would land on the other

half-dozen or so and try to connect with the owner.

When I would bring the conversation around to the project goal of putting together a database and map of the private strips in Manitoba, the endeavour transcended the ordinary and things took a dramatic turn. When they got over their astonishment at the unusual idea, the response would frequently be enthusiasm followed by, "There is a strip over in that direction... have you been there yet?" And so, although I started with a list of only 80 prospects from the 250 on the 1978 map, each flight lengthened the list.

Flying into unfamiliar airstrips with no prior knowledge or experience other than satellite images required proficiency in skills many pilots never use after getting their licence. Essential techniques included pre-flight planning, navigation and airborne assessment of runway environments. This included approach and departure obstacles, wind direction, length and width, surface conditions and obstacles on the runway. Since resources like windssocks were frequently not available, I had to use roadway dust, wave action or waving grass and trees to assess the wind speed and direction.

Runway lengths were anywhere from 700 feet to 5,000 feet, with surfaces that ranged from concrete to unmown grass. Some grass runways were smooth and cut short and, after landing on others, I had to clean grass and weeds from my wing struts. Landing at one that was banana-shaped, crossed a bridge, had power lines around it and had numerous obstacles including rock

piles and fences even entitled me to a medal from the owner that was inscribed, "I survived landing at \_\_\_\_\_".

Most had been there for a long time, but I saw a couple of brand-new ones as well. Some had obviously not been used for many years, and on-runway obstacles that I encountered included farm machinery, sprinkler heads, solar panel installations, bales, drainage ditches, cattle and wildlife, fences, badger holes and even a freezer. Of course, unmarked hydro lines and fences were always a concern.

Although much can be learned by studying a satellite image, in the absence of published information about a runway and its surroundings, each landing had to be approached with an abundance of caution. Everything I learned about precautionary approaches when I was a student-pilot was put into practice this summer.

After 56 hours of flying time over 23 flights between June and August, the total came to 205 private strips located and safely landed on. The information collected will allow other pilots to make an informed decision on which airstrips would be within their personal and aircraft's capabilities.

Resources now available to help other pilots exploring Manitoba in the future include:

- A spreadsheet showing location and contact information, runway(s) length(s), surface, altitude and pertinent notes;
- A 41-inch by 36-inch map with the locations of the private strips marked on it to facilitate flight planning;
- ForeFlight waypoints file to overlay locations on the map page; and
- A file of overhead pictures of each strip.

Visit Manitoba with your airplane and check out what we have to offer. I'm looking forward to seeing you next summer. Contact me at [penngro\(@\)sdnet.ca](mailto:penngro(@)sdnet.ca) for more information. 📧

## MISSION REQUIREMENTS

### STOL CAPABILITIES

Runway lengths varied, and many had obstacles on approach or departure as well as on the runway itself. Additionally, about 15 percent were not mown (some for many years). Sufficient prop clearance and sturdy landing gear able to handle widely varying surface conditions were a must.

### RANGE

The average flight was around two to three hours, although the longest flight when covering sparsely populated areas was five and a half hours airborne, with 10 landings and takeoffs.

### SPEED

The area covered by this project (the southern 250 miles of Manitoba) measured about 70,000 square miles. Setting speed records wasn't necessary, but it was nice to cover ground comfortably at 130 to 140 mph.

### VISIBILITY

When attempting to pinpoint the location of an unfamiliar airstrip, the ability to look down to both sides is very helpful. Additionally, having visibility over the nose when landing at unfamiliar locations makes avoiding obstacles on the runway much easier.

### EQUIPMENT

The utility of ForeFlight and a glass panel cannot be overstated. Setting up waypoints and heading bugs made navigation easier. Receiving terrain and obstacle alerts in unfamiliar areas improved safety, and live airspace information when travelling in and around control zones reduced stress. Doing this with paper charts and 'steam gauges' would have been much more challenging. Having ADS-B Out and a locator beacon allowed tracking and gave an additional measure of security, especially in remote areas.

Fortunately, the Bearhawk Patrol in my hangar checked all the boxes and allowed me to visit all the strips safely and without incidents.





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## STANLEY MANAGES TO HOLD THEIR ANNUAL FLY-IN

### ATLANTIC BUBBLE FORCES A SCALED DOWN EVENT

BY BRIAN CHAPPELL, SSA VICE-PRESIDENT

The Stanley Sport Aviation Association (SSA) held its 49<sup>th</sup> annual fly-in at Nova Scotia's Stanley airport (CCW4) on Saturday, September 5. This was not, however, a fly-in like any of the preceding 48 Labour Day weekend fly-ins we've held. Due to the COVID-19 pandemic, this year's event had to be highly modified; there was no influx of visitors, aircraft, travel trailers or motorhomes on Thursday or Friday and no corn boil with live music Friday evening in the area around the firepit. No food vendor truck for the weekend, no forums, no aircraft judging, no auction Saturday evening, etc. In short, not a lot of the usual events that this annual fly-in has become famous for over the years.

We had considered cancelling the event completely as many others have been forced to do this year but, by early August, with the Atlantic Bubble in place for over a month and working quite well, and with COVID numbers declining to nearly nothing, we decided we had to do something. So, a one-day, three-hour barbecue was planned for Saturday from noon until 15:00 for Atlantic Bubble flyers only.

We brushed up on the latest COVID rules and guidelines set out by the province, had all our cooking and serving done outside, the chairs and picnic tables spaced as required and so on, not knowing what kind of a response we would get. Charlottetown, Prince Edward Island and Greenwood, N.S. were the only other two to have a small barbecue in 2020.

The weather Saturday was great; clear with light westerly winds. Our man Bob, in the tower, was ready for



whatever. By 09:00 the planes started to arrive. After a little while there were as many as six aircraft in the circuit at once. In all we had nearly 50 aircraft and three helicopters arrive before noon. Some of these folks told me things like, "This was the first time I flew the plane this year." Others had comments like, "I've only flown 4.5 hours so far this year," and other comments like that. There was obviously a pent-up desire to go flying, so coming to this annual, familiar location was the excuse many had for the need to fly.

We had purchased a larger number of hamburgers and hot dogs than the people we anticipated would show up. It was a good thing we had; we ran out of everything as the last few placed their orders. Only one couple was too

▲ The pandemic didn't keep participants away from this year's Stanley fly-in.

late. We were not charging for the food and drinks; we just had a cash donation box on the table to cover costs.

We anticipate that our 50<sup>th</sup> annual Labour Day weekend fly-in in 2021 will have even more participants than many of the previous 48; all the 'none-events' noted above will be back, plus more. We will also be honouring a local man who was in the Dam Busters Raid in the Second World War. With family still living in the area, they will accept the dedication in his honour.

COVID 19 should be history by then (we truly hope), so everyone is welcome back to Stanley in 2021 for our 50<sup>th</sup> Labour Day fly-in. 🍷

# ON THE HORIZON

## REGULARLY HELD EVENTS

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

### AIRDRIE, AB (CEF4)

Flight 134 — Monthly meeting  
First Thursday 19:30.  
[airdrieflyingclub.ca](http://airdrieflyingclub.ca)

### ARNPRIOR, ON

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

### BANCROFT, ON (CNW3)

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

### BEAVERLODGE, AB (CYQU)

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

### BEISEKER, AB (CFV2)

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

### BONNYVILLE, AB (CYBF)

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

### BORDEN, ON (CNV8)

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

### BOUNDARY BAY, BC (CAK3)

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

### BRANTFORD, ON (CYFD)

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

### BURLINGTON, ON (CZBA)

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

### BUTTONVILLE, ON (CYKZ)

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

### CALGARY, AB (CYBW)

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

### CARLETON PLACE, ON (CNR6)

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

### CHARLOTTETOWN, PE (CYYG)

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

### CHATHAM-KENT, ON (CYCK)

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

### CLARENCE-ROCKLAND, ON

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

### COLD LAKE, AB (CEN5)

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

### CORNWALL, ON (CYCC)

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

### DAWSON CREEK, BC (CYDQ)

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

### DRAYTON VALLEY, AB (CER3)

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

### EDMONTON, AB

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

### ESTEVAN, SK (CYEN)

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

### EXETER, ON

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

### FREDERICTON, NB

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

### GLOVERTOWN, NL (CYQX)

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

### GODERICH, ON (CYGD)

Flight 45 — Monthly meeting 19:30  
2nd Wednesday.  
Winter months — airport terminal  
Summer months — airport clubhouse  
Check [copa45.com](http://copa45.com) for updates.

### GRAND FALLS-WINDSOR, NL

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

### GUELPH, ON (CNC4)

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

# ON THE HORIZON

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

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

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

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

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

Flight 131 — Monthly breakfast meeting 08:30 1st Saturday.

Déjeuner mensuel 08h30 1er samedi. [flight131.copanatonal.org](http://flight131.copanatonal.org)

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

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

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

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

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

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

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

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

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

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

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

Flight 26 — Breslau Flyers Monthly Meeting, 19:00 2nd Tuesday usually at the Waterloo Wellington Flight Centre, meetings currently being held on Zoom. [copaflight26.com](http://copaflight26.com)  
Info: [flightwentysix@gmail.com](mailto:flightwentysix@gmail.com)

Flight 26 Pilot Decision Making Meeting, 19:00 1st Wednesday usually at the Waterloo Wellington Flight Centre, meetings currently being held on Zoom. [ca.groups.yahoo.com/neo/groups/cykf-pilot-decision-making-workshop](http://ca.groups.yahoo.com/neo/groups/cykf-pilot-decision-making-workshop)  
Info: [stevenmcdowell@rogers.com](mailto:stevenmcdowell@rogers.com)

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

Flight 165 — Monthly meeting 3rd Monday at 19:00, Terminal building, [laclabicheflyingclub.ca](http://laclabicheflyingclub.ca)

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

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

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

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

## **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 (CYB)**

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 (CYFF)**

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, CYPQ terminal bldg. (except June BBQ/July/Aug). [COPA.Flight34@gmail.com](mailto:COPA.Flight34@gmail.com)

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

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



# ON THE HORIZON

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

Flight 16 — Aero Club of BC monthly meeting 19:30 1st Wednesday.  
[aeroclubofbc.ca](mailto: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 3e 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)

## **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@cciwireless.ca](mailto:shelley@cciwireless.ca)

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

Flight 162 — Shoal Lake Flying Club monthly meeting, 19:30 2nd Tuesday of every 2nd month, terminal building.  
[sfflyingclub.com](http://sfflyingclub.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 [winnmy@telusplanet.net](mailto:winnmy@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 Wednesday 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

## **LIST YOUR EVENT IN COPA FLIGHT**

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



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

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**NEW**

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Jack Schofield's No Numbered Runways recounts the

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**NEW**

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## CANADIAN WOMEN IN THE SKY

From the time the first woman climbed on board a flying machine as a passenger to the moment a Canadian woman

astronaut visited the International Space Station, this is an account of how the sky-blue glass ceiling eventually cracked, allowing passionate and determined "air-crazy" women the opportunity to fly.

Author: Elizabeth Gillan Muir  
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## JOHNNY

Air Commodore John Fauquier, 'Johnny' was Canada's most decorated airman. He did it all during his flying career as a bush pilot, flying instructor,

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**NEW**



## LADY ON A PEDESTAL

Gordon Bartsch recounts how he used skill, ingenuity, and a good share of luck to create an airline serving the Big Dipper route in the Yukon. The story's heroes are a converted DC-3 (CF-CPY) and a young woman who earned the right to fly the Big Dipper Route from the left seat.

Author: Gordon Bartsch  
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## IN PLAIN SITE

Based on interviews as well as meticulous archival research in Canada and overseas, In Plain Site provides a comprehensive chronicle of

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Author: Joel From  
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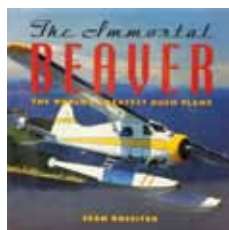


## FINDING NIMMO

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

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### YUKON WINGS

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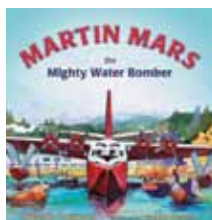
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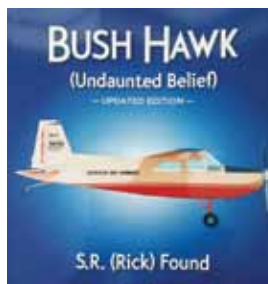


### MARTIN MARS — THE MIGHTY WATER BOMBER

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Ages 2-12

Many children have enjoyed a visit to an airport or experienced the thrill of an airplane ride, but how many have had a gigantic airplane, named Martin, for a best friend? Join the adventure as you enter into the world of Martin the Marvellous Water Bomber.

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**C-150A 1961 TT 4760, SMOH 2300, 125Hr** on new cylinder/piston/valves. Last annual Sept 2020. Shoulder harness, compression 76,76,78,74. Battery 1yo, 1215 ELT, NARCO Mode C, Bendix King digital radio. Flown regularly from home runway. \$20,000 denlong75@hotmail.com (3923.21326)



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**1962 MOONEY M20C** 1925 TT, 466 SMOH, 208 SPOH. IFR certified. MX170C, KY97A, 251H audio panel, Garmin155xL IFR approach GPS, Garmin G5HSI, KI214 HSI VOR/ILS/GS, Garmin 320A xprdr, Cessna 300 ADF. 1024lb useful load. \$72,000. 306-535-4140. (3932.21353)



**1948 TAYLORCRAFT BC 12D** Owner/Maintenance, TT 1340.9, 48.2 hrs on O-290-D2 w/150hp conversion. EDO 2000 floats, 1800lb gross, 476lb useful. Wingtip strobes, sealed struts, flaps, 32 gallons fuel. Cosmetically needs some TLC. Annual inspection completed Aug 15/20, Super Cub performance at 1/2 the price! \$49,500 Cdn. Contact: martinvanhumbek@gmail.com or 250-723-2960 (3927.21337)



**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 (3512.21269)



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**1980 PIPER TURBO SARATOGA.** TT 3135, SMOH 1410, SPOH 43, ASPEN EFD 1000, GTN 750, G430W, XM WEATHER, ADSB, STORMSCOPE AUTO PILOT, EXCELLENT CONDITION.



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

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**1942 BOEING STEARMAN** A75N1 5198 TT, 205 SMOH (O/H 2014). TOTALLY RESTORED IN 2014 TO LIKE NEW CONDITION. CANADIAN REGISTERED. 189K CAD



**CDN 1981 CESSNA 340A** RAM VII, TT 4829, SFRM 365 LEFT AND RIGHT RAM VII CONVERSION. SPOILERS, VORTEX GENERATOR, UPGRADED GARMIN GLASS PANEL. MOTIVATED

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**1946 CHAMP** 65hp, no electrics. TT 4512, zero-time engine w/58 hrs. Wheels and skis. Annual completed July 2020. Minor paint flaking on fuselage. Always hangared. Kars airfield. \$24,000 Cdn. Peter Cameron 613-832-0282 or peterc@istar.ca (3926.21365)



**1983 PIPER TURBO ARROW IV** TTSN 2673, SMOH 527, Gear up 2012 beautifully repaired, New 3-blade prop 247. Serious IFR w/Garmin 530WASS coupled to King slaved HSI and King autopilot, GTX345 xpdr, ADS in & out, King com2 & Nav 2 DME, 4-place intercom and 02, 406 ELT, fuel computer, intercooler. Too many options to list. Int & Ext 8/10. Always hangared. \$122,000USD. Brian: 604-880-8415 or bharton@telus.net (3931.21338)



**1977 PA 18 SUPER CUB** Total rebuild carried out in 2009 @ TTSN 1498 hrs. by Cub Crafters. TTSN now 1640. New Univair fuselage, 3" extended landing gear, 2000 gross wt, 1135.2 empty. Extended range fuel tanks: 16 US gal. New heavy-duty sealed air struts. Steve's Aircraft gascolator. Total of 25 STC's were installed during rebuild. Side luggage door, large luggage compartment. Propeller O/H'd to zero hrs. July 2010, 5-year corrosion inspection C/W May 2016. Prop SOH 92.2 hrs. New in 2009: Garmin SL40 com radio, Garmin GTX327 xpdr, ACK encoder. Garmin 495, PM1000II Intercom, Artex 406 ELT, E-4 EGT gauge, C-4 CHT gauge, VA-1 volt/amp. New electrical, wiring, circuit breakers, switches. Welded float fittings installed. CofA May 2019 \$140,000USD. (3790.20874)



**1976 GRUMMAN CHEETAH** 245 hrs TT. Fully IFR, ADS-B In/Out (US 2020 compliant), Garmin G5 (2) Garmin 430 WASS. Dual axis STEC 30 autopilot, Garmin Aera 796, Monroy Traffic Watch. This is basically a new aircraft, everything is completely original out of the box. EVERYTHING is original. All Grumman AD's complete. Fresh annual completed July 2020 w/corrosion X spray and new LED landing light modification. Like New! \$135,000CAD. Serious enquiries only: johnhscott@mac.com or 514-449-8266. (3764.21316)



**PIPER 1963 PA 28 - 180 (C-FEJQ)** "Q" has been our faithful transport for 10 years in our commutes throughout BC and other great adventures like flying to Oshkosh. She is ready for a new upholstery and dashboard cover (reflected in the price) and she has her original paint, though it is in reasonable condition. She is an extremely low time airframe for her age (TTSN:2725) \$39,999 604-866-8359 (3966.21335)



**PA-28-140 1973** 3817 TTSN, 457 STO, IFR, Garmin GNC300XL, Narco 810 COM, King KNS81, CI 206 CDI, Narco ADF, Narco AT150 TXP mode C, PMA6000 audio panel, digital clock, leather interior, new windshields. \$45,000 Contact: pierre.alegre@sympatico.ca or 514-757-3313 (3968.21339)



**1976 CESSNA 182P** TT 4299, SMOH 1583 Continental 0-470-S, land & sea prop. L/R fuel, EDO 2870 float, wing extension, bubble windows. \$129,000 Cdn sales@csplane.com, www.csplane.com or 613-632-0123 (2378.21377)



**GREAT RV9A** 200 TTSN Professionally built, excellent condition. LYC 0-320, 160HP, Sensenich prop, Garmin avionic, 510 GPS, radio and xpdr. Can include portable hanger. Asking \$45,000. Located in NE Ontario. More info call 705-225-2168 (3789.21323)



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**BEAUTIFUL BELLANCA CRUISEMASTER** 260 hp Continental IO-470 and Hartzell 3-blade prop. 1040 TSOH on engine and 0 hrs on prop since 10-yr inspection. Always hangared. Oshkosh award winner. \$50,000. Gavin 604-817-1067 or beer\_samaritan@live.ca (3967.21336)



**1961 CESSNA 172B** 3900TTT, 850SMOH. 95 hours since O-300D teardown in 2019 w/4 new cyl, crank checked, sump corrosion repaired. No expense spared on maintenance & improvements. Logs since new. Annual August 2020. Contact: 403-829-0849 or michael@flightsimple.com (3964.21333)



**1980 BEECHCRAFT SKIPPER** TTAf 3325, Lyc 0235, 1241 SMOH. New windscreens, NDH, Radio nav/comm Garmin GPS, GNC 250 XL xpdr Mode C. Annual due August 2021. Perfect aircraft to build hours, has student. \$41,500. daantil@hotmail.com or 418-559-4422 (3327.21322)



**CESSNA A185E 1961** C-FUGX serial# 0291318 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. (3710.21141)

FEATURED LISTINGS FOR NOVEMBER 2020



**1970 MOONEY M10 CADET** w/the C90-16E engine, McCauley prop, TTAF 1910, SMOH 575, PROP SNEW 25, Payload 427 pounds, \$20,000US. see www.mymooney.ca for more information. Based at Innisfail (CEM4) (3519.21314)



**PIPER CUB PA11** Restored in 2014 as homebuilt. 100 hrs since restored. New sealed front struts 2019. Cont O-200 on condition, a cylinder was rebuilt in 2019. Electric starter. Never flew in winter \$34,500 (negotiable). 819-281-5143 or imaginejml@videotron.ca (3950.21367)



**1974 BEECHCRAFT DUKE** 2356 TT, 1155 SMOH on engines, 10 hrs since new cylinders. Clean low time Duke w/ avionics updates. Asking \$195,000 US Contact: clydedhillier@rogers.com or 519-476-4929 (3976.21359)



**PA-22-160X TAILWHEEL CONVERSION** Wheels and floats (EDO 2000). 3625 TTSN, 500 since conversion. 1450 SMOH, 175 new crank, 77 STO. 2 props. ICOM IC-A200. VG kit and gap seals. Heated hangar since rebuilt. \$55,000 Ernie 403-302-3910 (2716.21369)



**GREAT SPEC 2005 RV-7A** 304TTSN, Lycoming O-360-A2A 180hp, Dynon 10" Skyview Touchscreen, Autopilot w/Dynon dedicated control panel, ADAHRS, Mode S xpdr, Artex 345 ELT, Garmin GTR200 Comm, Infinity stick grip 11-00032. Always hangared. Will not disappoint! \$94,900USD Ph: 519-670-8758 (3884.21350)



**1953 PA-18-95** 4667 TTAF, 1060 SMOH. Edo 1400's, Federal 1500 skis, wheel gear. Narco Comm and xpdr. 406 ELT. 36-gal fuel upgrade, Vortex generators, shoulder harness. Currently on floats. \$55K Cdn. 647-960-0232 (3975.21357)



**1974 PIPER PA-31-350** Navajo Chief Panther conversion. Very low time 4625. LR 1434, RH 430 SMOH. Props done 2018. Boots like new, Janitrol heater, Arctic heater, Nayak tank 246 gal, crew door. sales@csplane.com, www.csplane.com or 613-632-0123 (2378.21376)



**CESSNA 140 1948** 5816 TT, 253 SMOH, Prop 253 SNEW. Fully restored in 2014. Apollo SL40, AT50A xpdr mode C, intercom, Kannad 406 ELT, Aera 500 GPS. Excellent condition. Hop in and fly! \$35,000 604-855-1071 or pahgell@gmail.com (3978.21368)

For a list of common abbreviations used in Classified advertising please see page 49

**Classified Ad Deadline for December is October 30**  
Post online anytime at [canadianplanetradec.ca](http://canadianplanetradec.ca)



**PIPER PA 12 FLOATPLANE** Super Cruiser, total rebuild. TTSN 1890 SMOH 1890. EDO 2000 floats. Aero Ski 2000 skis. Lyc O-320 A2B, McCauley "Borer" prop, ALL PA 18 STCs. Great performer. Always hangared. \$78,900. 705-382-2098 or a340driver@aol.com (3616.21381)

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

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**COPA Emergency Medical Travel Program** – Puhl Employee Benefits Inc. is pleased to announce that the Emergency Medical Travel Program is now extended from age 69 to age 79! The Program, underwritten through SSQ Insurance has in addition to regular EMT plan coverages designed to cover emergency medical costs outside of your province of residence, coverage for the pilot and all dependent family members while you are piloting an aircraft in the event of an indiscriminate landing.

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**VRef Evaluation** – Looking for a value for your plane? Check out VRef Evaluation.

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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
- Mark . . . . . 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
- SMAH . . . . . 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
- xpr . . . . . transponder



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- **Accessories & Parts** 100's of new, and OHC accessories. Check with us for all accessory parts!
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Sales Hours 8:15am to 5:30pm EST

Gene Hembree is our buyer. Please contact him at 330-698-0280 ext.224 [gene@preferredairparts.com](mailto:gene@preferredairparts.com)

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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 (3133.21301)

**AERONCA CHIEF 11CC** C85-8F w/O-200 STC 109.9SMOH. Wings/tail recovered 2004. Hangared since '06. 2439.9 TTAf. Last annual July 2017. Scott tailwheel. Comes w/insulated engine cover. Federal 1500 skis available. \$19,000. Located Sutton ON. Kevin Hamilton 905-478-4587 or khconst@xplornet.com (3979.21373)

For a list of common abbreviations used in Classified advertising please see page 49

## 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 (3579.20251)

**1968 C150H** TTAf 6414, SMOH 862, prop 768. Mode C (Narco AT150), 2 comm/2 nav (Narco Mk12D), ELT (121.5). ASI, HSI, AI, Alt, TBI, VSI. Garmin GPS map 196, VOR. Annual April 2020. CYQA. 29,900 705-645-0782 or nhebb@hotmail.com (3934.21361)

**1953 C180** 2870's plus wheel gear O470K 295 TTSO. New bladders 2014. New Stab Jacks 2011. Wing re-skinned and STOL kit 2007. New prop 2017. New battery. Annual Aug 2020. NO Dealers. \$115,000 Cdn. rbmoretton@gmail.com or 807-329-5620 (3960.22324)

**CESSNA 172M 1974** Moteur 980h, cellule 5790h. autopilot stec 50, GPS intégré Garmin gns 430W, Garmin ads-b pour USA, essence 5h autonomie, certification IFR, météo aviation avec XM, Garmin 496 Half-part 35k\$ Joliette QC. 450-471-8371 therrien1957@outlook.com (3963.21332)

## 075 - FLOATPLANE

**NORSEMAN CF-BSC MK V** CF-BSC Complete restoration 2010/11, Engine 20 hrs, Prop 20 hrs, 7170 EDO floats.. Hangared always. Asking \$450,000. CDN Contact: cfdtd@hotmail.com or Gord @ 807-934-6394 (3811.21104)

## 085 - GYROPLANE

**AUTO GYRO MTO Sport 3** 2009 Certified 912 ULS 100HP, 1044 TTSN. Dual control, xpdr. pitch variable, VSI. 64 litre. Annual and 5 years completed. \$64,000 OBO Contact: 418-951-2154 or wolfdog64@live.fr (3965.21334)

## 100 - HOMEBUILT



**MURPHY MAVERICK** Baby Rebel, 80hp stock Subaru engine, Canadian-built PRU w/4"belt drive. Disassembled, ready to move, comes w/skis. Minor damage one wing, needs one blade warp drive prop. \$8,500 OBO. Contact: donmews2002@yahoo.com or 902-476-4751 (3959.21321)

**KITFOX 1** With wheels, skis and floats. Rotax 532, 350 TT, 128 ET. \$20,000 firm price. Contact: georgehobbs@globetrotter.net or 418-461-2291 for further info. Only serious replies please. (3971.21342)

**VOLMER SPORTSMAN** Lyc O-290 w/560 SMOH, 645 TTAf. Wings recovered last winter. 1155 empty, 1650 gross. lcom A200, Narco xpdr w/mode C, 406ELT. In annual. Flies regularly. \$29,500. Contact: trevorrafferty@gmail.com or 905-537-6209 (3961.21327)

## 100 - HOMEBUILT



**3/4 SLEPEVE STORCH** Amazing workmanship on this plans-built airplane. Complete build, ready for covering. Slats and landing gear ready to attach. Motor mount for C65 and one other included. \$13,500 OBO. Contact: donmews2002@yahoo.com or 902-476-4751. (3959.21319)



**PROFESSIONALLY BUILT** Complete and ready for covering. Kitfox oriented design, professional build, wider fuselage. Wings manufactured by D&E, Harry Ribbit airfoil, Grove landing gear. 118hp NSI Subaru aircraft engine, 0 hrs. \$16,000. OBO Contact: donmews2002@yahoo.com or 902-476-4751 (3959.21320)

## 105 - LAKE

**1978 LAKE BUCCANEER LA-4** Salvage or rebuild. 200 hp IO-360. Hull damage and pilot's wing. New MT 3-blade prop. \$29,000 Contact: 604-351-2182 or g.balogh@me.com (3970.21341)

## 135 - PIPER

**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 (3579.20239)

**1977 PIPER TURBO ARROW III** (PA28R201T) TTSN 2696, fully equipped. Intercom, GPS, oxygen, long range fuel tanks. Very nice. Recent annual. \$85,000 US Ph: 514-624-3301 (3685.21311)

## 170 - STINSON

**1947 STINSON 108-1** Extensive restoration 1988. Last flown Sept 1995. Disassembled and in dry storage. Engine preserved. Will need recover and paint. 1820 AFTT. Franklin 150HP 560.5 TSO, Aeromatic F200 Propeller 165.9 TSO, Federal Skis, 6 spare cylinder cores, various spare parts included. \$17,000. Mark 613-301-0364 (3897.21360)

## 250 - BLOCKTIME



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## 285 - FLOATS FOR SALE

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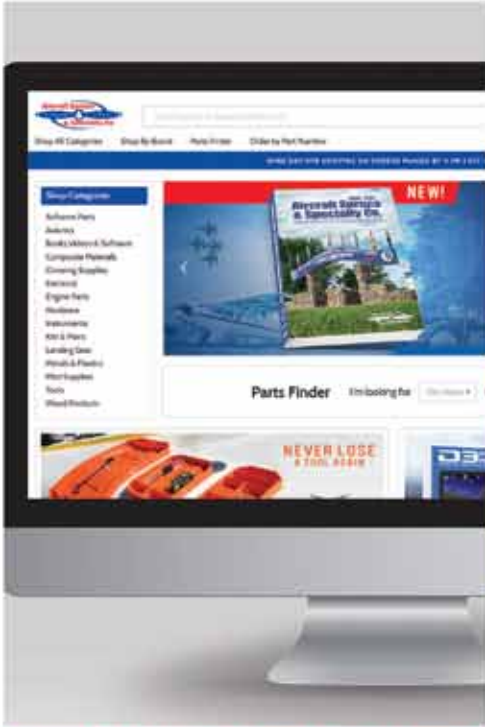
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