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FEATURE

THE SEAREY

COPA Flight contributor Adam Hunt takes a close look at the SeaRey, a flying boat offered by Florida's Progressive Aerodyne in both kit form and as a factory-built Light Sport Aircraft in the U.S. and as an Advanced Ultralight Aircraft in Canada. Given the proliferation of both land and water destinations in Canada, it's no wonder that this design is attracting more attention north of the border.

ON THE COVER: Our October cover is once more graced with a photo of spectacular scenery that can be found just a short hop away from many urban centres in Canada. In this case, north of Ontario's cottage country. And, once again, COPA member Andrew McNamara of Setting North is the man behind the camera capturing this 2017 home-built PA-12.

COPA Flight



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COPA Flight is published under contract to COPA by Canadian Aviator Publishing Ltd.



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THE FLYING SCOT

THE ADVENTURES OF A WELL-TRAVELLED GENERAL AVIATION PILOT



I have truly enjoyed 'meeting' some of our members through various platforms over the last few months. Getting to know COPA's members is one of the best parts of this job!

One such member I've had the privilege to briefly natter with is COPA's very own Flying Scot, who graciously invited me to read his newly published book of the same name. Dr. Alan Hepburn (his real name) has captured in writing his incredible journey as a GA pilot, which spans over 50 years.

First let me start off by saying that I love the concept of this book. General Aviation should be filled with stories such as these, that inspire personal travel and experiences that we can all learn from. I'll attempt a book report version (my first one since high school) to provide a review sufficient to pique your interest. I recommend without a doubt that you pick up your own copy available through burnstownpublishing.com.

Hepburn's book starts by taking us through his childhood, a time when his

love for aviation began and the seed of wanderlust was planted. I'm reminded of how much has changed in aviation in a mere half-century and how much I miss my own personal travels!

He fills his biographical story with an abundance of hilarious tales and there's a witty anecdote at almost every turn which is enlivening. There are plenty of pictures to go along with them, which helps the reader visualize the experience.

If you are looking for a combination of captivating storytelling and practical information, this book won't disappoint. Included in every chapter, you will find valuable information on every aspect of international flying and learn to go beyond your imagination. His time flying with *Air Journey* reads almost as a how-to manual but makes you want to experience his adventures in tropical, off the beaten path and sometimes communist destinations, creating new friendships all the while developing new and invaluable skills. His chronicles are making me rethink my retirement plans altogether (no time soon though).

Included at the end of the storytelling are appendices filled with information that could be contained in training material. From acronyms, to advice on international flying, performance-based navigation, ADS-B (we can have a chat about that) and the future of the instrument rating in Canada, this *Flying Scot* covers it all.

With a renewed sense of elation toward my new 'career in general aviation', I can only hope to one day have half as many adventures some of you have had. Keep the wings to the skies and the stories coming. I, for one, remain your loyal audience. 🇨🇦

THE FLYING SCOT

LES AVENTURES D'UN PILOTE D'AVIATION GÉNÉRALE BIEN VOYAGÉ

J'ai vraiment aimé « rencontrer » certains de nos membres à travers diverses plateformes au cours de ces derniers mois. Connaître les membres de la COPA sera certainement l'une des meilleures parties de ce travail !

L'un de ces membres avec qui j'ai eu le privilège de jaser brièvement est le « The Flying Scot » de la COPA, qui m'a gracieusement invité à lire son livre, tiré pareillement, récemment publié. Le Dr Alan Hepburn (son vrai nom) a capturé par écrit son incroyable parcours en tant que pilote de l'aviation générale, qui s'étend sur plus de 50 ans.

Permettez-moi tout d'abord de dire que j'aime beaucoup le concept de ce livre. L'aviation générale devrait être remplie d'histoires comme celles-ci, qui inspirent des voyages personnels et des expériences dont nous pouvons tous apprendre. Je vais essayer de somatiser le récit que je souhaite vous servira d'une critique suffisante pour cerner votre intérêt. Néanmoins, je vous suggère sans doute de vous procurer votre propre exemplaire disponible auprès de *Burnstown Publishing House*.

Le livre de Hepburn commence par nous emmener à travers son enfance, une époque où son amour pour l'aviation a commencé et où la graine du voyage a été semée. Je me rappelle à quel point l'aviation a changé en un demi-siècle à peine et à quel point mes voyages personnels me manquent !

Il remplit son histoire biographique avec une abondance de contes réjouissants et il y a une anecdote amusante à presque chaque énoncé. Le lecteur y trouvera plusieurs images pittoresques qui lui aidera à visualiser l'expérience.

Si vous recherchez une combinaison de récits captivants et d'informations

pratiques, ce livre ne vous décevra pas. Inclus dans chaque chapitre, vous trouverez des informations précieuses sur tous les aspects du vol international et apprendrez à dépasser votre imagination. Son temps à voler avec *Air Journey* se lit presque comme un manuel pratique mais donne envie de vivre ses aventures dans des destinations tropicales, hors des sentiers battus et parfois communistes, créant de nouvelles amitiés tout en développant de nouvelles et précieuses compétences. Ses chroniques me font

« IL REMPLIT SON HISTOIRE BIOGRAPHIQUE AVEC UNE ABONDANCE DE CONTES RÉJOUISSANTS... »

repenser complètement mes projets de retraite (pas de sitôt cependant).

À la fin de la narration, des annexes connexes contiennent des informations qui pourraient certainement satisfaire aux critères de matériel de formation. Des acronymes aux conseils sur le vol international, la navigation basée sur les performances, l'ADS-B (nous pouvons en discuter) et l'avenir de la qualification de vol aux instruments au Canada, ce *Flying Scot* en a pour tout le monde.

Avec un regain d'exaltation face à ma nouvelle « carrière dans l'aviation générale », je ne peux qu'espérer vivre un jour de telles aventures inoubliables. Gardez les ailes dans le ciel et poursuivez vos aventures. Je demeure à l'écoute. ✈️

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☒ HOPE AIR FUNDRAISER

The Hanover Flying Club hosted two barbecues on August 30 at the Hanover airport (CYHS). Possibly 55 aircraft, including a helicopter, and several cars were on display. Everyone enjoyed tenderloin steaks or hamburgers on fresh bakery buns with corn on the cob, salads and plenty of homemade desserts.

Dedicated volunteers and sponsors were able to feed the crowd at no charge, but donations were encouraged to help Hope Air fly patients in need of access to medical care. Hope Air is a Canadian charity that provides travel and accommodations for people in financial need who must get medical care far from home.

Over \$6,700 was contributed by the crowd, enough to provide 27 medical flights. It was a pleasure to welcome several Hope Air pilots who volunteer their time and airplanes to fly the patients to treatment.

Other featured guests were the Trillium Aviators, Ontario Flying Farmers and COPA Flights 172, 45 & 177. Members of the Interprovincial Air Tour, general aviation friends and our local airport community joined in too.

This event was made possible with the support of the airport management, Hope Air, WestJet, COPA Flight 54 and many individuals.

*Burt Hodgins
Kincardine, Ont.*

☒ PILOT SHORTAGE

In response to Paul Harris's article (Impending Pilot Shortage — September 2020), I just wanted to let you know what the Canadian Aviation Historical Society — Toronto Chapter was doing to promote pilot training in Canada. On our Chapter website (www.torontoaviationhistory.com) under the 'Learn to Fly/Careers' item we post three Air Cadet squadrons plus a complete online Flight Scholarship Course for Power & Gliders (still evolving). In addition, we post several flight schools, aviation colleges, CCAA for aviation trades accreditation, Nav Canada, Pride, women in aviation, aviation text publishers and STEM.

I do agree thoroughly with Paul about the shortage of rental aircraft. This does need to be a separate entity. Today the rental pilot can book an aircraft only to have it taken away because the flight school needs it.

*Robert (Bob) Winson
Etobicoke, Ont.*

eFLIGHT

eFlight contains many stories and breaking news of interest to our members, stories that are usually not repeated in the magazine.

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SEND US YOUR STORIES, LETTERS AND PHOTOS

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

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

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

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

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

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

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CROSS-COUNTRY FLIGHT NEARLY ENDS IN TRAGEDY

SON FLIES 172 WHILE PERFORMING CPR ON FATHER

BY JEREMY DANN



On a cold December day between Christmas and New Year's Eve in 2019, 24-year-old Craig Peck took his 55-year-old father Bradley for a flight in a Cessna 172. The plane was rented from the Annapolis Valley Flight Training Centre and the flight originated at CFB Greenwood. Craig, a 150-hour pilot, lifted off at approximately 14:00 with the idea of heading to the South Shore and looking at some logging roads, Lake Rossignol and hopefully spot a missing dog in the area near the lake. There were light snow flurries and a little turbulence in the area but good VFR conditions overall. The flight time to the area was about 30 minutes.

While airborne, Craig and his father heard a medivac flight announce an advisory on the radio that it was land-

ing approximately four nautical miles north of the town of Liverpool, which was in the area they were planning to fly over. Craig was in communication with the pilot; an ATV accident had brought the EHS LifeFlight helicopter from Halifax.

Shortly before arriving, Bradley began experiencing airsickness, both in the form of a headache and an upset stomach. He asked Craig to head back to Greenwood. Craig had completed one half of a rate one turn near the scene of the ATV accident when things went seriously wrong in the 172. Bradley seized up solid and stretched straight out like a board. His arms flew back and up over his head and his legs locked rigidly forward, planting his feet on the firewall. This seizure-like condition lasted 15-30 seconds and then he

▲ Craig Peck (l) with his father Bradley outside their Nova Scotia home.

slumped forward against his restraints. He had been holding an iPad running ForeFlight, which Craig was using as the primary navigation tool for the trip. It ended up on the passenger-side floor.

Craig has first aid training and immediately checked his father to see if he was breathing by placing the back of his hand over his mouth. He also checked his pulse. He found neither. When asked if at this point if he thought his father had died, Craig's answer was, "Yeah, I figured he's dead, there's nothing more I can do, just fly the plane."

Craig did more than that. He recalled flying very near the Liverpool/South

Shore airport (CYAU) in Greenfield on his trip across the province and he immediately turned back to where he remembered the airfield to be. He also started CPR. A low-time pilot performing CPR on his father while flying to an unfamiliar airport involves a number of very complex and nearly impossible tasks under very stressful conditions. Keeping the aircraft in trim and flying reasonably straight, retrieving an iPad from the floor and sliding the passenger's seat all the way back while managing a lifeless 200-pound passenger were the least difficult of them. Performing chest compressions with his right hand and arm pushing backwards and getting a two-inch deflection of a male adult rib cage while stopping to deliver two mouth-to-mouth breaths very 30 compressions is almost unimaginable. Craig recalls performing three sets of 30 compressions before needing to prepare to land at the Liverpool airport which, fortunately, was only seven minutes away. He was unable to raise anyone on any frequency he tried.

Two minutes back from the Liverpool airport, Bradley started to revive and, just before landing, was able to tell Craig, although dazed, that he wanted to go back to Greenwood. Craig continued into Liverpool, coming in on a fast final at 100 knots. He was on the phone to 911 while rolling out down the runway. Fortunately, Greenfield is the home base, in a very rural area, of emergency vehicles and the sound of distant sirens were in the air as he taxied onto the ramp. After coming to a stop Bradley immediately tried to exit the plane and fell out of the 172 and slid down the landing gear leg and onto the cold tarmac. He recalls very little after reviving in the aircraft but does remember the welcome coolness of the apron surface, and also extreme back pain. He could not get up off the ground. Emergency fire-rescue vehicles were at the airport within five minutes and an ambulance another five minutes after that.

Bradley was taken by ambulance to the hospital in Liverpool where he was tested for a heart attack and related issues. His back was also x-rayed. The following day he was transferred to the South Shore Regional Hospital for more complex tests. He spent two nights in hospital. Although they found no sign of heart problems, they did find he had a fractured vertebra and a disk compression. It is unclear whether they were the result of the seizure, the fall from the aircraft, the

"WHEN ASKED IF AT THIS POINT IF HE THOUGHT HIS FATHER HAD DIED, CRAIG'S ANSWER WAS, 'YEAH...'"

CPR or an undiagnosed pre-existing condition that had been made much worse by all three. Consultations with health care professionals over the weeks following the incident led to a diagnosis of Vasovagal Syncope, a condition that can cause a person to lose consciousness when certain triggering events take place. A serious drop in blood pressure can accompany this condition and was the likely source of Craig not being able to find a pulse.

Craig has a long list of lessons learned and relearned that we can all benefit from:

- Make sure your first aid training is up to date.
- Make sure you have backup communication tools on board.
- Know your en route frequencies or have them immediately on hand.
- Know where you are and where the nearest airport is.
- Stay up to date on your emergency procedures.
- No matter what — fly the airplane. ✈️

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AVIATION PUBLISHERS

THE HISTORY OF SAINT-JEAN-SUR-RICHELIEU AIRPORT

HOSTS OF THE 2021 COPA CONVENTION GEARING UP TO WELCOME ALL

BY JEAN LAVOIE

Like many airports in Canada, Saint-Jean-sur-Richelieu airport (CYJN) was born from the advent of the Second World War and the formation of the British Commonwealth Air Training Plan (BCATP). Saint-Jean-sur-Richelieu was chosen in February 1940 to be one of 230 military training sites in Canada.

OVER 80 YEARS OF HISTORY

Construction of the airport began in August 1940 and the No. 9 Air Observer School (AOS) received its first 42 students and its first seven Avro Anson planes in July 1941. Soon there would be more than 90 Avro Ansons serving the school at Saint-Jean-sur-Richelieu, employing a workforce of 1,340 people. A typical configuration of military installations of the time, the airport still has three runways in a triangular pattern today.

Hundreds of young men from Canada and other Commonwealth nations arrived between July 1941 and March 1945 to obtain their training. In October 1941, another unit was installed at Saint-Jean-sur-Richelieu, No. 9 Repair Depot, responsible for the maintenance and mechanical repairs of planes used by military airports in Quebec and eastern Ontario. With the end of the war in sight, and the air training requirement winding down, both the No. 9 AOS and its accompanying Repair Depot closed in early 1945.

NEW ROLE AT THE AIRPORT

From April 1945 until March 1946, the base became a temporary storage place for airplanes as the No. 8 Surplus Equipment Holding Unit. That same year, the Department of National Defense ceded administration of the airport to the Department of Transport,



which made it a civilian airport and leased it to the City of Saint-Jean-sur-Richelieu. A year later, the military barracks would house the No. 2 Manning Depot for the training of new army recruits until May 1949.

At the same time, a military aircraft restoration company, Aircraft Industries of Canada (AIC), was established there. This company provided employment for 500 workers for about twenty years. They overhauled and modified several types of aircraft: C-47, Canso, Aero Commander, Anson, Beechcraft, etc. The local pilots' association still counts former AIC employees among

▲ The airport at Saint-Jean-sur-Richelieu today. Its original triangular layout is still evident.

its members and the company name can still be seen on Hangar H4.

In February 1951, the RCAF took possession of the site which became RCAF Station Saint John's. The following month the RCAF trained its own aviation recruits at the RCAF Manning Depot. In July 1964, the base took a French name, RCAF Station Saint-Jean.

Seventeen years later, on February 1, 1968, the military airport lost its planes and RCAF appellation, becoming

'Canadian Forces Base Saint-Jean'. The training would thenceforth be for recruits of all services: army, air force and navy. The military airport closed its doors permanently and kept only the barracks and buildings for recruit training.

THE CONNIES AND JOHN TRAVOLTA

In 1979, two businessmen founded Conifair Aviation Inc. to provide spraying and air charter services from Saint-Jean. Conifair operated two Constellations (Connies), three Douglas DC-6s and four DC-4s until 1985, when operations were suspended. What is most impressive is that they were able to operate these large planes from a 4,000-foot runway. Small anecdote, one of the two Connies (C-GXKO) was bought by John Travolta in 1984.

GARRISON CITY

The military tradition continues in Saint-Jean-sur-Richelieu, a 'garrison town', and is reflected today in the presence of the Canadian Forces and its infrastructure near the regional airport.

Since 1979, the Saint-Jean Garrison has stood out above all for the presence of the imposing Général-Jean-Victor-Allard Building next to the airport, a megastructure nearly half a kilometre long. This is home to the 5th Sector Support Group, the Leadership and Recruit School and the Canadian Forces Language School. Annually, 8,000 recruits from across the country begin their military careers there.

TODAY

In 1987, the City of Saint-Jean-sur-Richelieu obtained from Transport

Canada the management and operation of the airport under a 25-year lease, with a 10 year renewal option. The city became outright owner of the facilities in April 2004.

There are around 40,000 aircraft movements annually. Since 1996, the Regional Cadet Support Unit (East) of the Royal Canadian Air Force uses Saint-Jean for the training of cadets on gliders. Nav Canada operates a control tower.

The city's trademark, the International Balloon Festival, which began in 1984, draws more than 100,000 people to the airport each year.

December 8, 2004 also marks the founding of the Association of Pilots and Hangar Owners of Saint-Jean-sur-Richelieu (APPH), which will be pleased to welcome you to the COPA convention in June 2021. 🇨🇦

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L'HISTOIRE DE L'AÉROPORT DE SAINT-JEAN-SUR-RICHELIEU

LES HÔTES DU CONGRÈS ET FOIRE COPA 2021 SE PRÉPARENT À ACCUEILLIR TOUT LE MONDE

PAR JEAN LAVOIE

Comme beaucoup d'aéroports au Canada, l'aéroport de Saint-Jean-sur-Richelieu est né de l'avènement de la guerre de 1939-45 et de la formation du projet « British Commonwealth Air Training Plan » (BCATP).

Plusieurs territoires furent considérés à l'époque. Saint-Jean-sur-Richelieu fut choisi dès février 1940 pour être l'un des 230 sites de formation militaire au Canada. Afin de soutenir le Royaume-Uni contre le régime nazi, le BCATP désirait l'implantation d'un aéroport militaire près de Montréal pour y mettre sur pied une école de formation de navigateurs.

PLUS DE 80 ANS D'HISTOIRE

Les travaux de construction de l'aéroport ont débuté en août 1940 et le No. 9 Air Observer School (AOS) y a reçu ses premiers 42 élèves et ses sept premiers avions Avro Anson en juillet 1941. Bientôt il y aurait plus de 90 Avro Anson pour servir l'école de l'aéroport de Saint-Jean-sur-Richelieu et des effectifs de 1,340 personnes. Configuration typique des installations militaires de l'époque, l'aéroport comporte encore aujourd'hui trois pistes en triangle.

Des centaines de jeunes hommes du Canada et d'autres pays du Commonwealth se succéderont entre le juillet 1941 et mars 1945 pour obtenir leur formation. À partir d'octobre 1941, une autre unité s'installera à Saint-Jean-sur-Richelieu, soit le No. 9 Repair Depot, responsable de l'entretien et des réparations mécaniques des avions utilisés par les aéroports militaires du Québec et de l'est de l'Ontario.

La fin de la guerre mettra fin aux activités de formation militaire de



l'aéroport de Saint-Jean. L'école No. 9 AOS fermera au début de 1945 et le No. 9 Repair Depot n'étant plus requis fermera également ses portes.

NOUVEAU RÔLE À L'AÉROPORT

Dès avril 1945, la base deviendra un lieu d'entreposage temporaire pour avions jusqu'en mars 1946, le « 8 Surplus Equipment Holding Unit ». Cette même année, la Défense Nationale cède l'administration de l'aéroport à Transports Canada qui en fait un aéroport civil et le loue à la Ville de Saint-Jean-sur-Richelieu. Un an plus tard, les baraquements militaires hébergeront la No. 2 Manning Depot pour la formation des nouvelles recrues de l'armée jusqu'en mai 1949.

Au même moment, une compagnie de restauration des anciens avions militaires s'y installe la « Aircraft Industries of Canada » (AIC). Cette compagnie donnera du travail à 500 ouvriers pendant une vingtaine d'années. On y fera des « overhaul » et des modifications sur plusieurs types d'avion : C-47, Canso, Aero Commander, Anson, Beechcraft, etc. L'association des pilotes compte encore parmi ses membres des anciens employés d'AIC et on peut encore voir le nom de l'entreprise sur le Hangar H4.

En février 1951, la RCAF prendra pos-

▲ An AVRO Anson of the type used at Saint-Jean during the Second World War.

session des lieux qui deviendra RCAF Station Saint John. Le mois suivant, en mars, la RCAF formera ses propres recrues pour l'aviation le RCAF Manning Depot. En juillet 1964, la base prendra un nom français, RCAF Station Saint-Jean.

Dix-sept ans plus tard, le 1^{er} février 1968, l'aéroport militaire perdra ses avions et son statut « RCAF » et deviendra Canadian Forces Base Saint-Jean's. L'entraînement sera dorénavant pour les recrues de tous les services : armée, aviation et marine. L'aéroport militaire fermera définitivement ses portes pour ne garder que les casernes et les bâtiments pour la formation des recrues.

LES CONNIES ET JOHN TRAVOLTA

En 1979, deux hommes d'affaires fondaient Conifair Aviation Inc. pour fournir des services de pulvérisation et de charters aériens à partir de Saint-Jean. Conifair exploitait deux Constellations (Connies), trois Douglas DC-6 et quatre DC-4 jusqu'en 1985 lorsque les opérations ont été suspendues. Ce qui impressionne le plus est qu'ils étaient capables d'opérer ces gros avions à partir d'une piste de 4000 pieds.

Petite anecdote, un des deux Connies (C-GXKO) a été acheté par John Travolta en 1984.

VILLE GARNISON

La tradition militaire perdue à Saint-Jean-sur-Richelieu, « Ville Garnison » et se traduit de nos jours par la présence des Forces canadiennes et de ses infrastructures à proximité de l'aéroport régional.

Depuis 1979, la Garnison Saint-Jean se démarque surtout par la présence de l'imposant édifice Général-Jean-Victor-Allard à côté de l'aéroport, une mégastucture de près d'un demi-kilomètre de long. Celle-ci abrite notamment le 5^e Groupe de Soutien de Secteur, l'École de leadership et de recrues et l'École des Langues des Forces Canadiennes. Annuellement, 8,000 recrues prove-

nant des quatre coins du pays y entament leur carrière militaire.

AUJOURD'HUI

En 1987, la Ville de Saint-Jean-sur-Richelieu obtenait de Transports Canada la gestion et l'exploitation de l'aéroport en vertu d'un bail d'une période de 25 ans, assorti d'une option de renouvellement de dix (10) ans. La Ville deviendra définitivement propriétaire des installations en avril 2004.

On y dénombre, annuellement, quelques 40 000 mouvements d'aéronefs. Depuis 1996, Unité Régionale de Soutien aux Cadets (Est) de l'Aviation Royale du Canada, utilise Saint-Jean pour l'entraînement des cadets sur planeurs et Nav Canada y opère une tour de contrôle.

Marque de commerce de la ville,

« DEPUIS 1979, LA GARNISON SAINT-JEAN SE DÉMARQUE SURTOUT PAR LA PRÉSENCE DE L'IMPOSANT ÉDIFICE GÉNÉRAL-JEAN-VICTOR-ALLARD. »

l'International des Montgolfières qui a débuté en 1984, attire plus de 100,000 personnes sur l'aéroport chaque année.

Le 8 décembre 2004 est aussi la fondation de l'Association des Pilotes et Propriétaires de Hangar de Saint-Jean-sur-Richelieu (APPH) qui se fera un plaisir de vous recevoir à la convention COPA en juin 2021.

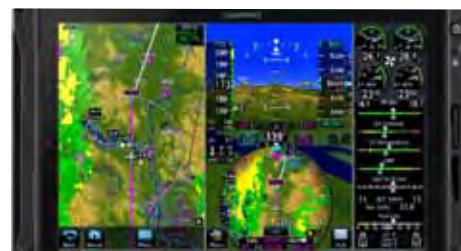


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INCIDENTS + ACCIDENTS

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

ONTARIO REGION

Canadian Flyers International College's C-GWYC, a Cessna 172M with an instructor and student on board, departed Toronto Buttonville Municipal airport (CYKZ) Runway 33 on a flight to practice circuits. The student did the pre-flight walk around; an engine run-up and associated checks were carried out prior to departure with the instructor. During the take-off, the student pilot had control, and the aircraft accelerated normally on Runway 33. As the aircraft lifted off and began to climb, the engine started to lose power. The instructor took immediate control of the aircraft, and ensured full power was being applied, but the engine continued to lose power. The instructor kept the aircraft pointed straight ahead and carried out a forced approach to a short field, located just past 16th avenue and adjacent to the Northbound lanes on Highway 404. The right main landing gear and wing tip struck the top of a hill, and spun the aircraft around. Both pilots exited the aircraft with minor injuries. The Transport Safety Board (TSB) deployed two investigators to the scene of the accident.

A privately owned, amateur-built Stits Skycoupe was on final approach to Port Elgin (CNL4), ON, when the aircraft touched down in a gravel pit 0.4 NM east of airport, struck a stone ridge and flipped over. The aircraft was substantially damaged and the two occupants received minor injuries. It was reported that there were difficulties with the flight control systems and, as a result, a forced approach was conducted into a gravel pit.

C-GJQB, a Cessna 172M registered to Canadian Flyers International and being operated by a student pilot (sole occupant), was conducting circuits at the Toronto Buttonville Municipal Airport (CYKZ), ON. After the aircraft touched down for landing on Runway 33, it veered to the left. The pilot applied full power in an attempt to get airborne. However, the aircraft subsequently veered to the right, exited the runway surface near Taxiway Bravo 1 (B1) and transitioned across a grass infield area, a taxiway, and then collided with a hangar located on the apron. The aircraft was destroyed and the hangar sustained substantial damage. The student pilot was taken to the hospital for assessment, but received only minor injuries.

A Quad-City Challenger II advanced ultralight, equipped with amphibious floats, was climbing out after departure from Carleton Place (CNR6), ON, when the engine lost power (Rotax 582). The aircraft forced landed in a hay field and was unable to stop before striking a line of trees. The pilot was not injured and the aircraft was substantially damaged.

PACIFIC REGION

At approximately 1830Z on August 17, 2020, an Aerospatiale AS350 helicopter (C-FAHC) operated by Aberdeen Helicopters Inc. crashed while carrying out a long-line sling operation near the Eskay Creek Mine, roughly 45NM Northwest of Stewart, BC (CZST). The sole pilot was fatally injured and the aircraft was destroyed in a post-crash fire. The aircraft was reported overdue at 1940Z, and the wreckage was located two (2) hours later by another company helicopter. The Transportation Safety Board (TSB) is working closely with Trans-

port Canada to gather information and assess the occurrence. A decision will soon be communicated regarding the deployment of TSB investigators to the scene.

C-FZYZ, a privately operated Cessna 180, was conducting a VFR flight from a private grass airstrip at Blind Bay, BC, to Nelson (CZNL), BC, with 1 pilot and 1 passenger pilot on board. During the landing on Runway 22, the aircraft encountered a strong cross wind from the North, which resulted in the right wing rising. The pilot applied power to try and stabilize the aircraft and to avoid a ground loop; however, control of the aircraft was lost. The aircraft left the runway surface and went through the airport fence, across a road, and came to rest in a parking lot approximately 80 meters from the runway centerline. Both persons on board sustained minor injuries. There was no post-impact fire.

A privately registered American Aircraft AA-1 was conducting circuits at Prince George (CYXS), BC, with 1 instructor and 1 student on board. During one of the circuits, a simulated engine failure was conducted with the plan to land on the runway and complete a full stop. On final, the instructor took control as they deemed the aircraft to be too high. During the attempted go around, power was not sufficient to prevent heavy contact with the runway surface. Directional control was lost and the aircraft departed the side of the runway and nosed over in the turf. The aircraft slid to a stop 10 feet from the edge of the runway. Both the instructor and student were able to egress from the aircraft and they both sustained minor injuries. There was no post-impact fire. 🚒

RÉGION DE L'ONTARIO

Un Cessna 172M (C-GWYC), exploité par Canadian Flyers International College, avec un instructeur et un élève-pilote à bord, a décollé de la piste 33 de l'aéroport municipal de Toronto Buttonville (CYKZ) pour un vol d'entraînement sur des circuits. L'élève-pilote a fait le tour de l'aéronef avant le vol; un point fixe et des vérifications connexes ont été effectués avant le départ avec l'instructeur. Pendant le décollage, l'élève-pilote était aux commandes, et l'aéronef a accéléré normalement sur la piste 33. Au moment où l'aéronef faisait son envol et entamait sa montée, son moteur a commencé à perdre de sa puissance. L'instructeur a immédiatement pris les commandes de l'aéronef et s'est assuré que la pleine puissance était appliquée, mais le moteur a continué de perdre de sa puissance. L'instructeur a maintenu l'aéronef pointé droit devant lui et a effectué une approche forcée sur un terrain court, situé juste après la 16e avenue et adjacent aux voies en direction nord sur l'autoroute 404. Le train principal droit et l'extrémité de l'aile ont heurté le sommet d'une colline, et l'aéronef a vrillé. Les deux pilotes sont sortis de l'aéronef avec des blessures mineures. Le Bureau de la sécurité des transports (BST) a envoyé deux enquêteurs sur le lieu de l'accident.

Un Stits Skycoupe, d'immatriculation privée et de construction amateur, était en approche finale pour Port Elgin (CNL4), ON, lorsque l'aéronef s'est posé dans une gravière à 0,4 NM à l'est de l'aéroport, a heurté une crête rocheuse et s'est renversé. L'aéronef a été lourdement endommagé et les deux occupants ont été légèrement blessés. On a appris qu'il y avait eu des difficultés avec les systèmes de commandes de vol; par conséquent, une approche forcée a été effectuée dans une gravière.

Un Cessna 172M (C-GJQB), immatriculé auprès de Canadian Flyers International et exploité par un élève-pilote (seul occupant), effectuait des circuits à l'aéroport municipal de Toronto Buttonville (CYKZ), ON. Après que l'aéronef se soit posé pour atterrir piste 33, il a viré à gauche. Le pilote a appliqué à pleine puissance pour tenter de décoller. Cependant, l'aéronef a viré vers la droite par la suite, est sorti de la surface de la piste près de la voie de circulation Bravo 1 (B1) et a traversé une zone de l'entrepiste herbagée, une voie de circulation, puis est entré en collision avec un hangar situé sur l'aire de trafic. L'aéronef a été détruit et le hangar a subi des dommages importants. L'élève-pilote a été conduit à l'hôpital pour évaluation, mais n'a subi que des blessures mineures.

Un Quad-City Challenger II, un ultraléger de type évolué équipé de flotteurs amphibies, montait après le départ de Carleton Place (CNR6), ON, lorsque son moteur a perdu de la puissance (Rotax 582). L'aéronef a fait un atterrissage forcé dans une prairie de fauche et n'a pas pu s'arrêter avant de heurter une rangée d'arbres. Le pilote n'a pas été blessé et l'aéronef a été considérablement endommagé.

RÉGION DU PACIFIQUE

Vers 1830Z le 17 août 2020, un hélicoptère Aérospatiale AS350 (C-FAHC), exploité par Aberdeen Helicopters Inc., s'est écrasé lors d'une opération à la longue élingue près de la mine Eskay Creek, à environ 45 NM au nord-ouest de Stewart (CZST), BC. L'unique pilote a été mortellement blessé et l'aéronef a été détruit dans un incendie après l'écrasement. L'aéronef a été signalé en retard à 1940Z, et l'épave a été localisée deux (2) heures plus tard par un autre hélicoptère de la compagnie. Le Bureau de la sécurité des transports (BST) travaille en étroite

collaboration avec Transports Canada pour recueillir des renseignements et évaluer l'événement. Une décision sera bientôt communiquée concernant le déploiement des enquêteurs du BST sur les lieux.

Un Cessna 180 (C-FZYZ), d'immatriculation privée, effectuait un vol VFR depuis une bande d'atterrissage herbagée privée à Blind Bay, BC, jusqu'à Nelson (CZNL), BC, avec 1 pilote et 1 pilote passager à bord. Lors de l'atterrissage piste 22, l'aéronef a rencontré un fort vent de travers du nord, ce qui a entraîné le soulèvement de l'aile droite. Le pilote a appliqué de la puissance pour essayer de stabiliser l'aéronef et éviter une giration au sol; cependant, la maîtrise de l'aéronef a été perdue. L'aéronef a quitté la surface de la piste et a traversé la clôture de l'aéroport, puis une route, et s'est immobilisé dans un terrain de stationnement à environ 80 mètres de l'axe de piste. Les deux personnes à bord ont été légèrement blessées. Il n'y a pas eu d'incendie après l'impact.

Un American Aircraft AA-1, d'immatriculation privée, effectuait des circuits à l'aéroport de Prince George (CYXS), BC, avec 1 instructeur et 1 élève-pilote à bord. Pendant l'un des circuits, une panne moteur simulée a été effectuée avec le projet d'atterrir sur la piste et de faire un arrêt complet. En finale, l'instructeur a pris les commandes, car il a estimé que l'aéronef était trop haut. Durant la tentative de remise des gaz, la puissance n'a pas été suffisante pour empêcher un contact violent avec la surface de la piste. La maîtrise directionnelle a été perdue et l'aéronef a décollé du côté de la piste et a piqué du nez dans le gazon. L'aéronef a glissé jusqu'à l'arrêt à 10 pi du bord de la piste. L'instructeur et l'élève-pilote ont pu sortir de l'aéronef et ont tous deux subi des blessures mineures. Il n'y a pas eu d'incendie après l'impact. 🚒

ENFORCEMENTS

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

La pandémie du COVID-19 a entraîné une réduction du nombre de vols au Canada, ce qui a entraîné moins de mesures d'application de la loi. Ce mois-ci, nous tirons parti de la base de données des délits corporatifs, en nous référant au mois le plus récent disponible. — Ed.

ONTARIO REGION

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

The Company [FTU/Rental] failed to ensure that the person responsible for the maintenance control system performs the duties referred to in subsections 406.36(1) and 406.47(2) and (3) (CAR 406.19(1), \$5,000)

The Company [Charter] operated an aircraft that failed to comply with all of the ATC instructions directed to and received by the pilot in command. (CAR 602.31(1), \$3,750)

PACIFIC REGION

On two occasions, the Company [FTU/Rental] permitted an aircraft to take-off when it had not been maintained in accordance with a maintenance

schedule approved by the Minister. (CAR 605.86(1), \$10,000)

The Company [FTU/Rental] appointed a person as a ground instructor when that person was not the holder of a flight instructor rating in the appropriate category. The Company also appointed a person as a flight instructor when that person was not qualified in accordance with section 405.21. (CAR 406.24, \$3,750; CAR 406.23, \$5,000)

RÉGION D'ONTARIO

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

L'entreprise (une unité de formation) a omis de veiller à ce que le responsable du système de contrôle de la maintenance exerce les fonctions visées aux paragraphes 406.36(1) et 406.47(2) et (3). (RAC 406.19(1), 5 000 \$)

L'entreprise (un affréteur) a utilisé un aéronef dont l'équipage a omis de se conformer à toutes les instructions de l'ATC transmises et reçues par le commandant de bord. (RAC 602.31, 3 750 \$)

RÉGION DU PACIFIQUE

À deux occasions, l'entreprise a autorisé le décollage d'un aéronef dont la maintenance n'avait pas été effectuée conformément à un calendrier de maintenance approuvé par le ministre. (RAC 605.86 (1), 10 000 \$)

L'entreprise, une unité de formation au pilotage, a nommé une personne au poste d'instructeur au sol alors que cette personne ne possédait pas une qualification d'instructeur de vol de la catégorie appropriée. L'entreprise a aussi nommé une personne au poste d'instructeur de vol qui n'était pas qualifiée conformément à l'article 405.21. (RAC 406.24, 3 750 \$; RAC 406.23, 5 000 \$)



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FORMATION FLIGHTS AND CAESAR NIGHTS

AVIATION CREATES COMMUNITY



Once a month, in the soft evening light along the shoreline of Georgian Bay, the townspeople of Collingwood look up to find several aircraft flying in formation overhead. The lead airplane dips its wing and the others follow as they position themselves into a diamond formation. This past May, a group of pilots got together to practice and perform a fly-over of the Collingwood Hospital as a tribute to front-line workers. It was a huge success, with dozens of staff members standing outside with their eyes peeled to the skies waiting for the flight of four. Since then it has become a monthly

tradition, with the locals from Collingwood airport (CNY3) getting together to develop their skills as pilots, all while taking part in this challenging and rewarding activity.

The leader and organizer of these flights, Marco Rusconi, is a retired Royal Canadian Air Force pilot, former Snowbird member, Canadian Harvard Aerobatic Team member and current Stallion 51 instructor on the North American P-51 Mustang. Marco runs the briefings, giving a detailed run through of the expectations and responsibilities of everyone participating. Rejoins, emergency procedures, hand signals, radio communication, as well as takeoff and landing

▲ 'Pilot Annie' Rusinowski enjoying the thrills being aboard a Harvard offers.

protocols are just a few of the topics discussed. Rusconi's leadership and experience has been incredibly valuable and instrumental to the success of the flight. His passion and professionalism make the formation flight briefings an experience for pilots young and old as they get a chance to learn from the best.

The famed 'Blue Flight', also known as 'The Slowbirds', gathers the last Thursday of every month. With some changes to aircraft flown and newly joining pilots, Blue Flight includes John Brennan in an Aeronca Champ, Adam MacCabe



locals. With vintage 1970s couches set up outdoors, tables filled with goodies brought by visiting friends and a view of the grass runway, it's the perfect way to end a summer evening. Everyone cheers as incoming traffic lands on Runway 01 and continue their conversations until the sun sets. It's been a great way to celebrate aviation in the community after such a tough year.

Every month new pilots from surrounding communities drop in and the network has begun to grow. An emphasis has been made to include young pilots from all over Ontario, reaching out to them using social media. What

"IT'S BEEN A GREAT WAY TO CELEBRATE AVIATION IN THE COMMUNITY AFTER SUCH A TOUGH YEAR."

started as a small gathering to uplift the spirits of the local community has now become an event to mark off on your calendars. With formation flights, STOL practice, summer barbecues, Friendsgiving Dinners, Caesar nights and more, Collingwood airport has come to life like never before. Planning unique social events in our communities are integral to engage pilots young and old.

The event is not limited to pilots participating in the formation flight and encourages newcomers to drop in and say hello. The Caesar Night is by invitation to keep COVID-19 rules and regulations in mind and ensure there are enough Caesars for everyone. If you are interested in joining us one evening, contact aviatrixannie@gmail.com and we will notify you of upcoming events. 🍷

- ✉ aviatrixannie@gmail.com
- 📷 [pilotannie](#)
- 📷 [canadianaviatormag](#)
- 🐦 [#allforflight](#)

in a Piper Cherokee 140, Murray Kot in a Cessna L-19 Birdog, Nate Couchman in a Piper Pacer, Art Kitching in a Vans RV-4 and Rusconi in a North American Harvard Mk IV. Every flight brings new learnings with changing variables and, most of all, a shared comradery. Those who have experienced formation flight understand the magic of seeing the smiles of your friends' faces in the aircraft flying next to you.

After a successful return to the airport, the pilots debrief and review the flight. What better way to finish off a

▲ Elaborate Caesars (virgin or otherwise) await thirsty participants after a day's work.

great day of flying than with a cold beverage in hand? Hangar 12 has been hosting a Caesar night with all the fixings. With an assortment of garnishes like salami, cheese, spicy beans, asparagus, pickles and more, Thursday Night Caesars are a really great treat after a hard month of being a pilot. Virgin Caesars are available for visiting pilots and stronger beverages available for

Last month the photos of these two young men were reversed. It's happened before, and we introduced measures to prevent it from recurring. But it did, and so more measures are being introduced. COPA Flight regrets the errors.

MANUEL ROBERT MCALISTER CALGARY, ALBERTA

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

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

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

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

One thing that Manuel recommends to new pilots is to get your first job



working for a company where you will be able to accrue PIC time. He was able to build 800 hours working as a survey pilot and attributes that to his success.

Follow along his aviation journey on Instagram [@manuelrobertmcalister](#).



JAKE LILEY LUCAN, ONTARIO

The proud owner of a Cessna 150, Jake Liley is a flight student at the Stratford Air Services at Stratford airport working toward his commercial

fixed-wing licence. Jake's story is a little different than most; he completed his commercial helicopter licence before deciding to work toward his fixed-wing equivalent.

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

Jake joined the mentorship program at Columbia Icefield Helicopter Tours, where he was able to build more time and gain experience in a mountainous

region. Not long after, L R Helicopters Inc. offered him a job in Toronto flying the Global News helicopter, which he accepted. After two years of working in the city, and receiving low pay, Jake decided to resign and get a more traditional job where he could save some money and begin to pay off his debts. Jake moved back to his parents' home and started working for the family business.

Five years went by before Jake decided to pursue his passion for flight again and begin working toward his private fixed wing licence. Deciding between airplanes and helicopters was difficult but ultimately he felt that there was more opportunity in fixed wing flying. His dream is to fly floats either locally or out west for a company like Harbour Air.

Follow along on Jakes's aviation journey on Instagram [@_pilotjake](#).

CARBON MONOXIDE

KEEPING THE SILENT KILLER AT BAY



Carbon monoxide (CO), normally confined to the engine compartment, can seep into the cockpit. As our aircraft age, leaks in the firewall and exhaust system can allow yet larger volumes of exhaust gases to penetrate the cockpit. But just a small amount of CO, such as 200 parts per million (ppm), can cause mild headaches, nausea and fatigue. Double that to 400 ppm and CO will become life threatening in three hours.

Many pilots use disposable chemical detectors in their aircraft. They're inexpensive and typically have to be replaced every three or 18 months, depending on the manufacturer. You must have the presence of mind to

look at the detector to see if it has changed colour, indicating CO. During the early stages of CO poisoning, cognitive skills are degraded, impacting the pilot's ability to react to the deadly gas.

There are a number of manufacturers with hardware to alert you of the peril. Solutions range from installed hardware to portable devices. Guardian's and Aithre's CO monitoring hardware can be integrated into glass panels, providing a visual alert in addition to the audio alert. New on the scene is the use of apps installed on smartphones and tablets. Recently, while flying in a friend's Cessna 172RG, we saw CO at 14 ppm with no change to the chemical detector installed.

▲ Aithre Aviation's Aithre Shield eDot 5.0 with CO detector and panel indicator. Also shown are the apps on Apple devices.

Aithre Aviation, founded in 2016, delivers a connected ecosystem focusing on both hypoxia and carbon monoxide. At the centre of their technology is their free app, Aithre Connect. The products are well engineered, taking a medical grade approach to aviation. "Aithre health monitoring technology integrates easily and intuitively to help keep pilots flying safer," Jessica Stephens, vice-president of Aithre Aviation, told COPA Flight.

The Aithre Connect app is supported on Apple's iOS and Watch OS, with an

Android version under development. Connect tracks and records data from all Aithre hardware products. With continuous CO and oxygen saturation monitoring, Connect provides early warning indicators to the pilot. The system uses facial recognition and math problems to help determine if the pilot has the early stages of hypoxia or CO poisoning. It has a variety of pop-up notifications for CO (2 ppm, 10 ppm, 50 ppm, or custom ppm). Incorrect answers to the math problems and, depending on CO ppm levels, it will generate warnings of potential CO poisoning risk.

Aithre has five products in its Shield line (four aircraft-installed and one portable) that are designed to monitor and alert on CO. Based upon the same underlying technology, EX 1.0, EX 2.0 EX 3.0, Shield Portable 4.0 and eDOT 5.0 deliver similar functionality at different price points. eDOT 5.0 is designed for installation in non-pressurized certified aircraft using the FAA's NORSEE (non-required safety enhancing equipment) process. Every Aithre CO detector is individually calibrated and must be recertified every 10 years.

The EX 1.0, 2.0 and 3.0 are intended for uncertified aircraft and vary based upon the chip's CO sensitivity. The EX 1.0 is a 30-second sensor with response between 10 - 255 ppm with +/- 15 percent accuracy. The other models' CO sensors have responses between 0 and 255 ppm with one-ppm resolution. Installation of Shield is simple; power, ground, and wiring to avionics for SpO₂ (oxygen saturation), CO and oxygen tank display (model specific). eDOT includes a panel-mounted LED annunciator. EX 1.0 is U\$200, EX 2.0 is U\$300, EX 3.0 is U\$400, eDOT 5.0 is U\$450, plus shipping and taxes, and have a one-year warranty.

Guardian Avionics began manufacturing carbon monoxide sensors in 1999. Their product line includes models which are uncertified, certified under NORSEE and TSO'd. Guardian's TSO'd AERO line of detectors incorporates CO sensors sensitive to five

ppm and will begin alerting at 50 ppm (model specific). CO alerting generates an 85-dB audio tone, activates a light, displays an alert on an MFD/PFD and an audio tone through the audio panel (model specific). It will alarm if the CO level exceeds 50-70 ppm for more than five minutes and will provide an instant alarm if CO spikes above 300 ppm within one minute.

Guardian has wrapped their CO alerting technology into a variety of form factors: portable, panel-mounted and remote. The remote sensor supports a panel-mounted light, audio panel connectivity and integration into a variety of PFD, MFD, Nav/Coms and engine analyzers. With a standard RS-232 connector, wiring is straightforward with average installation time between one and two hours. The Aero 454-201-011 is equipped with Bluetooth (10 to 999 ppm) and is certified for integration into a variety of Nav/Coms. The Aero 454-201 Bluetooth will act as a bridge between the GPS Navigator and EFBs, such as ForeFlight and WingX, eliminating the need for a portable GPS. The devices require servicing every five to seven years (model specific), replacing and recalibrating the CO sensor. Ash Vij, the company's president, told me that "Guardian is continuously improving our products while trying to make pilot safety easier." Prices range from U\$169 to U\$1,499.

CO Experts of Orillia, Ontario manu-

facturers a line of portable CO detectors which uses the same electrochemical sensors found in CO analyzers used by first responders. Their monitors are accurate and sensitive to within one ppm and will begin alerting and displaying values at five or seven ppm to a maximum of 50 ppm with a resolution of 0.2 ppm. Above 50 ppm the devices display 'HI'. They have two products, the PG-2017R (five ppm) and Model 2016 (seven ppm), with an audible alarm and an LCD display displaying the amount of CO present. The audible alarm will trigger when the CO begins to rise. The audible alarm can easily be heard in the average aircraft environment, even with noise-cancelling headsets on.

Model 2016 uses a non-replaceable sealed lithium battery designed to last the life of the unit, and the PG-2017R uses two AAA batteries. Their monitors are calibrated at three different gas concentrations and are tested and certified for display accuracy. The devices have a button which scrolls through other functions, including internal sensor 'fault' (to warn of an internal failure). CO Experts' monitors have a five-year life after which they will stop functioning. Their products have a three-year warranty and can be purchased from Amazon for C\$229 (PG-2017-5) and \$219 (2016-10).

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THE GENERAL AVIATION SAFETY CAMPAIGN

HOW IT EVOLVED AND COPA'S ONGOING ROLE IN IT



Three years following the tragic aircraft accident that claimed the life of passenger Lauren Sewell in 2012, her father Greg Sewell opened a dialog with Transport Canada Civil Aviation (TCCA), pushing for safety reforms for small aircraft. In 2017, the General Aviation Safety Campaign (GASC) was created as result of this effort. TCCA reached out to COPA seeking to establish a focus group and the GASC was officially launched at the COPA Convention in June 2017, held in Kelowna, British Columbia.

The GASC was developed as a three-year campaign with the intent to transition into a Safety Program. The purpose of the GASC was to promote a stronger safety culture, using a non-regulatory approach, in order to reduce the number of fatal accidents in general aviation (GA) by engaging with the general aviation community. TCCA and COPA continue, to this day, to be equal partners in this joint effort.

Early in the process the GASC team communicated with the American Federal Aviation Administration

(FAA), which has had a similar effort for many years, to gain from their experience. The team was then fully equipped to identify major causes of general aviation accidents and establish appropriate working groups (WGs) to mitigate the causes. These WGs include Maintenance and Airworthiness, Stabilized Approach and Landing, Pilot Decision Making, Single Pilot Resource Management and Emerging Technologies, Flight Risk Assessment Tool, Safety Equipment, Voluntary Reporting and Ultralights. Members of the GA community and industry were invited to join these WGs and contribute their expertise and expectations and have the opportunity to work collaboratively with TCCA on the safety issues facing GA and their mitigations. Led by TCCA and COPA, and comprised of industry and GA representatives, these WGs have been very active in their areas of interest and significant progress has been accomplished. For instance, the Maintenance and Airworthiness WG has released a paper entitled Role and Responsibilities of the Aircraft Owner which is available on COPA's website. The document is

▲ Both Transport Canada and COPA have worked together to bring this campaign to GA pilots across the country.

not an interpretation nor a summary of the CARs but is intended to provide guidance to aircraft owners for all aspects concerning aircraft ownership and operation.

Working in parallel with the campaign, the GASC team initiated the development of a National Safety Seminar (NSS). The purpose of the NSS is to offer a standardized safety seminar which complies with the Pilot Recurrent Training based on the most common causes of fatal accidents for GA. The GASC team reviewed statistics from the Transportation Safety Board (TSB) as well as from the FAA and identified Loss of Control In-flight (LOC-I) as the main cause. Efforts were focussed on developing an NSS addressing LOC-I. Representatives from COPA and from all of TCCA's regions and from their Ottawa headquarters participated in a week-long workshop which resulted in the creation of an NSS which focusses on LOC-I. The NSS is structured in three modules which coincide with the following

phases of a flight: Module 1 — Takeoff and Departure; Module 2 — Controlled Flight into Terrain (CFIT) or En Route; and Module 3 — Approach and Landing. Each of these three modules is a two-hour presentation and would constitute one half of a full safety seminar approved by TCCA. The second half of a full safety seminar includes presentations on topics chosen by the presenter and approved by TCCA.

In addition to the development of the NSS material, the Civil Air Search and Rescue Association (CASARA) developed SmartPilot material for use in these safety seminars. SmartPilot seminar topics include Pilot Decision Making, Ups and Downs, SAR Awareness, Mountain Flying and Winter Flying. All of these presentations and videos have been approved by TCCA

for use in safety seminars. These SmartPilot seminars are available directly from their website at no cost; it would be a great idea to view them often.

"TCCA REACHED OUT TO COPA SEEKING TO ESTABLISH A FOCUS GROUP AND THE GASC WAS OFFICIALLY LAUNCHED..."

Ultimately, a safety seminar based on the use of a module from the NSS and supplemented by additional approved material such as SmartPilot would con-

stitute what we now refer to as a General Aviation Safety Seminar (GASS).

Some readers will recognize that the highly successful GASS presented online by COPA on August 25 and 27 was using Module 1 — Takeoff and Departure from the NSS and the topic of Pilot Decision Making developed by SmartPilot.

As a result of its significant success, the campaign has now transitioned into a permanent program called General Aviation Safety Program (GASP) in which COPA's supporting role will continue. Readers are invited to visit the GASC webpage on TCCA's website (tc.canada.ca/en/campaigns/general-aviation-safety-campaign), the COPA website (copanational.org/en/general-aviation-safety-campaign) or the SmartPilot's site (www.smartpilot.ca) for more details. 📧



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LA CAMPAGNE DE SÉCURITÉ DE L'AVIATION GÉNÉRALE

SON ÉVOLUTION ET LE RÔLE PERMANENT DE COPA

En 2015, trois ans après le tragique accident d'avion qui a coûté la vie à la passagère Lauren Sewell, son père, Greg Sewell, a ouvert un dialogue avec Transports Canada, Aviation civile (TCAC) en faveur de réformes à la sécurité des petits aéronefs. La Campagne de sécurité de l'aviation générale (GASC) a été créée à la suite de cet effort en 2017. TCAC a contacté COPA afin de créer un groupe de discussion et la GASC a été officiellement lancée lors de la Convention de COPA en juin 2017 à Kelowna, en Colombie-Britannique.

La GASC a été développée comme une campagne de trois ans avec l'intention de passer à un programme de sécurité. Le but du GASC était de promouvoir une culture de sécurité plus prononcée en utilisant une approche non-régulatrice afin de réduire le nombre d'accidents mortels dans l'aviation générale (GA) en s'engageant avec la communauté de l'aviation générale. TCAC et COPA continuent, à ce jour, d'être des partenaires égaux dans cet effort conjoint.

Au début du processus, l'équipe de la GASC a communiqué avec l'Administration fédérale de l'aviation des États-Unis (FAA), qui a mené un effort similaire pendant de nombreuses années, pour tirer profit de son expérience. L'équipe était alors entièrement équipée pour identifier les principales causes des accidents d'aviation générale et créer des groupes de travail (GT) appropriés pour en atténuer les causes. Ces groupes de travail comprennent la maintenance et la navigabilité, l'approche stabilisée et l'atterrissage, la prise de décision du pilote, la gestion des ressources pour pilote seul et les technologies émergentes, l'outil d'évaluation des risques



de vol, l'équipement de sécurité, les rapports volontaires et les ultralégers. Des membres de la communauté de l'AG et de l'industrie ont été invités à se joindre à ces groupes de travail et à apporter leur expertise et leurs attentes et ont l'occasion de travailler en collaboration avec TCAC sur les problèmes de sécurité auxquels l'AG est confrontée et leurs atténuations. Dirigés par TCAC et COPA et composés de représentants de l'industrie et de l'AG, ces GT ont été très actifs dans leurs domaines d'intérêt et des progrès importants ont été accomplis. Par exemple, le groupe de travail sur la maintenance et la navigabilité a publié un document intitulé *Rôle et responsabilités du propriétaire d'aéronef* qui est disponible sur le site web de COPA (copanational.org/fr/2019/05/30/le-role-et-des-responsabilites-des-proprietaires-daeronefs). Le document n'est pas une interprétation ni un résumé du RAC, mais vise à fournir des conseils aux propriétaires d'aéronefs sur tous les aspects concernant la pro-

priété et l'exploitation des aéronefs.

En parallèle de la campagne, l'équipe de la GASC a lancé le développement d'un séminaire national sur la sécurité (NSS). Le but du NSS est d'offrir un séminaire de sécurité standardisé, conforme à la formation périodique des pilotes basée sur les causes les plus courantes d'accidents mortels pour la GA. L'équipe de la GASC a examiné les statistiques du Bureau de la sécurité des transports (BST) ainsi que de la FAA et a identifié la perte de contrôle en vol (LOC-I) comme la cause principale. Les efforts ont été concentrés sur le développement d'un NSS adressant LOC-I. Des représentants de TCAC provenant de toutes les régions de TC et de l'administration centrale basée à Ottawa et de COPA ont participé à un atelier d'une semaine qui a abouti à la création d'un NSS axé sur le LOC-I. Le NSS est structuré en trois modules qui coïncident avec les phases suivantes d'un vol : Module # 1 – Décollage et départ, Module # 2 – Vol contrôlé en terrain (CFIT) ou En Route et Module #

3 – Approche et atterrissage. Chacun de ces trois modules est une présentation de deux heures et constituerait la moitié d'un séminaire complet sur la sécurité approuvé par TCAC. La seconde moitié d'un séminaire complet sur la sécurité comprend des présentations sur des sujets choisis par le présentateur et approuvés par TCAC.

En plus du développement du matériel NSS, l'Association civile de recherche et de sauvetage aériens (CASARA) a développé du matériel PiloteAverti à utiliser dans ces séminaires de sécurité. Les sujets des séminaires PiloteAverti comprennent la prise de décision du pilote, les hauts et les bas, la sensibilisation à la SAR, le vol en montagne et le vol en hiver. Toutes ces présentations et vidéos ont été approuvées par TCAC pour utilisation dans les séminaires sur la sécurité. Ces séminaires PiloteAverti

sont disponibles directement depuis leur site web, sans frais. Une excellente idée de les visionner souvent.

En fin de compte, un séminaire sur la sécurité basé sur l'utilisation d'un

*« TCAC A CONTACTÉ
COPA AFIN DE CRÉER
UN GROUPE DE
DISCUSSION ET LA GASC
A ÉTÉ OFFICIELLEMENT
LANCÉ...»*

module du NSS et complété par du matériel supplémentaire approuvé tel que PiloteAverti constituerait ce que nous appelons maintenant un

Séminaire sur la sécurité de l'aviation générale (GASS).

Certains lecteurs reconnaîtront que le GASS très réussi, présenté en ligne par COPA les 25 et 27 août, utilisait le module # 1 – Décollage et départ du NSS et le thème de la prise de décision du pilote développé par PiloteAverti.

En raison de son succès significatif, la campagne est maintenant passée à un programme permanent nommé Programme de sécurité de l'aviation générale (GASP) dans lequel le rôle de soutien de COPA se poursuivra.

Le lecteur est invité à visiter la page web du GASC sur le site web de TCAC (tc.canada.ca/fr/campagnes/campagne-securite-aviation-generale), le site web de COPA (copanational.org/fr/campagne-de-securite-de-laviation-generale) ou le site de PiloteAverti (piloteaverti.ca) pour plus de détails. 📄

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DON MACPHERSON

BLAME IT ON THE WHITEBOARD

A former RCAF guy and a retired high school English teacher, Don Macpherson's survival mechanism may have been a wacky sense of humour.

Don worked as a part-time flight instructor with Mitchinson Flying Service in Saskatoon for many years while teaching English in Saskatoon high schools. His favourite story began on November 10, 1983, when he and fellow flight instructor Ross Nichols decided to play a trick on Jerry Gellner, Mitchinson's chief entrepreneur and chief flying instructor at the time.

Jerry was, politely speaking, careful with his money. He was selling Amway products on the side and tried to convince others at the hangar to buy some of the cleaning products. "Jerry was trying to get everybody to become a dealer or something. He picked the wrong crowd," said Don. "Cleaning things was never a high priority for flying instructors. I know he was trying to get Janet Keim (owner and CEO of Mitchinson Flying Service) to buy a 45-gallon drum of some cleaning goop for airplanes." No one was buying.

"God is good and sometimes He sends us inspiration and ideas," laughed Don, "and inspiration came on a Thursday morning. Radio news reported that Amway Canada had been fined \$25 million by the federal government for unpaid duties on imported goods. A whole bunch of us ne'er-do-wells in the hangar were discussing the Amway crisis and somebody said, 'Gosh, I wonder if this is going to affect Jerry.' And I thought to myself, 'We'll make darn sure it does.'

"Janet was always a very innovative leader and one of the things she did was introduce me to the first whiteboard I'd ever seen. She put up a small whiteboard, expensive in those days,

beside the door so that anybody on the way out to the flight line would see it."

Ross Nichols and Don got in the habit of writing to each other on this whiteboard. "On the way out, we would write a very cryptic note to the other guy, kind of patterned after what the BBC did during the Second World War. They'd broadcast these cryptic undercover messages to their spies in occupied Europe: 'Mother, remember to bring home a loaf of bread,' or something like that.

"Jerry would go by the whiteboard and look at these notes we wrote. He'd look around and shake his head and wonder who was doing this. Nobody told him."

Their notes, until that day, meant nothing, explained Don. "We specialized in meaning nothing."

But that day, after hearing the announcement on the news, Don saw his opportunity when Jerry wasn't in the hangar. "I wrote on the whiteboard. The devil made me do it. It said something like, 'Jerry, Amway Canada called. Your share of the fine is \$14,325. They have a lien on your house.'

"Ross and I were standing there, pleased as punch with ourselves. We never thought for a moment that Jerry would fall for it."

Meanwhile, Ross and Don went out to teach on separate training flights, which were each about an hour and a half in length. "We left at the same time and by chance, we came back at the same time. We came through the door and there was Janet standing there – and she was having a tough time trying to talk because she was laughing so hard. She said, 'You two a**holes!'



▲ Don Macpherson standing inside the Saskatchewan Aviation Museum and Learning Centre in Saskatoon.

"We tokenly looked around to see if she was talking to someone else. Then she said, 'You two guys are in real trouble with Jerry.' We honestly thought, 'What for? Who would believe that bull****?'

"Apparently, Jerry did. He had gone downtown to see a lawyer. He had phoned his wife and made an appointment. About that time, Jerry came into the room and he's not very big. He kind of artificially pulled himself up to his maximum height and really worked on that stern look. 'You two guys think you're pretty smart, don't you?'

"The lawyer had said to him, 'Somebody is pulling your leg.' That's when the light went on for Jerry. Now he was standing at the hangar door with this tough-guy look, but the poor guy

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didn't look tough. When he said, 'You two guys think you're pretty smart,' the next thing I knew, we were on the floor laughing," said Don. "The whole room was filled with students and instructors and hangers-on and they all were laughing too.

"Janet, very wisely, being the boss and being intensely amused by the whole thing — and knowing that she had to reprimand us because, as boss, that was her job and she had to go through the motions — turned and walked back into her office. I watched her shoulders shaking. She was making vaguely strangling sounds."

After that day, Don and Ross refrained from writing on the whiteboard unless it was for "some reasonably legitimate message."

A few years later, Don left Mitchinson and was gone for four years. Amway faded into a well-deserved oblivion. When Don wanted to return to Mitchinson, he had a meeting with Janet asking if she would rehire him as an instructor. "It was the only place I'd ever had any fun," he smiled. Janet needed a Class 1 instructor to train instructors and she hired him.

"But she forgot to tell Jerry she hired me back," said Don with a grin. "I wondered why he was watching me so closely, one hand on his wallet."

It all sorted itself out. "The instructor trainees were successful," said Don. "Jerry was good-hearted enough at the end of all that to say to me, 'I had some doubts about you. But you must be doing something right.'"

Don now volunteers as a director on the board of the Saskatchewan Aviation Museum and Learning Centre, which opened in 2018, and revels in sharing more flying stories and his passion for aviation with anyone who will listen. And some who won't. 🐾

The above excerpt is from Flight: Stories of Canadian Aviation. Vol. 1, just one of the fascinating stories author Deana Driver and other contributors recount in this collection. To purchase a copy, see The Aviator's Bookshelf section in this issue for ordering details. —Ed.



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SEAREY FLYING BOATS IN CANADA

AN INTERVIEW WITH CANADIAN DISTRIBUTOR JOHN DUNLOP

By Adam Hunt | Photos John Dunlop

The SeaRey is built by Progressive Aerodyne of Tavares, Florida. First flown on 13 November 1992, nearly 800 of these side-by-side, two-seat amphibious flying boats have been delivered to customers over its 28 years of production.

The design features a 'V' strut-braced high wing, a cable-braced tail, a pusher engine, a boat hull with outrigger pontoons and repositionable landing gear: down for landing on the ground and up for water landings.

Originally delivered in the U.S. as a kit for their experimental (amateur-built) category, the U.S. adoption of the light sport (LSA) category has allowed the company to deliver complete, ready-to-fly SeaReys to American customers with a 1,430-pound gross weight. The current amateur-built models have a gross weight of 1,510 lb.

Here in Canada, the design can be built as a basic ultralight (with a gross weight 1,200 lb) or advanced ultralight (gross weight 1,232 lb), but to take advantage of the higher gross weights available and avoid the AULA empty weight restrictions, all

▲ Summertime 'splash-ins' are popular with SeaRey owners.



of the 23 SeaReys currently registered in Canada have been constructed in the amateur-built category.

The SeaRey design has evolved over the three decades it has been around. Early models had fibreglass 'A'-style hulls and were often powered by a two-stroke, twin-cylinder Rotax 582 engine, putting out 64 hp. Today's kits have fibreglass or optional carbon fibre hulls, with the four-stroke 1,000-hp Rotax 912iS engine, or even the turbocharged Rotax 914 powerplant that puts out 115 hp and allows flying into higher-altitude

lakes. Modern production SeaReys can have traditional round dials or modern glass cockpit instrumentation.

Being able to land on the land or water opens up a new world of destinations, from short grass strips to remote lakes. As a flying boat, it can be landed on water and then easily moored to an anchorage or, with wheels lowered, powered up onto a sandy beach or even sloped rocks.

The company currently offers the SeaRey as the 'Adventure' and 'Elite' ready-to-fly light-sport versions, as well as the LSX kit version.

Progressive Aerodyne has a network of representatives around the world, including a sales office in Shanghai, China. John Dunlop is the Canadian distributor. We conducted a socially distanced interview in August 2020.

INTERVIEW

COPA Flight: The SeaRey first flew in November 1992. When did you become the Canadian distributor and what motivated you to become the representative for this country?

John Dunlop: By June 2002 I had completed an enjoyable 15 months building C-GJIB in my Shelburne, Ontario two-car garage. The first solo flight off a nearby grass strip was exhilarating. SeaRey's Kerry Richter was all for me representing SeaRey in Canada, just as he had talked Rob Loneragan into being the Australian dealer. I wasn't really into sales, but Kerry believed that supporting other local builders would grow his company and generate a support network. He never set a quota and I have never felt pressured. My first kit sale was in 2004. I also participated in a SeaRey owners website that morphed into the SeaRey Technical website (STS), and also the Splash and Dash social site.

CF: What is the typical Canadian SeaRey owner like and what type of flying does he or she do with the aircraft? Are people using them for fishing, trips to cottages or other specialized uses?

JD: No, they are poor fishing platforms and difficult to bring alongside a dock. Yes, you can put the wheels down and drive them up on a beach, or a flat rock, but they are probably safest with a buoy mooring, like at the Oshkosh seaplane base. Besides, if you take your wife along there is little left for food and luggage (LOL!). OK, some have them at their cottage.

The typical owner is a pretty diverse sort. There are now a few female owners and builders. The SeaRey is probably not a first plane, nor possibly even their first build. They love fly-ins with other 'waterfowl' too. I have flown a



SeaRey several times to Oshkosh, to Kitty Hawk, North Carolina and even all the way to Key West, Florida. People love the low-level sightseeing (well under the radar, so to speak). They are not the types who pass their time flying traffic patterns. Heck, Michael Smith flew his SeaRey solo around the world.

With the LSA category, more are now buying factory-built or second-hand. This is a shame because they miss the journey of building their own aircraft.

CF: What are pilots who have never flown an amphibious flying boat missing out on?

JD: Well, taxiing up on a rock for one. But also, think Sea-Doo or Jet Ski. Think being able to do slalom turns on the step. Think a 360-degree step-turn to get into or out of a small lake.

CF: The SeaRey has been an accepted AULA in Canada at 1,232 lb gross

weight for some time now, but there are none currently registered in that category. There is a total of 23 SeaReys registered in Canada, all of them in the amateur-built category. Are you aware of any under construction as AULAs?

JD: There are no AULA SeaReys under construction in Canada.

CF: Is the low gross-weight limit the only reason for the lack of popularity of that category option for the design or are there other reasons?

JD: Well, it is not just the low gross-weight limit, it is the mandatory empty weight calculation. Notwithstanding that, in 2004 Transport Canada designated three AULA SeaRey types, the SeaRey-80, SeaRey-95 and SeaRey-115 with 80, 100 and 115 hp Rotax engines respectively. The empty weight calculations require that these three AULA SeaRey types have maximum empty

▲ Canadian distributor John Dunlop standing by the 'Classic' SeaRey he built in 2007.

weights of 842, 834.5 and 824.5 lb respectively. My 2002 SeaRey with a 912ULS weighed in at 918 lb. When I participated on the LSX (kit)/LSA design committee in 2008 and 2009, we were shipping the LSX kit with close to a 1,000-lb empty weight. The LSX is much stronger and is a better performer at that weight. It's too bad that Transport Canada has yet to recognize the Light Sport Aircraft category.

CF: I see you have built two SeaReys yourself, one in 2002 and your current one in 2007. How did you find the learning curve and the building experience with those two kits?

JD: Both kits took me 15 consecutive months. Yes, the second one was easier and, I think, a better build. The builders' website was a huge help

during my first build. I think I contributed much more to that site during my second build, but each of us has our own strengths and weaknesses. The poly-fibre aircraft fabric process is a long haul but actually quite easy (after a short AirVenture seminar). My enjoyment was in the electrical and other systems. My bear was spray-painting.

CF: Do you find that the kits have become more refined over time and easier to build?

JD: Yes, probably because the assembly manual is much more detailed. However, the LSX is a bit more complex than the classic SeaRey was.

CF: The kit build time has been estimated as 400 to 600 hours in the past. Do you still feel that this is about right for a first-time builder?

JD: I have never found that to be about right for the first-time builder. I guess it's how one measures hours. Not counting all the time spent on the internet or picking up supplies from Aircraft Spruce, etc. Lights-on to lights-off probably totals 800 to 1200 hours but, as long as the journey is a joyful enlightenment, what does it matter?

CF: On which part do builders typically spend the most amount of time?

JD: No question — the fabric installation.

CF: Is builder assistance with the SeaRey kit available in Canada?

JD: No, but such assistance is readily available from several sources in Florida.

CF: What is your opinion of the fibreglass versus the carbon fibre hull options?

JD: Carbon graphite hulls used to be 70 lb lighter than the fibreglass hulls. And, as the glass hulls progressed from the 'A' design hull (flatter entry), 'B' (deeper V) and then to 'C' (bluff entry and

double-V step), their volume increased and thus did their weight. However, the LSA design and factory process is producing fibreglass hulls 40 lb lighter than twelve years ago, so I don't think the current 20- to 30-lb benefit of carbon is worth the extra price.

CF: What is your thought about the engine options? Is the extra performance of the turbocharged 115-hp Rotax 914 worth the cost or is the 100-hp Rotax 912 sufficient?

JD: Early A-hull SeaReys operated just fine on 80 horses. Now that the aircraft no longer fits in the ultralight category, the 100-hp 912ULS are what most builders install for all but high, hot or mountainous airports, where the flat-rated turbo gives sea-level performance. However, I sure do love that extra turbo kick. People who have an extra \$16,000 to throw at a 914UL should reflect that it is heavier, aft of the centre of gravity and more complex to maintain.

CF: What options offered for the kits are the most popular these days and which would you most recommend as worthwhile?

JD: Recognizing that the aircraft should be built as light as possible, there is nevertheless an engine cowl and many interior packages that simply add weight. The most important option, bar none, is an ACI Gear Alert system. After that, carburetor heat, strobe lights, gascolator, ELT and a cabin heater for Canada's cooler climes.

CF: There seems to be a strong SeaRey owner community in Canada, with events like the Georgian Bay Gaggle and the Prince Edward County, Ontario fly-in. Are there other dedicated Canadian SeaRey events?

JD: Summer SeaRey fly-ins have been traditionally held at Midland Huronia airport (CYEE). Other events have

been *ad hoc* but with more SeaReys locating on the West Coast and in Nova Scotia, I expect these areas will see their own squadrons.

CF: What do you see in the future for SeaReys in Canada?

JD: Let's face it, the SeaRey lives in a niche of its own. It requires a recreational pilot permit or a private pilot licence with seaplane rating. The amphibious flight envelope is a rewarding challenge. It is owner-maintained and repaired, which is an asset given the prohibitive cost of hull insurance. My hope would be that we'll see Canada soon join the U.S., Europe and Australia in recognizing the Light Sport Aircraft category and allow the factory-built SeaReys. These aircraft will be welcome additions to our small Canadian fleet. 🇨🇦

SEAREY LSX AMATEUR-BUILT KIT SPECIFICATIONS

Type: two-seat amphibious flying boat

Engine: Rotax 912iS 100 hp

Length: 22.4 ft

Height: 6.4 ft

Wingspan: 30.8 ft

Wing area: 158 sq ft

Wing loading: 9.6 lb/sq ft

Power loading: 15.1 lb/hp

Cabin width: 44 in

Hull draft: 10 in

Max gross weight: 1510 lb

Typical basic-equipped empty weight: 940 lb

Useful load: 570 lb

Fuel capacity: 23 US gal

Cruise speed at 75% power: 90 mph

Stall speed flaps down: 38 mph

Stall speed flaps up: 47 mph

Takeoff roll on ground: 350 ft

Takeoff run on water: 472 ft

Landing roll on ground: 325 ft

Landing run on water: 350 ft

Glide ratio: 8:1

Service ceiling: 13,000 ft

Range with 30-minute reserve at 75% power: 363 statute miles

HARVARDS FLYING, COPA AWARD PRESENTED

RECREATIONAL AVIATION EVENTS BEGINNING A COMEBACK

TEXT BY GUSTAVO CORUJO AND STEVE DRINKWATER



▲ From left, COPA Directors Kevin Elwood and Doug Ronan, ORRA airport owner Clayton Smith, Orillia Aviation manager Brenda Maguire and Lake Country Airways operations manager Arnie Tate.

SOUTHWESTERN ONTARIO

It was another great day in August at Tillsonburg Regional Airport (CYTB). The airport experienced a busy day of aircraft flight, some for the amazing breakfast in the restaurant, others for gas or simply enjoying the beautiful weather.

The day included the Canadian Harvard Aircraft Association (CHAA) and a very special treat from the Trojans formation.

The Canadian Harvard Aircraft Association, based at CYTB, hosted their

first Flyday of the season. The event was planned for Saturday, August 29 but, due to the weather forecast, it was moved to Sunday August 30.

The all-volunteer organization offered introductory Harvard flight experiences for only \$195, which includes a CHAA membership. CHAA encouraged all rides be booked in advance to ensure that they did not exceed the COVID-19 restrictions on the size of the gathering.

The participants got the opportunity to visit the stores tent on site

to pick up the latest CHAA merchandise. Everybody's favourite eatery, the SkyWay Cafe & Catering was kept busy.

It was a very good day for the Canadian Harvard Association, with 25 Harvard flight experiences performed.

CENTRAL ONTARIO

It was beautiful August day at Orillia Rama Regional Airport (CNJ4), located along the shore of Lake St. John. Adjacent to the airport's apron is the adjoining water aerodrome (CNV6).

The combined facility is capable of accommodating a range of aircraft, including turboprops, float planes and small private jets.

The airport's main building is home of the Tailwinds Bar & Grill, a pilot lounge, office space, a gift shop, a trading post and the passenger waiting area.

Clayton Smith, owner of the Orillia Rama Regional Airport, was honoured this year with a Directors Award for his personal efforts to advance, promote and preserve the Canadian Freedom to Fly. Presenting the award were COPA Southern Ontario directors Kevin Elwood and Doug Ronan.



PHOTOS: GUSTAVO CORUIJO X2

Harvards and float planes — both great Canadian icons. ▶



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LIVING THE DREAM

COPA SCHOLARSHIP RECIPIENT UPDATE

BY LAUREN NAGEL



In 2017, David Austin was awarded \$3,000 from the COPA Neil J. Armstrong Scholarship to assist him financially with his advanced flight training. He shared with us his remarkable journey since receiving the award.

Like so many others, Austin dreamed of becoming a pilot and he wasn't going to let something like money get in his way. By the time he graduated high school in 2016, he had, through hard work, saved up enough money to begin training for his private pilot licence (PPL). With a mere eight hours of flight time under his belt, Austin soloed at Sky Wings Aviation in Red Deer, Alberta and passed earned his PPL after 47 total hours that same year. This is just part of what made Austin stand out among many other applicants; his drive, determination and apparent skill were unparalleled.

Continuing his progress at an impressive pace, Austin had, by August of 2018, completed a seaplane rating, a multi-engine rating and earned his commercial pilot licence. David was quickly recruited by Air Tindi as a dispatcher based in Yellowknife, where his professional career was about to take off.

During his first year with Air Tindi, Austin gained valuable experience in flight planning, weather data interpretation and communications. Less than a year later, his motivation and perseverance earned him his wings on Air Tindi's de Havilland DHC-6 Twin Otter. He began flying right seat for both chartered and scheduled flights, primarily to remote northern communities and mines, something he had always dreamed of. Since the pandemic began, Austin has continued to work, dividing his time between his roles as pilot and licensed

▲ David Austin admits he is living his dream.

Subpart 705 dispatcher.

Looking back on his training, Austin stresses how important it was for him to network with more experienced pilots when learning to fly new aircraft. "They can tell you things to look for that you didn't necessarily realize were important," he says, adding that he definitely plans on paying it forward to all pilots who follow in his footsteps.

"For the scholarship committee and COPA members in general, I really appreciate all you do for aviation in Canada," said Austin in a message to COPA members. "In researching for and winning the scholarship, I was impressed with just how big the GA community is in Canada, and just how much COPA has done to promote and further it." 🇨🇦

VIVRE LE RÊVE

NOUS ENTENDONS PARLER D'UN RÉCIPiendaIRE D'UNE BOURSE COPA

PAR LAUREN NAGEL

En 2017, David Austin a reçu 3 000 \$ de la bourse COPA Neil J. Armstrong pour l'aider à financer sa formation au pilotage avancée. Il a partagé avec nous son parcours remarquable depuis la réception du prix.

Comme autant d'autres, M. Austin rêvait de devenir pilote et il n'allait pas laisser quelque chose comme l'argent l'arrêter. Au moment où M. Austin a obtenu son diplôme d'études secondaires en 2016, grâce à un travail acharné, il avait lui-même économisé suffisamment pour commencer sa formation pour sa licence de pilote privé (PPL). Avec à peine huit heures de vol en total, il a effectué son premier vol solo chez Sky Wings Aviation à Red Deer, en Alberta et a complété sa PPL avec 47 heures de vol en total la même année! Ce n'est qu'une partie de ce qui a permis à M. Austin de se démarquer parmi de nombreux autres candidats. Son dynamisme, sa détermination et son habileté apparente étaient sans égal.

Poursuivant ses progrès à une vitesse impressionnante, en août 2018, M. Austin avait obtenu sa qualification d'hydravion, une qualification multimoteur et sa licence de pilote professionnel. M. Austin a été rapidement recruté par Air Tindi comme répartiteur, basé à Yellowknife, où sa carrière professionnelle était sur le point de décoller!

Au cours de sa première année chez Air Tindi, M. Austin a acquis de précieuses expériences en matière de planification de vol, d'interprétation de données météorologiques et

de communications. Moins d'un an plus tard, la motivation et la persévérance de M. Austin lui ont valu l'opportunité de piloter le de Havilland DHC-6 Twin Otter d'Air Tindi. M. Austin a commencé à voler dans le siège droit pour les vols affrétés et réguliers, principalement vers les communautés et les mines nordiques, comme il en avait toujours rêvé. Depuis la pandémie, il continue de travailler comme pilote et réparateur agréé.

En réfléchissant à sa formation, M. Austin souligne à quel point il était important pour lui de réseauter avec des pilotes plus expérimentés que lui, afin d'obtenir des conseils sur la façon de piloter de nouveaux avions, « Ils peuvent vous montrer des choses que vous n'auriez pas pu être importantes ». Son objectif est d'être également au service des pilotes qui suivent ses traces.

M. Austin voulait que ce message soit partagé avec les membres de COPA : « Pour le conseil des bourses et les membres de COPA en général, j'apprécie vraiment tout ce que vous faites pour l'aviation au Canada. En recherchant et en faire la demande pour la bourse, j'ai été impressionné par l'ampleur de la communauté de l'aviation générale au Canada et par tout ce que COPA fait pour la promouvoir et la développer. »

Nous avons hâte de voir comment David Austin continuera de nous impressionner et avons hâte d'en savoir plus sur ses réalisations professionnelles et ses contributions à l'aviation. ✈️



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OKANAGAN YOUTH AIRBORNE

COPA FLIGHT 65 — VERNON ANNOUNCES LEN NEUFELD BURSARY WINNERS



Two worthy young men in the North Okanagan were recently awarded bursaries of \$500 each to help continue their training toward their goals of becoming commercial pilots. We hear directly from each of them — Ed.

RILEY SMITHMAN

I grew up in Lake Country, B.C. and have always loved watching the airplanes fly by my house and, whenever I'm at an airport, I look out the window at all the different airplanes.

Becoming a commercial pilot has always been a dream of mine and a career that has caught my eye for a long

time. My dad is a pilot for Air Canada, so aviation has been present my whole life. I've grown up around planes and heard cool stories from my dad after he has been 'on the road'. From watching planes to hearing stories, it all furthered my love of flying and one day I'll be able to share my flying stories with my kids.

Vernon has a great airport (CYVK) where one can learn how to fly, especially since the airport is uncontrolled, making it very helpful to get used to talking on the radios without having to worry about ATC instructions. Vernon's Aurora Aviation Academy is a fantastic aviation school with some great

▲ Vernon Flying Club president Doug MacKinnon presents the bursaries to Karl Urquhart (l) and Riley Smithman (r).

instructors who help you to push forward into becoming the best pilot they know you can become.

I'm hoping to be flying for Jazz or Encore in five years and working my way towards employment with Air Canada or WestJet. In 10 years, depending how the economy is moving, I'm eager to become captain on a medium-sized jet and, the way the aviation industry is currently standing, it could become a reality.

KARL URQUHART

I am 16 years old and attend Vernon's Fulton Secondary School, where I'm in Grade 11. I have achieved honour-roll grades for the last few years. Fulton High School has been very good to me and has allowed me to use one full class to complete my private pilot ground school, which I am working on now. I am excited to write my private pilot licence exam later this year. I currently have 10 hours of dual training towards my PPL which I plan to get before I graduate high school. Those 10 hours were with Full Moon Air Services in Vernon. I plan to con-

"I HAVE ALWAYS BEEN INTERESTED IN BUSH FLYING AND TO GET OUT TO REMOTE AREAS FOR HUNTING."

tinue my training in Vernon with Rhys Perraton.

The Vernon Flying Club has been part of my family for over fifteen years. Growing up in this family has really exposed me to the aviation community in a very positive way. I have always been interested in bush flying and to get out to remote areas for hunting. After going on flights with my brother and my father I have found myself with a passion to fly. I have been fortunate to live close to the Vernon airport to do training and I hope to solo this summer. I would love to build a bush plane and have my own airstrip someday.

I plan to attend Mount Royal University Aviation program after graduation to get my commercial licence. Then I hope to find work as a pilot up north. Long term, I would like to fly internationally as a commercial pilot. ✈️

WHAT IS THE LEN NEUFELD BURSARY?

By Marion Ross



On November 10, 2008, COPA Flight 65 – Vernon Flying Club lost one of its most respected and well-liked members when Abram Leonard 'Len' Neufeld called 'outbound' for the last time following several months of failing health.

After a stint in the RCAF, Neufeld learned to fly at the Winnipeg Flying Club, did some instructing and worked for a time in the bush. He commenced his airline career with Canadian Pacific Air Lines in August 1969 and ended it with Air Canada, retiring from that company on May 1, 2000. A one-time vice-president of the Vernon Flying Club, Neufeld was extremely supportive of the Young Eagles initiative, now COPA for Kids.

Neufeld was also involved with the Vernon chapter of PEPAir which, under the umbrella of the BC Provincial Emergency Program, assists the Canadian Search and Rescue Association (CASARA) by providing volunteer air search assistance.

As a valued member of the Vernon Flying Club and to honour that memory and recognize his contributions to the organization, friends and members of the Vernon Flying Club seeded \$500 bursaries to be given annually to deserving pilots and/or engineers who are undergoing training at the Vernon airport.

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SAINT JOHN CHAMBER LAUNCHES AIRPORT APPEAL

LEADS EFFORT TO SAVE ATLANTIC CANADA AIRPORTS



The Saint John Region Chamber of Commerce launched in late August a number of initiatives aimed at lobbying the federal and provincial governments to take measures to guarantee the survival of the region's airports. The New Brunswick organization is also urging residents to write to their Members of Parliament to show their support for all the region's airports.

The COVID-19 pandemic has led to a 96-percent drop in air traffic in the three Maritime provinces and Newfoundland and Labrador. The Atlantic Canada Airports Association predicts a revenue loss of \$140 million.

"Locally, we are lobbying for access to low-to-no interest loans, the elimination of airport rent for the remainder of the Saint John Airport lease, and making airports eligible for bilateral infrastructure agreements," said chamber CEO David Duplisea. "Without assistance from the federal government, it's going to be a fairly bleak outlook for recovery and growth in our region," he added.

The Chamber estimates it will take five years to restore revenue levels to that of 2019 and is asking the New Brunswick government to provide funding to restore service levels. It is also asking the province to provide funding for capital

▲ An aerial view of Saint John Airport.

projects given that the airport's financial reserves have been depleted.

"Access to market has never been more important for growing our economy both from an investment attraction and workforce development perspective," said Ron Gaudet, CEO of Economic Development Greater Saint John.

The Chamber has prepared template letters that can be used to send letters to MPs that can be accessed at www.thechambersj.com. Business and community surveys can also be accessed at that website. 📧

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

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

BEISEKER, AB (CFV2)

Flight 212 - Monthly meetings 3rd Saturday at 10:00 Airport clubhouse. hwregget@shaw.ca

BONNYVILLE, AB (CYBF)

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

BORDEN, ON (CNV8)

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

BOUNDARY BAY, BC (CAK3)

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

BRANTFORD, ON (CYFD)

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

BURLINGTON, ON (CZBA)

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

BUTTONVILLE, ON (CYKZ)

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

CALGARY, AB (CYBW)

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

CARLETON PLACE, ON (CNR6)

Flight 121 - monthly meeting last Saturday 10:00. 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

CHATHAM-KENT, ON (CYCK)

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

CLARENCE-ROCKLAND, ON

Flight 132 - Monthly meeting 1st Thursday 20:00, 3984 Indian Creek Road. crmarte145@gmail.com

COLD LAKE, AB (CEN5)

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

CORNWALL, ON (CYCC)

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

DAWSON CREEK, BC (CYDQ)

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

DRAYTON VALLEY, AB (CER3)

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

EDMONTON, AB

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

ESTEVAN, SK (CYEN)

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

EXETER, ON

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

FREDERICTON, NB

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

GLOVERTOWN, NL (CYQX)

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

GODERICH, ON (CYGD)

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

GRAND FALLS-WINDSOR, NL

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

GUELPH, ON (CNC4)

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

ON THE HORIZON

HANOVER, ON (CYHS)

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

HAVELOCK, NB (CCS5)

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

HAWKESBURY EAST, ON (CPG5)

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

Déjeuner mensuel 08h30 1er samedi
flight131.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

KAMLOOPS, BC (CYKA)

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

KELOWNA, BC (CYLW)

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

KINGSTON, ON (CCE6)

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

KITCHENER, ON (CYKF)

Flight 26 - Breslau Flyers Monthly Meeting, 19:00 2nd Tuesday usually at the Waterloo Wellington Flight Centre, meetings currently being held on Zoom. *copaflight26.com*
Info: *flightttwentysix@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
Info: *stevenmcdowell@rogers.com*

LAC LA BICHE, AB (CYLB)

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

LETHBRIDGE, AB (CYQL)

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

LINDSAY, ON (CNF4)

Flight 101 - Kawartha Lakes Flying Club monthly meeting, 19:00 1st Wednesday at LCVI high school.
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. *mcFlying@mail.com*

MEDICINE HAT, AB (CYXH)

Flight 171 - Gas City Aviators monthly meeting 19:00 last Thursday.
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*

MIRAMICHI, NB (CYCH)

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

NANAIMO, BC (CYCD)

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

NELSON, BC (CZNL)

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

NORTH BAY, ON (CYB)

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

OLDS DIDSBURY (CEA3)

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

OKOTOKS, AB (CFX2)

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

OSHAWA, ON (CYOO)

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

OTTAWA, ON (CYRO)

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

PONOKA, AB (CEH3)

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

PENTICTON, BC (CYFF)

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

PETERBOROUGH, ON (CYPQ)

Flight 34 - Monthly meeting 19:00 2nd Wednesday, CYPQ terminal bldg. (except June BBQ/July/Aug).
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

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

QUALICUM BEACH, BC (CAT4)

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

QUEBEC, QC

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

SASKATOON, SK (CYXE)

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

SEDGEWICK, AB (CEK6)

Flight 157 - Monthly Meeting 19:30 2nd Thursday. Monthly Fly-in for coffee and goodies 09:00 - 13:00 3rd Saturday.
shelley@ccewireless.ca

SHOAL LAKE, MB (CKL5)

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

ST. THOMAS, ON (CYQS)

Flight 75 - Monthly meeting 19:00 Last Thursday of the 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

TISDALE, SK (CJY3)

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

VAL D'OR, QC (CYVO)

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

VERNON, BC (CYVK)

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

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

VERMILLION, AB (CYVG)

Flight 204 - Vermilion River Flying Club Monthly meeting 2nd Wednesday 17:30, Vermilion airport terminal vrfflyingclub@gmail.com

VICTORIA, BC (CYYJ)

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

WELLAND, ON (CNQ3)

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

WESTLOCK, AB (CES4)

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

WETASKIWIN, AB (CEX3)

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

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

WIARTON-GEORGIAN BLUFFS, ON (CYVV)

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

WHITECOURT, AB (CYZU)

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

WOODSTOCK, NB (CCD3)

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

LIST YOUR EVENT IN COPA FLIGHT

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



PEOPLE, PLACES AND PLANES

Grassroots Aviation, Sport Aviation, Recreational Flying — Call it what you may, this is a book for people with a passion for airplanes, for classic airplanes, for flying off a grass field, for rebuilding, restoring and generally messing around in hangars with airplanes and other people of like interest.

By Mike Davenport
Price: \$34.95 (includes shipping)



WINGS OVER HIGH RIVER

As this biography was released, this remarkable pilot owned and continued to fly Tiger Moth #1214, one of the aircraft in which he taught students during World War II. He owned and flew his beloved 1214 well into his 80s and made many contributions to Alberta and Canadian aviation.

Author: Anne Gafiuk
Price: \$51.00 (includes shipping)



IN PLAIN SITE

Based on interviews as well as meticulous archival research in Canada and overseas, In Plain

Site provides a comprehensive chronicle of Caron's air training operations, after-hours activities, supporting agencies and the struggles of its RAF personnel to make sense of the Canadian prairies.

Author: Joel From
Price: \$39.95 (includes shipping)



VIEW FROM THE TOWER

The View from The Tower is a combination of humour, history, geography and memoir taking the reader through one adventure after another. An ode to

airplanes and flight and a respectful tribute to a special time in BC's history. The reader is transported to a place and time that no longer exists.

Author: Grant B Evans
Price: \$27.50 (includes shipping)

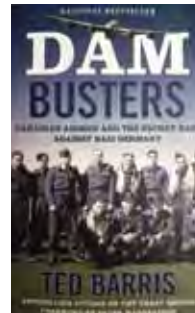


CANADIAN WOMEN IN THE SKY

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
Price: \$27.50 (includes shipping)



DAMBUSTERS

Based on interviews, personal accounts, flight logs, maps and photographs of the Canadians involved, Dam Busters recounts the dramatic story of the young Commonwealth bomber crews tasked with

a high-risk mission against an enemy prepared to defend the Fatherland to the death.

Author: Ted Barris
Price: \$35.50 (includes shipping)



OTTER AND TWIN OTTER

The compelling tale and a beautifully illustrated homage to two of the

world's greatest aircrafts and of the engineers and pilots who made the Otter and Twin Otter aviation legends.

By Sean Rossiter
Price: \$34.95 (includes shipping)



FINDING NIMMO

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

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

Authors: Craig and Deborah Murray
Price: \$44.95 \$42.95 (includes shipping)

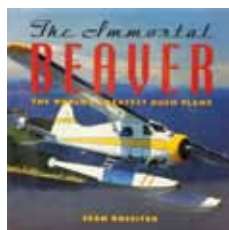


AIRBORNE

In this story of a father and son, Jonathan decided to track down the object that had once given his father so much joy: a tiny single-

seat biplane called Charlie Foxtrot Foxtrot Alpha Mike and retrace his father's airborne life.

By Jonathan Rotondo
Price: \$29.95 (includes shipping)

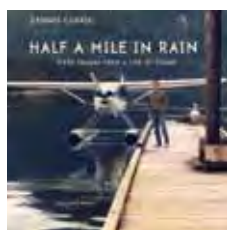


THE IMMORTAL BEAVER

Developed soon after World War II, the de Havilland Beaver has

become one of the most successful and long-lived designs in aviation history. The Beaver was adopted worldwide, and in certain jobs it has yet to be surpassed. This colourful retelling of the Beaver saga also captures the unforgettable characters behind the airplane.

By Sean Rossiter
Price: \$34.95 (includes shipping)



HALF A MILE IN RAIN

Dennis Currie flew in the bush, flew the annual herring spotting

in a Cessna 185, flew Hercules freighters for PWA and tracked the great circle route to the UK in a Boeing 777 for Air Canada. He was happy in the left seat of a great number of aircraft types. All of his adventures he retells in poems, which he wrote at the time of the event.

By Dennis Currie
Price \$34.00 (includes shipping)



VERTICAL HORIZONS

Okanagan Helicopters achieved world renown from humble beginnings in British Columbia's interior by develop-

ing a mountain flying technique that is still a fundamental of helicopter flight training. Featuring first-hand accounts, extensive research and a multitude of photographs, Vertical Horizons is the first-ever history of this company.

Author: Doug. Grant
Price: \$55.95 (includes shipping)



FLIGHT — STORIES OF CANADIAN AVIATION

Wartime bombings, engine failures, a rudimentary air traffic control

tower, and flights with the Canadian Forces Snowbirds aerobatics team are among the engaging true stories in this fascinating first book of the Flight series.

Author: Deanna Driver
Price: \$26.50 (includes shipping)



THE MIGHTY MARTIN MARS

Of the five Martin Mars originally built, only the Hawaii Mars remains in active service. Join us on

a historical journey through 65 years of operations from 1945 US Navy transport to 21st century initial attack firefighting.

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

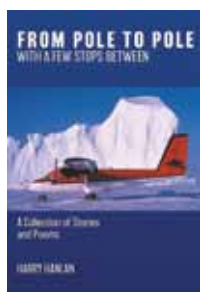


BEST SEAT IN THE HOUSE

Jim Griffith and Trans Canada Airlines were both born at about the

same time and grew together over the decades. Griffith experienced the history of Canada's national airline and this book tells the story of both.

By Jim Griffith
Price: \$34.00 (includes shipping)

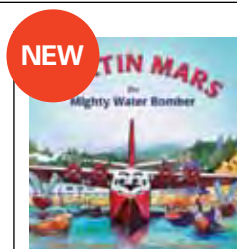


FROM POLE TO POLE

These stories, sprinkled with an occasional poem, were written while the author flew in the Canadian Arctic, the Antarctic, South

America and in many other parts of the world, stories of adventure, humour and tragedy, tales of landings on grassy jungle strips, snow, glaciers, ice, rivers, lakes and at some of the busiest airports in the world.

Author: Harry Hanlan
Price: \$35.50 (includes shipping)

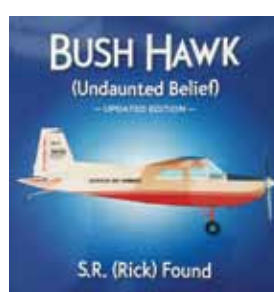


MARTIN MARS — THE MIGHTY WATER BOMBER

Children's Book
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.

Author: Suzan Coulson
Price: \$39.95 (includes shipping)



BUSH HAWK Updated Edition

The famed FBA-2 known by bush pilots simply as

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

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

FEATURED LISTINGS FOR OCTOBER, 2020



PORTABLE FOLDING BOAT
WWW.PORTA-BOTE.COM Great for fishing and hunting. Take it anywhere you can go. Be safe with the lightest, durable and stable folding boat. Gilles Berthiaume Contact: 514-592-4186 or gberthiaume@alpha-vico.com (3135.20293)



1974 CESSNA 172M w/734 since new Thielert TAE125 engine, MT prop, a Diesel Powered 172! GNC300XL GPS/COM & GTX327 xprdr. Asking \$100,000 USD OBO. Apex Aircraft Sales. 905-477-7900 www.apexaircraft.com (2245.20181)



CESSNA 185 TURBINE RARE AIRCRAFT FOR SALE. 2010 Cessna 185 Turbine 120 HRS TTSO Solyo Engine Pac w/Rolls Royce Allison 250c20s 420hp, HC-C3YN - 5A Hartzell fully feathering prop, Sportsman STOL, Wing X Wing Extensions, V.G's, Wheel Gear w/29" Airhaws, Useful - Amphibs - 1237 lbs, Useful - 29" Air Hawks - 1789 lbs, 3800 Gross, MVP-50T - Engine and System Monitor Dynon - EFIS, Garmin audio panel GMA240, Garmin 2 x SL40 VHF, Garmin xprdr GTX 327, intercom, leather seats, wool headliner, extended baggage, Edo 3500 amphib floats w/hatches, bubble windows. Fresh annual May 2020. Trades considered. \$475,000. Contact Owner - located Flin Flon, MB Canada Ph: 204-271-3772 (3810.21303)



PRICE REDUCED TO \$75,900. TTAF 140 hours. Zero-time C 90 rebuilt by Aerotec engines. Rebuilt landing gear. New Cleveland brakes, wheels and tires. Recovered wings. New certified Wag Aero sealed wing struts. New custom exhaust. All new glass. New 406 ELT. New electrical system. Float attachments. All new Randolph paint w/Rantherp finish. Brewer Aviation Contact: jbrewer@eastlink.ca or 902-626-5262. (2564.21282)



1977 BONANZA A36 2931 TT 100 SFRM, 3-BL Scimitar prop new 2012, BDS Tip Tanks (30 USG) and 3792 GWT, Garmin G5 AH w/GNS530 GPS/NAV/COM, Fresh Annual May 2020 \$199,900 USD. Apex Aircraft Sales www.apexaircraft.com or 905-477-7900 (2245.20169)



ZENITH CH200 TTAF 220, Continental 200A, upgraded starter. New brakes and battery. All logs, drawings, and documentation. All metal aircraft that is easy to maintain, cheap to run and fun to fly. Located CPB9. \$14,999 Contact: 905-252-3589 or patrickh818@gmail.com (3716.21258)



FOSTER REPUBLIC SEABEE Home built Foster 001 GM Engine, Robinson gearbox. TT 85 hrs since construction. GW3800 \$95,000 CDN. Roger 819-336-4181 after 6pm ET (3144.21294)



1959 COMANCHE 180 1750 SMOH Prop overhaul due 2021. Exterior & Interior excellent condition. Will come with Feb 2020 annual. Bargain priced \$35,000. Based in Langley BC. Call Brian 604-807-0200 (2445.21265)



2011 MURPHY MOOSE 40 hrs TTSN. M14P 360 HP radial eng. VT530 twin-blade prop. Dynon D60 EFIS plus 6-pack. Garmin SL40 nav/com. GTX320A xprdr. \$145,000 OBO 204-795-2245 Winnipeg, MB evanfisk@shaw.ca (3826.21213)



PA - 12 25hrs since total restoration. 150hp overhauled by Aero Recip w/new top. Flaps, borer, L.R Atlee Dodge tanks, PA18 tail, extended gear, extended baggage, vg's, 8:50's, interior/panel overhaul w/xprdr. 25hrs since new fabric/paint, plus more. Great performing cub with well over 100k invested. 89,500CDN. Bob wagonpilot1@gmail.com. (3907.21152)



1980 PEZETEL M18 DROMADER TT 982, 1st run engine. Annual Nov 2018. Pezetel prop TTSO 0 April 2018. Based in St Thomas ON \$60,000 USD Ph: BC 250-738-0056 (2676.21218)

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2013 Partenavia P.68R, 493 TTSN, GarminGFC950 and Full Delce, Like New!.....	\$650,000 USD	1980 Cessna A185F Amphib/3730Whipline, 1433TTAE,Horton&ARTExtensions!	CALL!
2012 T206GH Amphib w/WheelGear! 600TT,G1000/GFC700,Loaded!\$	\$625,000USD	1977 Mooney 201, 3525TT,1565SM,Kingw/STEC50/AltHold,GPS150XLL!	\$79,900 USD
2012 MalibuMirage,735TTAE,G1000,140USG!	\$700,000 USD	1977 Bonanza A36, 2919TT, 885MOH! GarminG5,LRF(104USG),Club/Desk!	\$199,900 USD
2010 Skylane 182T, 515TTAE, G1000 w/SVT! XM Sat WX! GFC700 AP!	\$389,900 USD	1974 Navajo Panther, 8360TT/552SM, GIN750/650,STECAs/P,ADSB	\$275,000 USD
2007 Cessna 400, 605 TTAE, G1000/GFC700, GDL69A WX DataLink	\$325,000 USD	1974 414 6905TT, 1185M, Full De-Ice	\$125,000 USD
2006 T182T, 1111 TTAE, G1000, TAS600 Traffic, GTX345 TSPDR w/ADS-B!	\$220,000 USD	1974 172M, 1571TT, 7353SinceThielertConv/DieselEngine!	\$100,000 USD
2006 172SP, 980TTAE, G1000, Hangared! No Damage History!	\$249,000 USD	1973 T310Q, 2965 TTSN, 1965 L&R, GNS220W and GNS430, GTX345 ADS-B	\$75,000 USD
2005 Ovation, 1740 TTAE, TKS FIKI Known Icing! Garmin G1000 WAAS!	\$299,500 USD	1973 C17M, 14575TT,1585M,KingAvionics,G2EngMonitor!	\$68,000 CAD
2003 SR22, 1750 TTAE, Dual G430's, STEC 55X,Stormscope,Skywatch!	\$220,000 USD	1972 C42B, 7095TT, LowEngineTimes,DPProps,G550WAA!P8I/2004!	\$159,000 USD
2002 DA20 C1, 3526TT, 10' SMOH, FreshAnnual!	\$160,000 USD	1971 Beech Sierra, 2627TT, 12SM, 38L Prop, GNS430, Strikefinder!	CALL!
1981 T182RG, 4528TT, 547 SFRM, 530W, 430W, STEC50, ADS-B In/Out!	\$147,000 USD	1968 C185 Amphib,1696TT,657SM,G500/GTN750,GTS800Traffic,Whip3730's!	CALL!
1981 C206 Amph, 1468TT, 1455NEW Engine! G430W, 3730's, Exc P&I!	CALL	1966 C150M, 4100TT,1520SM, ICOM, GTX327SPDR/Encoder!	\$34,500 CAD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin550/430!	\$399,900 USD	1946 J3 CUB,w/PAT! STC's, 5450TT, 550SMOH,	\$53,000 CAD
1981 Duke B60, 4507TT, 1092 L&R, G530W, KFC-250 IFCS, Winglets!	\$218,000 USD	1943 Grumman G44 "Widgeon"8929TT,418SM,GIN750, Summer Ready!	\$275,000 USD

Aviation Fuel Truck For Sale

FEATURED LISTINGS FOR OCTOBER 2020



2006 CESSNA TURBO 206H 1350 TSN airframe and engine, G1000 avionics, GTS 800 Traffic. Heated propeller w/537 TSPOH, Flint tip tanks, VG kit, Slick Start, TC approved AoA, oversize wheels. One Owner! \$435,000USD 250-554-2616 (3495.21231)



1994 DIAMOND HK36R Super Dimona C-GBPA Serial #36.339 Powered glider. Reliable Rotax engine 912-A2 80 HP (2009). 244 SMOH. Electric variable prop (2017). 28.9 SOH. LR tank (80 ltrs), Glider 28:1. Regularly flown. All ADs completed and up-to-date. Always hangared. Like new. Annual due May 8, 2020. Long equipment list. 9.7/10 in and out. To be seen. Only \$136,000 CDN. Contact: Guy Lapierre 418-655-8864, lapierre.guy@videotron.ca or Simon Paquet, info@simonpaquet.ca or 418-208-8596 (2710.21206)



C-150A 1961 TT 4760, SMOH 2300, 125Hr on new cylinder/piston/valves. Last annual Oct 18. Shoulder harness, compression 76,76,78,74. Battery 1yo, 12.1.5 ELT, NARCO Mode C, Bendix King digital radio. Flown regularly from home runway. \$20,000 denlong75@hotmail.com (3923.21221)



PUMA 912 IS AIRCRAFT LIMITED CLASS Flying with a special certificate of airworthiness. 140hr airtime, like new. Rotax 912 injection w/110hp. Two Dynon SkyView monitors w/xpdr. ADS-B and GPS integrated and ESIS. Dynon radio and intercom. 100-liter tanks giving 7 hours of autonomy. Vortex generators. LED lights. PCAS. Annual done November 25, 2019. Paint 10/10, Interior 10/10. \$110,000USD. 450-562-7780 or info@ecoleavitas.ca (3862.21222)



2006 AMPHIB SUPERCUB REPLICA 180 HP, 850 TTSN, NDH. Always hangared. Max gross weight 2400lbs. Useful: 739 lbs on floats, 1018 lbs on wheels. 60 gallons fuel, Dynon EFIs, D100 + EMS. D120 PMA 8000B, SL40, GTX 327, 496 GPS. Landing, taxi, wig-wag and strobe lights. Vortex generators. Extended baggage. Borer prop. STD+base wiring. Left/right doors. Meticulously maintained. This aircraft is as beautiful as it looks. Smith's Cove, NS. \$185,000 USD Michael Lowe 902-247-5500 (3787.21297)



1947 CLASSIC LUSCOMBE 8E All metal. Wheel pants, skis, float fittings. Refuses to stall. Skylight, nice interior. Paint like new. Always hangared. 3375 TT, 1504 SMOH. Annual active until November, 2020. \$25,000Cdn Contact: wilton@algonquin-eco-watch.com or 705-377-5072 (3916.21227)



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 (3512.21268)



1970 CESSNA 172L 1549 SMOH. May 2020 annual inspection. STOL kit, float/ski kit ready. Refurbished interior, rubber flooring, bubble windows. Titanium silver/gold/navy paint (2013). Meticulous maintenance history & logs. Full custom covers w/hail protection. \$59,500. (3792.21212)



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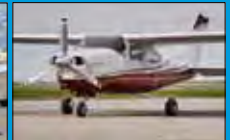
www.csplane.com



1953 DHC-2 AIRFRAME O/H 2008 110 SMOH. WIP 6000, ALASKA DOOR, EXT BAGGAGE, TIP TANKS, UPGROSS 5600. LIKE NEW!



1980 PIPER TURBO SARATOGA. TT 3135, SMOH 1410, SPOH 43 (2013) PM 8000B, ASPEN EFD 1000, GTN 750, G430W, AUTO PILOT, EXCELLENT COND. CALL FOR PRICE.



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

50 Canadian Singles, Twins and Floatplanes



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



1981 CESSNA 206G TURBO, TT 1898, SMOH 854, SPOH 58 (2018) WIP 3730'S, WHEELS, TIP TANKS, VG'S, NDH, 320K CAD



1976 CESSNA 182P FLOATPLANE, TT 4299, SMOH 1583 CONTINENTAL 0-470-S, LAND & SEA PROP. L/R FUEL, EDO 2870 FLOAT, WING EXTENSION, BUBBLE WINDOWS.

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FEATURED LISTINGS FOR OCTOBER 2020



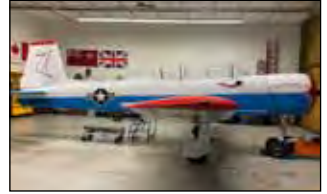
1962 MOONEY M20C 1925 TT, 466 SMOH, 208 SPOH. IFR certified. MX170C, KY97A, 251H audio panel, Garmin155xL IFR approach GPS, Garmin G5HSI, KI214 HSI VOR/ILS/GS, Garmin 320A xprd, Cessna 300 ADF. 1024lb useful load. \$72,000. 306-535-4140. (3932.21255)



SKYRANGER NYNJA AULA Excellent condition. Like new. Always hangared. 145 TT E&A. Rotax 912 ULS 100 HP. Soft Start module, CKT stainless steel exhaust, BRS parachute, Grand Rapids EIS, Garmin GPS, cabin heat, wheel pants, wheel-through skis, electric flaps, strobes, elevator and rudder trims, Warp Drive 3-blade ground adjustable prop, radio and intercom. \$55,000. Contact Ed Connors at 519-822-7594 or edsueconnors@gmail.com. (3903.21215)



2018 ROTORWAY TALON TTAF 26 hrs. All special flight restrictions removed. Recent 25 hr. maintenance and inspection performed. This Talon has a supercharged, fuel injected engine with redundancy of critical systems including ECU's, fuel pumps and ignition systems. This aircraft was expertly built with many options; helicopter blades electronically tracked and balanced for smoothest flight, MGL Enigma EFIS, duplicate critical analog gauges, Artex 345 ELT, full avionics package, electrical breakers, powder-coated frame, tail rotor shaft drive, supercharger with automatic belt tensioner, AP cog belt drive with hydraulic belt tensioner are only a few of the many options. Please visit rotorwaycanada.com for a more comprehensive list, see a picture of the list at www.canadianplanetrade.ca or call Kelly (780) 542-1122. Asking \$89,000 US. (3909.21230)



1985 NANCHANG CJ6-A TTAF: 4452. TTE: 650. TTP: 115 (installed new Aug 2016). Dual King Kx165 w/dual glide slopes, Garmin GTX 320A xprd. Garmin D5. Sigtronics intercom. El Super Digital Clock. 406 ELT. All stainless exhaust. Stainless air tanks. Stainless air dryer. On board 40 cubic foot reserve air tank for on board air system recharge. Auto ignition conversion. Many spare parts. Strobe navigation lights. Paint 9/10. Always hangared. IFR. \$80k USD. (3886.21214)



1947 CESSNA 120 C-FFCF, Location CZBF, TT 3700 C35 200 SMOH, Crankcase done by Aerotec Engines, 4 new cylinders, at overhaul. 78/80. Always hangared by same owner for 34yrs. Interior by Airtex FAA/PMA approved, 9 on 10. Paint imron 9 on 10. Wings are ceconite 101, tested good 9 on 10. Dual shoulder harnesses, dual brakes. Radio com + VOR, Geneve Alpha/200, Flightcom intercom. Original wheel pans, Recent annual May/2020. Price \$29,500 CAD (3904.21219)



MODIFIED TAYLORCRAFT 1946 (homebuilt) Continental 0-200 modified (115-118 hp). TTSN 1963, complete factory overhaul: 153 hrs. STOL wings w/vortex and wing tips. Float, wheels, skis. Strobe light. Paint 2020. Owner Maintenance and modifications. \$52,000. 819-300-1032 or clarencelloyd@axion.ca (3249.21276)



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: martinvanhumbeck@gmail.com or 250-723-2960 (3927.21240)



1969 PIPER COMANCHE 260C C-GSER, formerly N9367P. The last model and best of the Comanche family. TTSN 3776.8 hrs, Engine: SMO 644.7 hrs, Prop: SN 644.7 hrs. Fresh annual inspection May 2020. Garmin GTN 650, S-Tec autopilot, ADS-B, full IFR panel. Plane is well equipped, flown regularly, lovingly hangared and buyer will not be disappointed. \$95,000 USD. Please call or email Keith 613-875-0977 or keith@triplek.ca. Plane located in Ottawa ON. (3939.21271)



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



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

FEATURED LISTINGS FOR OCTOBER 2020



1967 CESSNA 150/150 CF-GVX 2622 TT, 1575 TSOH, Lyc. Fresh annual June 2020, Shoulder harness, 9/10 in/out. 406 ELT, Horton STOL, Comp 74-79, GPS, CHT, EGT. New batt/tires, NDH, xpdr, \$41,500 Cdn. (3921.21209)



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 (3931.21246)



1939 LUSCOMBE 8A 3636 hrs TT. Continental A65-8. 945 hrs SMOH. 25 STOH (new rings and upgraded exhaust valves). Leather seats. No electrical system. Hangared in Windsor (CYQG). Asking \$22,000. Call/text 519-792-7113. (3928.21242)



1955 CESSNA 180 7819.8 TT, 0-470-K engine 1170 TTSOH (2011), C-203 propeller 309.2 TTSOH (2017) EDO 2870, Commercially registered, good shape. \$100,000. Contact: viking@vikingoutpost.com or 807-727-3461 (394721279)



1987 CHALLENGER ULTRALITE 532 Rotax. Upgraded landing gear. Skis included. Stored inside. Should replace fuel lines. \$10,000. Located in Nova Scotia. (902)297-2000. (3924.21229)



2018 CHRISTAVIA MK 1 New build 2018. 34 hours TTSN Located near Kingston, ON \$35,500 OBO (3936.21266)



1971 CESSNA CARDINAL 177RG TTSN 4826, 773 on ProAero rebuild, 471 new factory case. Prop/mags rebuilt 2019. Paint 9.5, interior 9.5. \$110,000 Cdn or partial trade for 20 - 24' aluminum boat. Gordon 250-961-2110 or cardjns@gmail.com. (3933.21256)



1968 PIPER CHEROKEE 180D Low time TTSN 2261, engine SMOH 1422.9. NDH or corrosion. IFR equipped, Garmin GNS 530 w/WASS, KX155 Nav/Comm, GTX 327 xpdr. Excellent Condition! Hangared at CYVK. \$80,000Cdn. (3943.21277)



2011 MURPHY REBEL 150 hours TTSN. 150hp Lycoming O-320-E2A 1960 TTSN, 150 SMOH, PK1850 floats. Garmin SL-40 COMM, GTX-327 Mode C, 276C GPS. 406 ELT with GPS, Strobes. \$105,000. (709)678-7136 Located in Newfoundland (3922.21220)



BRAND NEW HIGHLANDER XL If you like this photo you will love the new larger Highlander currently under construction. The paint design is like the photo but the Lycoming engine has 160 HP w/dual electronic ignition, ADS-B Out and partial glass panel. This plane loves small runways. Priced in the \$200,000 CDN range. John at jbrewer@eastlink.ca or 902-626-5262. (2564.21283)



1972 CESSNA 172M 4000 TTSN, 200 SMOH. Full panel with GPS. New Paint. \$98,000. 604-869-1111 or joeschachtel@live.ca (2941.21012)



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

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FEATURED LISTINGS FOR OCTOBER 2020



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 (3926.21236)



1967 C172 H O-300 Continental 451 SMOH, 2598 TTSN. PMA audio panel, Garmin GNC 250, ADF. Narco AT 150 xpr. New tires and tubes, new SCS interior 2018. \$69,000. 250-492-0810 or maranda.rdv@gmail.com (3920.21208)



1948 PIPER PA-17 VAGABOND Owner maintenance category. Continental A-65 engine. TTSN 1108 SMOH 343. 25" Goodyear Tundra tires. All logs. Sensenich climb prop. Fabric excellent, always hangared. Engine warmer. \$29,500 204-773-6800 or agnerbas@gmail.com (3949.21286)



JOEEL D11 Meticulously built wood and fabric fun flier. First flew in 2001. 500 hrs TT, C-85, always hangared at YXU. GPS, Mode C xpr. 105 mph cruise, stall 40 mph. \$19,000 CDN. Call 416-930-9775 (3948.21285)



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 imaginejmi@videotron.ca (3950.21287)



1977 ROCKWELL COMMANDER 112-TCA TTSN 3041 SMOH 181 Prop O/H 2014, IFR, G-530 & Garmin stack dual ILS, G-5 PFD Insight eng monitor. Aerodyme shimmy damper. Annual due March 2021 \$125,000. Text: Rene 905-464-8687 (3937.21267)



CESSNA R172K HAWK XP Isham 210HP. New factory engine 2020, Atlee Dodge rear seats. Forward battery STC, wheel pants. Very clean aircraft. Engine TSN: 15hrs, TT: 4400hrs, prop OH: 2017. \$165,000 Call: 250-261-3618 (3956.21310)



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AVIATION ABBREVIATIONS

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



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

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010 -- AERONCA

1946 AERONCA CHIEF ON FLOATS OM. 2510 TT, 410 SMOH. Cont 85: 410, Sensenich M74: 137. Skytech, Narco 720ch, 2 headsets, AT50-A w/ACK 30. Compression 73+, KX 99, 195 GPS. New aluminum spars, fabric, paint. \$38K OBO. 819-822-1683 normandgingues@videotron.ca (3133.21187)

1957 CHAMPION AIRCRAFT 100 HP, recently recovered, good performer. \$60,000. Contact: ahauk@tbaytel.net or 807-768-4681 (3925.21234)

040 - CESSNA

1968 C150H TAF 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.ca (3934.21257)

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 (3579.20250)

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1968 CESSNA 182L 2700 TT, 760 SMOH, 43 prop. Fresh annual, all ad's done, new windshield. 10/10 out, 7/10 inside. Always in hangar \$99,000 CAD. 204-365-7484 (3935.21263)

1957 CESSNA 182 Very good condition in and out. 2784 TT, 348 SMOH, 110hr prop since new 2013. Original instrument panel. Wheel pants, Horton stall kit w/wing fences, cup leading edge. Ryan 780-235-1913 (3954.21304)

075 - FLOATPLANE

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100 - HOMEBUILT



SONEX PROJECT FOR SALE Fuselage, tail feathers, landing gear, panel, all wing parts complete. Wings require assembly. 2180 Aerovue engine. Everything included to complete except paint, prop. \$16,500. Full info package: birdmanisnow@gmail.com (3816.21280)

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1978 MARANDA Woody & fabric w/ Lycoming O-290-D2B. 940 TTSN, 450 SMOH. ICOM 210 radio, xpdr. Same owner 19+ years. Located Brampton Airport. \$25,000. Peter 905-884-8598. www.MarandaForSale.com. (3555.21272)

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 (3579.20238)

135 - PIPER

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 (3685.21217)

1946 PIPER J-3 CUB TT 2392 hours. Airframe rebuilt and covered 2018 w/ Randolph product. Cont C-65 TSMOH 728 hrs. New Slick magnetos. Sensenich propeller TMSO 862.25. Metal spars, lifetime struts. New 10/gal tank. EDO floats. New interior. Hangared since rebuilt. \$65,000 CDN. Call Eleanor @ (807) 934-6394 (3811.21108)

170 - STINSON

1948 STINSON 108-3 on 2425 floats. O-435 Lycoming engine 190HP. 5 SPOH. \$219,000 SMOH. With annual \$22,000 on wheels. \$44,000 on floats OBO. Debdon, SK. (3270.21188)

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 (3897.21169)

180 - TAYLORCRAFT

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185 - ULTRALIGHT

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270 - ENGINES FOR SALE

FIREWALL FORWARD Continental O-470R, 10hrs SMOH. ECIN Cylinders. New cam and lifters with McCauley CS prop. \$20,000 705-966-0785 or jaskijsmith@gmail.com (3911.21250)

285 - FLOATS FOR SALE

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295 - FLY-IN RESORTS



LUXURY TIMBER LAKEHOUSE RENTAL Fly-in CBF9 Mabel Lake BC. Pilot's paradise with golf, fishing, water sports. 2020 family reunion? Kelowna airport also a short drive away. Contact drdarrellmorden@shaw.ca for info year-round. (3805.21223)

300 – HANGAR SPACE



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340 – PARTS FOR SALE

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

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360 – PROPELLERS WANTED

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