



# Flight

The Journal of the Canadian Owners and Pilots Association

APRIL 2021

More than  
**50**  
Classified Ads  
(p.30)

## BUYING YOUR FIRST AIRCRAFT

How to select the right plane

### ELECTRIC AIRPLANES

*THE PUSH TO ELECTRIFY CANADIAN SKIES*

### TRIP OF A LIFETIME

*FLYING A FLOAT ACROSS THE ROCKIES*

### SURVIVAL KITS

*ESSENTIALS FOR OFF-AIRPORT LANDINGS*

# We could say a lot about this headset, but we think pilots say it best.

"Looking forward to years of enjoyment with these. Very comfortable." - Evan, Ontario, Canada

"Needed a lighter, more comfortable fit. Love my DC ONE-X!"

- Kurtis, Southwest Airlines

"I was impressed with the ANR and comfortable enough that I felt I could wear it for several hours."

- Tom, Beavercreek, OH

"This is one outstanding headset." - Andrew, Nashville, TN

"I found the headset to be far more comfortable than Bose... very happy with the quality."

- Matt, American Airlines

"They are bulletproof. Quality you simply don't find in most products of any kind these days."

- Lynnwood, Dresser, WI

"Flight instructor let me try it and I liked it better than Bose" - William, Savannah, GA

"Outstanding value and performance"

- Charley, Global Flying Group

"GREAT product, perfect performance and comfort."

- Coleman, Conyers, GA

"Your reputation and the quality craftsmanship of your products made it a no-brainer in choosing the DC ONE-X!"

- David, Cape Girardeau, MO

"Excellent noise cancelling...almost completely reduce low pitch hum of the aircraft. I now can hear all the radio calls and seemingly less fatigued."

- David, Chesapeake, VA

"I would buy the DC ONE-X over Bose A20 any day of the week."

- Paul, Saratoga Springs, UT

"Great headset, prefer to Bose."

- Patrick, South Africa

"Love the headset. Have recommended it to other student pilots."

- Jayme, Miami, FL



## DC ONE-X



FAA TSO-C139a  
APPROVED

We asked pilots why they purchased the DC ONE-X. They obviously had a lot to say. But we're really waiting to hear from you. Purchase a DC ONE-X and take advantage of our 'Fly it Free', 30-Day Money Back Guarantee. The DC ONE-X is the best value, most comfortable, premium ANR headset in aviation. We think you'll agree.

For more information and to purchase online, visit [www.davidclark.com](http://www.davidclark.com), or call **1-800-298-6235**.



WWW.DAVIDCLARK.COM





**DEPARTMENTS**

**4 PRESIDENT'S CORNER**  
*OPENING UP COPA TO REMOTELY PILOTED AIR SYSTEM MEMBERS*

**6 NEWSLINE**  
*COPA MARITIMES BY-ELECTION AND RECOGNIZING DAVID DUNSMORE*

**9 INCIDENTS AND ACCIDENTS**  
*WATER FILLED DITCH LANDING AND MORE LASER STRIKES*

**14 CONTROL COLUMN**  
*MY FIRST SKI FLIGHT, BUILDING NEW SKILLS AND LASTING ADVENTURES*

**15 PROGRAMME DE PRIX**  
*RECONNAÎTRE LES CONTRIBUTIONS AU MONDE DE L'AVIATION*

**16 PLANE TECH**  
*EFFECTIVE SURVIVAL KITS FOR OFF-AIRPORT LANDINGS*

**38 DISPATCHES**  
*THE PERFECT VALENTINE'S DAY WITH A SKI PLANE AND GREAT WEATHER*

**FEATURES**

**18 THE POTENTIAL OF ELECTRIC AIRPLANES**

Opportunities and challenges for e-planes to become a reality in Canada

**22 BUYING YOUR FIRST AIRCRAFT**

Tips on how to select the right aircraft to meet your mission

**26 TRIP OF A LIFETIME**

Realizing a decades long dream to fly a floatplane across the Rockies

**ON THE COVER:** Collin Caneva in 2016 purchased the Cessna Skylane 182 flown by his father in the 1960s and 1970s, after his brother, who works for the FAA, found it during an accident investigation. The aircraft is now featured in a YouTube series called *The Old Green Plane*, [www.oldgreenplane.com](http://www.oldgreenplane.com). (Photo: The Old Green Plane)

**COPA Flight**

**READER SERVICE**

Print and digital subscription inquiries or changes, please contact  
Jay Doshi, Audience Development Manager  
Tel: (416) 510-5124  
Fax: (416) 510-6875  
Email: [jdoshi@annexbusinessmedia.com](mailto:jdoshi@annexbusinessmedia.com)  
Mail: 111 Gordon Baker Rd., Suite 400, Toronto, ON M2H 3R1

**EDITOR**

Jon Robinson  
[jrobinson@annexbusinessmedia.com](mailto:jrobinson@annexbusinessmedia.com)  
647-448-6188

**CONTRIBUTING WRITERS**

Dave Bodner, Peter Campbell, Phil Lightstone, Gord Mahaffy, Brian Pound, Anna Rusinowski, Ken Zackewich

**MEDIA DESIGNER**

Brooke Shaw

**DISPLAY & CLASSIFIED ADVERTISING SALES**

Mena Miu  
[mmiu@annexbusinessmedia.com](mailto:mmiu@annexbusinessmedia.com)  
416-510-6749

**ACCOUNT CO-ORDINATOR**

Barb Vowles  
[bvowles@annexbusinessmedia.com](mailto:bvowles@annexbusinessmedia.com)  
416-510-5103

**GROUP PUBLISHER/VP SALES**

Martin McAnulty  
[mmcanulty@annexbusinessmedia.com](mailto:mmcanulty@annexbusinessmedia.com)

PUBLICATION MAIL AGREEMENT #40065710  
COPA Flight is published under contract to COPA by Annex Business Media



**COPA BOARD OF DIRECTORS**

**B.C. & Yukon**

Warwick Patterson  
604-849-0407, [wpatterson@copanational.org](mailto:wpatterson@copanational.org)

**Kate Klassen**

604-366-8211, [kklassen@copanational.org](mailto:kklassen@copanational.org)

**Alberta & N.W.T.**

Henry Vos, Treasurer  
780-835-1992, [hvos@copanational.org](mailto:hvos@copanational.org)

Ken Zackewich, Western Vice-Chair  
780-623-0673, [kzackewich@copanational.org](mailto:kzackewich@copanational.org)

**Saskatchewan**

Candace Pardo  
306-621-7181, [cpardo@copanational.org](mailto:cpardo@copanational.org)

**Manitoba & Nunavut**

Jim Bell, Secretary  
204-293-5402, [jbelle@copanational.org](mailto:jbelle@copanational.org)

**Northern Ontario**

Lloyd Richards  
705-267-7111, [lrichards@copanational.org](mailto:lrichards@copanational.org)

**Southern Ontario**

Kevin Elwood  
705-444-9461, [kelwood@copanational.org](mailto:kelwood@copanational.org)

Doug Ronan, Eastern Vice-Chair  
705-327-4730, [dronan@copanational.org](mailto:dronan@copanational.org)

Clark Morawetz  
905-809-4835, [cmorawetz@copanational.org](mailto:cmorawetz@copanational.org)

**Québec**

Jonathan Beauchesne, Treasurer  
514-585-3959, [jbeauchesne@copanational.org](mailto:jbeauchesne@copanational.org)

**Mathieu Delorme**

514-248-5379, [mdelorme@copanational.org](mailto:mdelorme@copanational.org)

**Atlantic**

Bill Mahoney, Eastern Vice-Chair  
709-685-6885, [bmahoney@copanational.org](mailto:bmahoney@copanational.org)

**Newfoundland and Labrador**

Bill Mahoney, Chair  
709-685-6885, [bmahoney@copanational.org](mailto:bmahoney@copanational.org)

**Maritimes**

Brian Pinsent  
506-383-1867, [bpinsent@copanational.org](mailto:bpinsent@copanational.org)

**Ex-Officio**

Christine Gervais, CEO and President  
613-236-4901, [cgervais@copanational.org](mailto:cgervais@copanational.org)

Canadian Owners and Pilots Association  
75 Albert Street, Suite 903,  
Ottawa, ON K1P 5E7

613-236-4901 | [www.copanational.org](http://www.copanational.org)  
Find us on Facebook and Instagram  
[@copanational](https://www.facebook.com/copanational) [#allforflight](https://www.instagram.com/copanational)



## COPA – THE CANADIAN OWNERS AND PILOTS ASSOCIATION OF MANNED AND UNMANNED AIRCRAFT

**Without a doubt, Remote Piloted Aircraft Systems (RPAS), commonly known as drones, are becoming part of the Canadian airspace landscape. RPAS technology is developing at a rapid rate and safety regulations must be established as integration with the manned aircraft population is inevitable.**

Drone sales are on the rise with each passing year and are no longer just for the enthusiasts, as these systems, ranging from micro to aircraft size, have penetrated the world of aerial technology and are being consumed by businesses and individuals alike. With all this attention, these unmanned aerial vehicles (UAV) are now finding more practical and innovative uses and applications.

Today, drones are being used by the military in defense as they can easily penetrate restricted airspace giving them access to critical information. RPAS are also prominent in the media and film industries, generating a wide range of new possibilities for our enter-

tainment. More noticeably, drones are being used for shipping, an idea that is revolutionary for delivering, as an example, emergency medical equipment to remote areas.

I was a survey pilot for several years and flew in parts of the world that were inhospitable. Flying 200 feet above the peaks of the Andes Mountains in South America for geological mapping came with some risks to myself, my co-pilot and the equipment on board the aircraft. Although I cherish those memories, remember them with fondness and wouldn't change a thing about that time in my life, these hazardous flights could easily be replaced, quite safely, with modern drone technology.

The benefits of RPAS are definite. However, with all these drones utilizing the same airspace as manned aircraft, regulations are required and, in some instances, need to shift from segregation to safe integration. Segregation works in some airspace, but as some of us well know, not all manned aircraft operate from aerodromes, whether

controlled or uncontrolled. COPA must be part of the conversations leading to the establishment of these new regulations governing RPAS operations. Education, on both sides, manned and unmanned operations, will be crucial to our safety.

This month, April 2021, we introduced a new membership welcoming the RPAS community to the COPA family. COPA is in an excellent position to ensure that both manned and unmanned aircraft understand the importance of diligence and attentiveness in order to operate safely, especially in areas where the pilot, whether they be in the air or manning the remote system from the ground, determines the wind, the runway and everything in between. COPA has developed seminars which are part of the COPA Safety Programs that are geared toward the RPAS pilot but should be attended by all pilots.

We will continue our mission to promote, preserve and advance our freedom to fly literally from the ground up! 🛩️

# LA COPA, L'ASSOCIATION CANADIENNE DES PILOTES ET PROPRIÉTAIRES D'AÉRONEFS PILOTÉS ET TÉLÉPILOTÉS



**Sans aucun doute, les systèmes d'aéronefs télépilotes (SATP), communément appelés "drones", font désormais partie du paysage de l'espace aérien canadien. La technologie des SATP se développe à un rythme rapide et des règlements de sécurité doivent être établis car l'intégration avec la population des avions pilotés est inévitable.**

Les ventes de drones augmentent chaque année et ne sont plus réservées aux amateurs, car ces appareils, qui vont de la taille micro à celle d'un avion, ont pénétré le monde de la technologie aérienne et sont consommés autant par les entreprises que par les particuliers. Avec toute cette attention, ces véhicules aériens autopilotés (UAV) trouvent maintenant des utilisations et des applications plus pratiques et plus innovantes.

Aujourd'hui, les drones sont utilisés par les militaires dans le domaine de la défense car ils peuvent facilement pénétrer dans un espace aérien restreint en leur donnant accès à des

informations critiques. Les SATP sont également très présents dans les médias et l'industrie cinématographique, générant un large éventail de nouvelles possibilités pour nos loisirs. Plus notablement, les drones sont utilisés pour le transport de marchandises, une idée révolutionnaire pour livrer, par exemple, du matériel médical d'urgence dans des régions éloignées.

J'ai piloté pour une compagnie de surveillance aérienne pendant plusieurs années dans des coins du monde qui se disent non hospitalières. Voler à 200 pieds au-dessus des sommets des Andes en Amérique du Sud pour établir des cartes géologiques comportait certains risques pour moi, mon copilote et l'équipement à bord de l'avion. Bien que je m'en souvienne de ses expériences avec affection et que je ne changerais rien à cette époque de ma vie, ces vols dangereux pouvaient facilement être remplacés, en toute sécurité, par la nouvelle technologie des drones.

fonctionne dans certains espaces aériens, mais comme certains d'entre nous le savent, tous les aéronefs pilotés ne volent pas à partir d'un aéroport, qu'il soit contrôlé ou non. La COPA ce doit de faire partie des conversations avec le régulateur, Transport Canada, menant à la mise en place de ces nouvelles réglementations régissant les opérations des SATP. L'éducation du pilote opérant avec ou sans équipage, sera essentielle pour notre sécurité.

Ce mois-ci, en avril 2021, nous avons introduit une nouvelle adhésion accueillant ainsi la communauté des SATP au sein de la famille de la COPA. La COPA se retrouve ainsi dans une excellente position afin d'assurer que les pilotes d'aéronefs pilotés et télépilotes comprennent l'importance de la diligence et de l'attention d'opérer en toute sécurité, en particulier dans les zones où le pilote, qu'il soit dans l'air ou qu'il pilote le système à distance depuis le sol, détermine le vent, la piste et tout

---

*La COPA se retrouve ainsi dans une excellente position afin d'assurer que les pilotes d'aéronefs pilotés et télépilotes comprennent l'importance de la diligence et de l'attention d'opérer en toute sécurité.*

---

Les avantages d'un SATP sont évidents. Cependant, comme tous ces drones utilisent le même espace aérien que les avions pilotés, des réglementations sont nécessaires et, dans certains cas, il faut passer de la séparation à l'intégration et ce en toute sécurité. La ségrégation

ce qui se retrouve entre les deux. Nous avons par ce fait, établis certains séminaires du programme de sécurité de la COPA visant les opérations SATP.

Nous poursuivrons notre mission de promouvoir, préserver et faire progresser notre liberté de voler littéralement à partir du sol! 🇨🇦

# CALL FOR NOMINATIONS

COPA BOARD OF DIRECTORS, MARITIMES BY-ELECTION 2021

**The COPA Maritimes region has two allocated Board of Director positions. Brian Pinsent holds one position and the second position has become vacant due to Debbie Brekelmans recently announcing her resignation. We would like to thank Debbie for all the hard work and attention she has given to COPA and wish her the very best on all her future endeavors.**

A regional by-election must be held to fill this newly vacant position.

Any COPA member in good standing from the Maritimes region (Prince Edward Island, Nova Scotia or New Brunswick) may run for this position. If you have a passion for General Aviation and feel you have something to contribute to COPA, both on the Board and as a regional representative, please consider volunteering

for this very important work. The term of office for this election shall commence after the 2021 Annual General Meeting being held June 26, and continue until the summer Board meeting in 2024.

Nominations for this position are now being accepted.

- The deadline for receiving nominations is Friday April 30, 2021.
- Candidates will be announced May 3, 2021.
- The election will open May 3, 2021, and will close May 14, 2021.
- Ballots will be counted and results will be announced in the June *COPA Flight* magazine and on the COPA website.
- The new Director elected will be presented to the COPA membership at the Annual General Meeting in June 2021.

Candidates should:

- Have a strong belief in COPA's mission;
- Have a passion for aviation;
- Have a high standard of personal ethics
- Be forward thinking;
- Want to make a lasting contribution to general aviation;
- Be able to spend a minimum of 15 days per year on COPA business (at three Board meetings per year and at regional events); and
- Have ready access to email for Board communications.

For the nomination form and more details, please visit to [www.copanational.org/en/current-elections](http://www.copanational.org/en/current-elections).

Completed nomination forms must be received no later than Friday, April 30, 2021. 🇨🇦

# APPEL AUX CANDIDATURES

CONSEIL D'ADMINISTRATION DE LA COPA, ÉLECTION PARTIELLE DE LA RÉGION DES MARITIMES 2021

**La région des maritimes de la COPA compte deux postes de directeur au conseil d'administration. Brian Pinsent occupe l'un de ces postes et le second est maintenant libre due à la démission récente de Debbie Brekelmans. Nous tenons à remercier Debbie pour tout le travail et l'attention qu'elle a accordés à la COPA et nous lui souhaitons bonne chance dans tous ses projets futurs.**

Une élection partielle régionale doit être organisée pour combler ce poste nouvellement vacant.

N'importe quel membre de la COPA en bonne et due forme de la région des Maritimes (Île-du-Prince-Édouard, Nouvelle-Écosse ou Nouveau-Brunswick) peut se présenter comme candidat. Si vous avez une passion pour l'aviation générale et que vous pensez avoir quelque chose à contribuer à la COPA, tant au conseil d'administration qu'en tant que représentant régional, veuillez envis-

ager de vous porter volontaire pour ce travail très important. Le mandat de cette élection commencera après l'assemblée générale annuelle de 2021, qui se tiendra le 26 juin 2021, et se poursuivra jusqu'à la réunion d'été du conseil d'administration en 2024.

Les candidatures poste sont maintenant acceptées.

- La date limite de réception des candidatures est le vendredi 30 avril 2021.
- Les candidats seront annoncés le 3 mai 2021.
- L'élection sera ouverte le 3 mai 2021 et se terminera le 14 mai 2021.
- Les bulletins de vote seront comptés et les résultats seront annoncés dans le magazine *COPA Flight* de juin et sur le site Web de la COPA.
- Le nouveau directeur élu sera présenté aux membres de la COPA lors de l'assemblée générale annuelle de juin 2021. Les candidats doivent :

- croire dans la mission de la COPA
- être passionnés pour l'aviation
- avoir un haut niveau d'éthique personnelle
- être une personne qui a une vision vers l'avenir
- vouloir apporter une contribution pérenne à l'aviation générale
- être en mesure de consacrer un minimum de 15 jours par année à la COPA (trois réunions du conseil d'administration par année en plus des événements régionaux)
- avoir un accès au courrier électronique pour les communications du conseil d'administration.

Pour le formulaire de nomination et plus de détails, veuillez consulter le site [www.copanational.org/fr/elections-en-cours/](http://www.copanational.org/fr/elections-en-cours/).

Les formulaires de nomination dûment remplis doivent être reçus au plus tard le vendredi 30 avril 2021. 🇨🇦



# STORE BOUTIQUE



Let your dreams  
take flight.  
Laissez vos rêves  
s'envoler.

With over 20 different items to choose from!  
Avec plus de 20 articles différents à choisir!



Visit the COPA Store today!  
Visitez la Boutique COPA aujourd'hui!

FREE SHIPPING ON ORDERS OVER \$150  
LIVRAISON GRATUITE SUR LES COMMANDES DE PLUS DE 150\$



To advance, promote and preserve  
the Canadian freedom to fly.  
Avancer, promouvoir, et préserver  
la liberté de vol des Canadiens

Did you know that as a COPA  
member you can enjoy many of the  
benefits we offer?

Saviez-vous qu'en tant que membre  
de la COPA, vous pouvez profiter  
de nombreux avantages que nous  
offrons?

This includes but not limited to:  
Cela comprend, entre autres:

Group Insurance Programs: VIP  
Aircraft, Health & Dental, Home &  
Auto and Emergency Medical  
Travel.

Programme d'assurance: VIP  
aviation, maladie & dentaire,  
maison & auto et urgence médicale  
en voyage.

Monthly COPA Flight Magazine.  
Revue COPA Flight mensuelle.

Website Members only section.  
Accès au section du site web  
réservées exclusivement aux  
membres.

Discounts: Car, Hotel,  
Magazines (Wings, Helicopter),  
Survival Kits, Red Canoe wear,  
Sirius XM, etc.

Rabais: locations voiture et hotels,  
Revue (Wings, Helicopter), Kits de  
survie, achats Red Canoe, SiriusXM,  
etc.

Join Now and support  
General Aviation!

Adhérez maintenant et supportez  
l'aviation générale!

Visit/Visitez [www.copanational.org](http://www.copanational.org),  
Email/Courriel: [copa@copanational.org](mailto:copa@copanational.org)  
Tel: 613-236-4901

Get your membership today!  
Devenez membre dès aujourd'hui!

## NEWSLINE

# APPRECIATION AWARD FOR DAVID DUNSMORE

BY KEN ZACHKEWICH, AB/NWT DIRECTOR, WESTERN VICE CHAIR

David Dunsmore of Calgary, AB was presented with a COPA Appreciation Award by member Trekker Armstrong on January 26, 2021. Armstrong is the chair of the COPA Neil J. Armstrong Scholarship and has a long working relationship with Dunsmore on the Scholarship Selection Committee. In 2019, Armstrong nominated Dunsmore to be eligible for an award for his contributions toward this committee over several years.

Dunsmore was the inaugural winner of the COPA Neil J. Armstrong Scholarship in 1996. As the inaugural winner, he was willing to participate on the Selection Committee for future Scholarship awards. He did so for the next 16 years. Since the fund's inception in 1996, COPA has awarded 70 recipients with more than \$267,000.

The competition for these awards is always significant. Successful recipients demonstrate an interest in aviation as a career or strong interest in general aviation in Canada. They are proven self-starters who demonstrate a willingness to learn. Academic skills and community contributions are also taken into account.

The qualities character, citizenship, and responsibility have been well demonstrated by Dunsmore, making him a worthy recipient of both the first Neil J. Armstrong Scholarship and this Appreciation Award.

The Neil Armstrong Scholarship Fund was first established in April 1995 through contributions from friends of Neil Armstrong, COPA members and the Canadian aviation community.

The purpose of the fund is twofold: First, to honour one of Canada's foremost aviation members and, second, to provide flight training to worthy young people who might not otherwise be able to pursue their love of flight and



▲ David Dunsmore is recognized for contributions to COPA's Neil J. Armstrong scholarship committee.

who exemplify the fine character, optimism and love of adventure which were epitomized by Neil Armstrong.

The Armstrong family along with COPA's Selection Committee would like to thank David and extend our appreciation through this award for his contributions over the years.

In addition to his contributions on this committee, David is also active in the General Aviation community. He was a founding member of the Calgary Mosquito Aircraft Society and served for several years on its Board ([www.calgarymosquitosociety.com](http://www.calgarymosquitosociety.com)). He is also an active member of the local chapter of the Canadian Aviation Historical Society ([www.caahs.ca](http://www.caahs.ca)). Congratulations David! 🇨🇦



# INCIDENTS + ACCIDENTS

These reports are taken in part from Transport Canada's CADORS website.

## PACIFIC REGION

**A privately registered Cessna 150K** from Vancouver/Boundary Bay, BC (CZBB) to Abbotsford, BC (CYXX) entered the Langley, BC (CYNJ) control zone from the southwest (SW) at 1700' and proceeded east and exited south out of the zone at 1828Z. The Cessna 150K passed as traffic to an overflight.

**A privately registered Cessna 172RG** from Quesnel, BC (CYQZ) to Prince George, BC (CYXS) took off from CYQZ at approximately 2120Z without contacting Williams Lake Flight Services or following "no radio" (NORDO) procedures.

**A Beech B300** on a MEDEVAC flight from Grand Forks, BC (CZGF) to Kelowna, BC (CYLW) reported a green laser strike while on approach to CYLW.

**The flight information centre** called to advise that a Cessna 180J from Bamfield, BC (Water) (CAE9) to Tofino, BC (Water) (CAB4) would potentially be transiting from CAE9 to CAB4 without radio, with an estimate to the field of 2202Z. The aircraft was observed landing at Tofino/Long Beach (CYAZ) in the water filled ditch parallel to Runway 29.

## PRAIRIES AND NORTH REGION

**A Cessna 150M** on a flight from Saskatoon/John G. Diefenbaker, SK (CYXE), while not in contact with air traffic control (ATC), was observed on radar squawking an emergency code. The CYXE tower received a report from the pilot, via cellphone, after 10 minutes. The aircraft had experienced an engine failure followed by forced landing on a

grid road. No injuries, no damage to aircraft, no impact to operations.

## A coyote crossed near the threshold of Runway 35

as a Cessna 172N from Calgary/Springbank, AB (CYBW) to Calgary/Springbank, AB (CYBW) was short final for a touch-and-go. C-GLLV elected to conduct a go-around as a result.

## ONTARIO REGION

**A privately registered Cirrus SR22** on a flight to Sault Ste. Marie, ON (CYAM) landed on Runway 30 at CYAM. The aircraft blew its front tire upon landing and became disabled at the main intersection. The garage was advised and a tow was provided. The incident closed the runway for 15 minutes, causing minimum delays for local users.

**A Cessna 182T** on a flight to Muskoka, ON (CYQA) advised in its initial transmission that it had landed and was off of the runway. The Timmins/Victor M. Power, ON (CYTS) flight service station (FSS) inquired and found out that the aircraft was transmitting its intentions and position on 126.7 MHz instead of 122.3 MHz while on its way in.

**A privately registered Piper PA-24** from Ottawa/Rockcliffe, ON (CYRO) to Ottawa/Rockcliffe, ON (CYRO) departed from CYRO, turned left and entered the Ottawa/Gatineau, QC (CYND) mandatory frequency (MF) zone without contacting the flight service station (FSS).

## QUEBEC REGION

**A privately registered Robinson R44** on a flight to Quebec/Neuville, QC (CNV9), on a secondary surveillance radar (SSR) code of 1200, entered Class C airspace in the Ile d'Orleans sector without authorization, and navigated



600, Chemin des Patriotes  
St-Mathias-sur-Richelieu, Quebec  
**(450) 658-2041**  
info@aviationbl.com  
www.aviationbl.com


**YOUR SPECIALIST:**



**FOR PROPELLERS**

**TRAIN. CHARTER. TOUR.**  
BC'S SPECTACULAR WEST COAST.

#FlytheFort



**FLY FLOATS THIS SPRING**

**604-513-9886**  
**FortLangleyAir.com**

**ASK ABOUT OUR BUSH PILOT COURSE!**

between 1700' and 1500' in the terminal airspace to its destination of CNV9, where it landed at 2030Z.

**A privately registered Cessna 150H** from Joliette, QC, to Parent, QC (CYPP) appeared to be late for its arrival at CYPP. The information request (INREQ) phase was initiated. At 1702Z, the aircraft informed the flight information centre (FIC) that it had a cell phone problem and was unable to report being on the ground as planned.

#### ATLANTIC REGION

**A Cessna 172M** on a transborder flight from Presque Ile, ME (KPQI) to Grand Falls, NB (CCK3) called at 1725Z to close its flight plan, which had an estimated time of departure (ETD) of 1700Z. The flight plan was not activated because the departure time was never transmitted by the agency responsible for KPQI. The aircraft did not have an alerting service or a valid flight plan to cross the border.

**A Beech 1900D** from Goose Bay, NL (CYYR) to St. John's, NL (CYYT) reported a laser strike while on short final for Runway 16. A green laser was observed off of the aircraft's right side. The police and the Gander (YQX) area control centre (ACC) shift manager were advised.

**A Diamond DA 20-C1** from Moncton/Romeo LeBlanc, NB (CYQM) to Moncton/Romeo LeBlanc, NB (CYQM) reported laser strikes from the north end of Moncton.

#### RÉGION DU PACIFIQUE

**Un Cessna 150K**, d'immatriculation privée, de Vancouver/Boundary Bay (CZBB), BC, à Abbotsford (CYXX), BC, est entré dans la zone de contrôle de Langley (CYNJ), BC, depuis le sud-ouest (SW) à 1 700 pi et a poursuivi vers l'est et est sorti au sud de la zone à 1828Z. Information sur le Cessna 150K transmise à un survol.

**Un Cessna 172RG**, d'immatriculation privée, de Quesnel (CYQZ), BC, à Prince George (CYXS), BC, a décollé de CYQZ vers 2120Z sans contacter les services de vol de Williams Lake et sans suivre les procédures « sans radio » (NORDO).

**Un Beech B300** effectuant un vol MEDEVAC de Grand Forks (CZGF), BC, à Kelowna (CYLW), BC, a signalé une attaque au laser vert en approche pour CYLW.

**Le centre d'information de vol** a appelé pour signaler qu'un Cessna 180J de Bamfield (hydroaérodrome) (CAE9), BC, à Tofino (hydroaérodrome) (CAB4),

BC, pourrait transiter de CAE9 à CAB4 sans radio, avec une estimée à l'aérodrome à 2202Z. L'aéronef a été vu qui amerrissait à Tofino/Long Beach, BC (CYAZ) dans le fossé rempli d'eau qui est parallèle à la piste 29.

#### RÉGION DU PRAIRIES ET DU NORD

**Un Cessna 150M** sur un vol au départ de Saskatoon/John G. Diefenbaker (CYXE), SK, alors qu'il n'était pas en contact avec le contrôle de la circulation aérienne (ATC), a été observé sur le radar émettant un code d'urgence. La tour de CYXE a reçu un rapport du pilote, par téléphone portable, après 10 minutes. L'aéronef avait subi une panne moteur suivie d'un atterrissage forcé sur une route en grille. Aucun blessé, aucun dommage à l'aéronef, aucun impact sur l'exploitation.

**Un coyote a traversé près du seuil de la piste 35** alors qu'un Cessna 172N de Calgary/Springbank (CYBW), AB, à Calgary/Springbank (CYBW), AB, était en courte finale pour un posé-décollé. C-GLLV a par conséquent décidé de remettre les gaz.

#### RÉGION DE L'ONTARIO

**Un Cirrus SR22**, d'immatriculation privée, effectuant un vol à destination de Sault Ste. Marie (CYAM), ON, a at-

## TAKE OFF WITH CONFIDENCE.



Get SiriusXM Aviation Weather in flight **FREE for 3 Months** when you purchase and activate a Garmin GDL™ 51/51R or 52/52R. Plus get a **\$200 Rebate** and a **1 Year COPA Membership**.

Learn more at: [siriusxm.ca/aviation](http://siriusxm.ca/aviation) Conditions apply. See offer details.

**SiriusXM**  
AVIATION



terri piste 30 à CYAM. Le pneu avant de l'aéronef a éclaté à l'atterrissage et l'aéronef s'est immobilisé au niveau de la principale intersection. Le garage a été informé et un remorquage a été fourni. La piste a été fermée pendant 15 minutes à cause de l'incident, ce qui a occasionné des retards minimes pour les usagers locaux.

**Un Cessna 182T** effectuant un vol à destination de Muskoka (CYQA), ON, a indiqué lors de sa transmission initiale qu'il avait atterri et dégagé la piste. La station d'information de vol (FSS) de Timmins/Victor M. Power (CYTS), ON, s'est renseignée et a constaté que l'aviation transmettait ses intentions et sa position sur 126,7 MHz au lieu de 122,3 MHz alors qu'il était en route.


**Un Piper PA-24**, d'immatriculation privée, d'Ottawa/Rockliffe (CYRO), ON, à Ottawa/Rockliffe (CYRO), ON, a décollé de CYRO, a tourné à gauche et est entré dans la zone d'utilisation de fréquence obligatoire (MF) d'Ottawa/Gatineau (CYND), QC, sans contacter la station d'information de vol (FSS).

**RÉGION DU QUÉBEC**

**Un Robinson R44**, d'immatriculation privée, effectuant un vol à destination de Québec/Neuveville (CNV9), QC, affichant un code radar secondaire de surveillance (SSR) de 1200, est entré sans autorisation dans l'espace aérien de classe C dans le secteur de l'Île d'Orléans, et a volé entre 1700 et 1500 pi dans l'espace aérien terminal jusqu'à sa destination de CNV9, où il a atterri à 2030Z.

**Un Cessna 150H** de Joliette, QC, à Parent (CYPP), QC, était en retard par rapport à son arrivée à CYPP. Déclenchement de la phase de demande de renseignements (INREQ). À 1702Z, l'aéronef a indiqué au centre d'information de vol (FIC) qu'il avait eu un problème de téléphone cellulaire et qu'il n'avait pu signaler qu'il avait atterri tel que prévu.

**REGION DE L'ATLANTIQUE**

**Un Cessna 172M** de Presque Ile (KPQI), ME, à Grand Falls (CCK3), NB, a appelé à 1725Z pour fermer son plan de vol. Le plan de vol n'a pas été activé, car l'heure de départ n'a jamais été transmise par l'organisme responsable de KPQI. L'aéronef n'a pas eu de service d'alerte ou de plan de vol valide pour traverser la frontière. 



**AV-30-C**

NOW AVAILABLE IN  CANADA

Classic Cockpit Look, Maintenance-Free, Customizable Panel Display

USD \$1995



**TRY BEFORE YOU BUY!**

Download the AV-30-C Simulator for Windows computers

Ask your Local Reseller or buy at [uAvionix.com](http://uAvionix.com)

- Primary Attitude Indicator
- Primary Direction Indication
- Probeless Angle Of Attack
- Primary Slip Indicator
- Indicated Airspeed (KTS/MPH)
- Altitude / Vertical Trend / Alerter

**MORE**  
+



Inside view of a Diamond Doors bi-fold door.

# THE RIGHT DOOR

From off-grid buildings to commercial airport hangars, Diamond Doors delivers custom bi-fold doors to its clients by Carroll McCormick



The Cessna taxis in and pauses in front of the hangar. The pilot sends a signal to a control box. Locks disengage, a gearbox hums, cables tighten and a wide, hinged door begins to fold up. Less than a minute later, a limit switch stops the door's motion. The pilot rolls the plane into the spotless hangar, taps the remote again and the door unfolds to make a tight seal against the building. The pilot keys in an alarm code, slips outside through a pedestrian door in the bi-fold door and locks engage, securing the plane inside.

It's been another fine day in the sky and Winker, Manitoba-based Diamond Doors has helped make the flight a little easier.

Diamond Doors has been designing and fabricating custom aircraft hangar doors since 1998 under the lead-

ership of founder and pilot Dick Suderman. His drive for quality, simplicity and convenience, and a competitive approach to innovation and service, quickly caught the attention of other pilots. Before long, the company's project list would include bi-fold doors for arch-roofed Quonset huts, older wooden structures, and commercial airport and GA hangars.

A spectacular, and nearly the largest example of the company's work, is the 118-foot by 38-foot bi-fold door installed this January at the new Royal Aviation Museum of Western Canada at the Winnipeg James Armstrong International Airport. When it is not keeping out the weather, it raises out of the way so the museum can connect with outdoor events on the Aviation Plaza.

Commercial airport installations include multiple doors at the Mirabel International Airport, the Iqaluit



Bi-fold doors put less strain on buildings.

Airport, and an upcoming 100-foot installation at the Vancouver International Airport.

Suderman flew crop dusters for 25 years before founding Diamond Doors. Eight of his 52 employees have their private pilot licences and Suderman keeps a plane available for staff to build flight time or work toward their licences. As he sees it, “Background knowledge and learned experience is highly beneficial when serving your customers. We understand the aviators’ unique needs because we have been where they have.”

Diamond Doors uses material and components that exceed industry standards, such as a high-strength steel frame, greaseless hinges and cantilevered rollers. The lift cables have a 10X safety factor. A unique CSA-approved electrical box and control panel permit remote troubleshooting, among other features. The industrial-quality enclosed gearboxes, which are oil bath lubricated for long life, are sized to each door.

Every door is custom made. One building might require that the door be built to fit in the opening and be flush with the building. Another building might have a smaller opening or top corners partially built in. Here, the door can be mounted outside the opening so it will raise to an open position above the frame. Too, the doors are designed so customers can install them themselves.

This design flexibility is key to successful retrofits, explains Samantha Wiebe, Marketing Manager, Diamond Doors.

“Retrofit doors, which are installed in an existing building, are a

popular application. We work with our customers to offer the best solution for their building, might that be using the self-supporting header, having mitered corners to allow for roof overhang, or extending the door frame past the roofline.”

Many key features come with every door, but customers can also choose options such as a pedestrian door, custom trim colours, cladding to match the building, windows, insulation, and the remote and wireless keypad. “This is one of the most convenient features. The remote allows pilots to open their doors from inside their aircraft, much like a car garage,” Wiebe says.

How to ensure the safety of both plane and owner has been well thought out. Photoelectric safety sensors are standard and prevent the door from closing if they sense an obstacle. Multiple sensors can be installed to create a photo curtain for more asset protection.

If a door stops partway through the opening sequence, the electric drive can restart the door from any position. “This is a unique thing about the Diamond bi-fold door system. So for example if you open your door halfway, pull your plane into the hangar and then realize you did not open it enough to allow for the tail to fit through, you can continue to open the door. We also have an electric brake on the door, so if the power is cut to the building the brake is automatically on and your door will not come down,” Suderman explains.



Diamond Doors founder Dick Suderman.

Speaking of power, for pilots with hangars having no access to the grid, Diamond Doors also supplies the operator and batteries (the charging method is for the customer to decide) for solar charging systems. “It is common in remote locations when getting grid power to the hangar is not feasible,” Wiebe says. “The door can cycle quite a few times on one charge. We tested one and it ran over 20 times (that number would vary by door size) on one charge consistently opening and closing it.”

What do customers think of Diamond Doors? Wiebe offers this testimonial from Maurice Baril, one of the company’s Ontario customers, who says that his bi-fold door has allowed him to continue his hobby now that he no longer need struggle with large awkward doors. “This door has extended my flying hobby for many years, not having to wrestle with a large door every time I use my airplane.”

**“WE OPERATE ON THE VALUES OF HONESTY, INTEGRITY AND EXCELLENCE. WE ARE COMMITTED TO MANUFACTURING A GREAT PRODUCT AND SERVING CUSTOMERS LONG AFTER A SALE IS MADE.”** – Dick Suderman, Founder

# MY FIRST SKI FLIGHT

## DEVELOPING NEW SKILLS AND LASTING ADVENTURES IN FLIGHT

I powered back in the Piper Pacer and began my first decent onto a snowy lake in Western Ontario. With the yoke all the way back, I gently landed and hardly noticed when the skis touched the snow-covered ice. With no runway below me, and a big lake in front, I was overwhelmed by the feeling of possibility. There are a lot of things to consider before going ski flying, but once you're there it is the most peaceful and reassuring flying I have ever experienced. My good friend, and local CNY3 kid, Nate Couchman was happy to show me the ropes. Nate, a second-generation pilot, first became interested in aviation after watching a ski flying video on YouTube. The potential for having better outdoor experiences motivated him to take up flying, following a passion of his father.

We began our day with a ground briefing on ski operations. Having flown the Piper Pacer before, I was confident I could fly the thing but I was a lot less certain about take-off and landing. Nate and I discussed the importance of checking the landing gear, inspecting the bungee cables, and making sure all the linkages are attached and not fraying, paying particular attention to the aft cable. A winter essentials kit, survival kit, snow shoes, and snacks, were packed away behind the pilot's seat and tied down securely. When the weather closes in and you find a nice lake to land, it's no use if you don't have the right equipment to get you through the night or whatever amount of time you might need to wait out the weather.

Lake operations in winter are similar to hard water float flying, in that you need to be conscientious of the lake conditions. "The lake is ever-changing," said Nate. "Snow conditions, ice conditions, as well as water in-between snow and the ice, are all factors to consider when you're going into a place and deciding if it will be a suitable landing site. Just like a lot of off-airport operations, you have to exercise good decision making." Not having much float flying experience myself, I found this advice to be incredibly important and knew I would hear it ringing in my ears on future ski flying adventures.

Taxiing to the runway was a fun adventure on its own. With the ski dogs on and the engine running, Nate walked alongside the wing as I slowly taxied through the hangar rows. Ski planes with fixed skis have no brakes and sometimes need a little bit of encouragement on the struts when making sharp turns. When I made it to the runway, I stopped and Nate jumped back in the airplane. When starting the run-up beside an active runway, it's important to remember that your airplane will likely start moving, especially at high-power settings. Coordinating your run-up when clear of traffic is



▲ Annie Rusinowski, with the support of Nate Couchman, learns how to fly on skies with a Piper Pacer at CNY3.

important so that you can do what you need to on the go and prepare for take-off.

The snow on the runway was deep but, with the momentum we gained from turning the aircraft from our backtrack, we were able to use that inertia to help propel us into the sky. We left the circuit and made our way to Orr Lake where I would have lots of space to practice with less traffic. My downwind checks remained the same and my approach speed had a little more power than normal. I held the aircraft off the snow and landed so softly I had a hard time gauging when to push the control column forward to remove pressure from the tail wheel and move it toward the nose. The snow was heavy and a little wet, so after doing a bunch of touch-and-goes we departed Orr Lake and made our way to Penetanguishene Harbour.

The inlet in Penetanguishene Harbour was packed down from snowmobile traffic, so we had no trouble landing there and stopping for lunch. The locals loved watching the aircraft land and were eager to come by and say hello. Ice fishing huts sat along the shoreline and families gathered around small fires taking in the sights on this perfect Canadian winter day. Landing on that ice and pulling up next to town was a profound experience. It felt so foreign but most of all liberating. After spending most of my time landing on airport, it was so refreshing to come to this place and enjoy a sandwich along the docks with the airplane in the distance. It was a feeling I won't soon forget and one I have developed a taste for. I'm looking forward to more ski flying adventures in the future and I think every pilot should give this great Canadian experience a try. 🇨🇦

# RECONNAÎTRE LES CONTRIBUTIONS

## LES GRANDS JOUEURS COMMUNAUTAIRES QUI SOUTIENNENT NOS MEMBRES

**A**près avoir traversé le Canada, les États-Unis et les Caraïbes à plusieurs reprises au fil des ans, j'ai été invariablement frappé par l'amitié et la camaraderie instantanées qui se créent lorsqu'on atterrit dans un aéroport inconnu... surtout si vous avez un problème. Cela prend toute sorte de formes : de la bouteille d'eau froide tendue généreusement, à la remise de clés d'une voiture, de l'utilisation d'un hangar pour une réparation, de l'accueil à la maison pour la nuit à cause d'une tempête de neige dans les montagnes. C'est aussi un TEA qui lâche tout ce qu'il fait, qui retire le chargeur du moteur qu'il remontait pour que je puisse continuer mon vol en moins de deux heures.

Nous savons tous à quel point il est courant, après l'arrivée en avion dans un aéroport inconnu, que le temps d'une tasse de café ou d'un hamburger, nous soyons entourés de « nouveaux » amis perdus de vue. Tous les aéroclubs semblent vibrer sur la même longueur d'onde. Les discussions gravitent autour des sujets les plus variés : la plus récente pièce d'avionique, les soins médicaux, le prix du carburant et parfois même votre dernier atterrissage « pas si en douceur que ça ». Nous pourrions avoir tendance à tenir pour acquis ce lien de confiance que nous partageons si naturellement dans notre milieu, et qui est malheureusement de plus en plus rare dans le monde aujourd'hui.

Un aéroclub qui fonctionne bien dissimule beaucoup d'efforts. De nombreuses personnes dévouées prennent à leur charge la tenue des livres, l'entretien du terrain et l'organisation d'activités comme la tenue d'un autre barbecue.



▲ La COPA a revisité sa politique dans le but de reconnaître la contribution de plus d'individus par région.

C'est grâce à ces personnes spéciales et bénévoles qui acceptent d'assumer ces obligations supplémentaires que nous pouvons jouir de toutes ces formidables valeurs ajoutées à notre milieu de vol libre. Lors d'une discussion avec le président de la COPA, Bill Mahoney, l'année dernière, nous avons estimé que nous n'avions pas suffisamment pris le temps de remercier tant de personnes méritantes au sein des membres de notre organisation. Cette négligence devait être corrigée.

Voilà, entre autres, pourquoi nous avons réorganisé la politique de la COPA l'année dernière. Nous avons à cœur de reconnaître davantage de personnes spéciales, tant parmi nos membres que dans la communauté. Ce faisant, ces modifications de notre politique nous

ont permis de reconnaître 31 groupes et individus.

Tout d'abord, nous avons ajouté le prix John Bogie Memorial (du nom du cofondateur de la COPA). Le premier lauréat a été la Fondation Vimy 2017. Cette organisation de bénévoles a construit et apporté plusieurs répliques de biplans de la Première Guerre mondiale en France. D'anciens pilotes de la Marine et de l'Aviation canadiennes les ont fait survoler le site où avait lieu la cérémonie commémorative du centenaire de la bataille de Vimy. À quel point pouvez-vous devenir emblématique? Bien que la COPA décerne toujours son prix du président, elle a ajouté le prix du chef de conseil d'administration ainsi que les prix des directeurs. Plus précisément, un seul prix du président et un seul prix du chef de conseil d'administration sont remis chaque année, mais tous les directeurs de la COPA peuvent honorer un membre de leur région.

Nous recommandons à nos membres de faire des suggestions au membre du conseil d'administration concerné pour l'un de ces prix. Vous pouvez également proposer des membres de la COPA qui ont contribué à améliorer votre milieu de vol de façon notable pour un prix de mérite. Il existe aussi un prix d'appréciation qui vise à reconnaître l'apport de membres et de non-membres à l'organisation de la COPA. Pour proposer une candidature à nos prix 2021, nous vous invitons à visiter le site Internet de la COPA sous l'onglet « À propos », suivi de « Prix pour bénévoles ». Nous sommes impatients de vous remercier cette année encore pour les efforts inestimables qui sont déployés au profit de la communauté aéronautique canadienne. 🙌

# SURVIVAL TECH

## BUILDING EFFECTIVE SURVIVAL KITS FOR A POSSIBLE OFF-AIRPORT LANDING

**M**any pilots are glass half full, Type A personalities who launch into a flight with the perspective that the flight will end without incident. As our flight hours grow, we can get lulled into a false sense of security, thinking that the next flight will be like the last. Having the necessary survival equipment, however, helps safeguard body and soul after an off-airport landing, while awaiting search and rescue (SAR).

Preparation and training are key to surviving an off-airport landing. Smartpilot.ca has a nationwide directory of companies offering wilderness survival courses.

The International Canadian School of Survival (ICSOS) has two survival courses tailored for aviators, with an emphasis on wilderness training. ICSOS was founded by Dave MacDonald, a retired RCAF search and rescue technician (SARTech). With 25 years of military service, including training SARTechs, MacDonald retired and founded ICSOS. He promotes the personal safety triangle: Navigation; first aid; and survival. The Level One aviator course spends one day in the classroom and one day outdoors and costs \$300 (plus tax). The Level Two course is three days long, with one day in the classroom, two days and one night outdoors and costs \$450 (plus tax). Group rates are available.

A basic survival kit has three basic categories: First aid;



▲ There are two approaches to having a survival kit in your aircraft: Find a list of gear and go shopping at Canadian Tire or purchase a survival kit.

camping equipment; and food and water. Key to survival is warmth, calories, medical attention and a positive mental attitude. Camping components provide the necessities to create a shelter, start a fire and get out of the weather. Conserving body heat is critical to ensure that hypothermia does not set in. With the on-set of hypothermia, your cognitive skills become impacted, creating a spiral dive into deeper hypothermia symptoms, if left untreated, resulting in mortality. To maintain a positive mental outlook, consider a two-way satellite communicator, like SpotX or Garmin's inReach, to keep you in touch with SAR personnel. Don't forget to test

your fire-starting skills - it can be trickier than you think.

There are two approaches to having a survival kit in your aircraft, find a list of gear and go shopping at Canadian Tire or purchase a survival kit. Some commercial survival kits have their components vacuum packaged, in water-tight cases, reducing the size of the kit. A small axe should be securely added into your aircraft, making gathering firewood easier.

Clean water is critical to survival. Survivor Filter ([www.survivorfilter.com](http://www.survivorfilter.com)) offers a variety of filters from straws to pump filters. The Survivor Filter Pro has a filtration level to 0.01 microns, the highest level available on the market today for any portable water filter, protecting against tested virus, bacteria, parasites, while reducing most heavy metals and improving water taste.

PHOTO: CRASHKIT INTERNATIONAL

## Automatic Journey Logs

Maintenance Tracking  
Flight Monitoring

Activity Notifications  
Pilot Usage Reports

Service starts at \$169 CAD / year | 60 day trial

[www.airbly.com](http://www.airbly.com) | 1.888.747.4565 | Made in Canada

Aircraft sharing made easier.



It retails for US\$65.00 (plus taxes and shipping).

Crashkit International was founded 20 years ago by Curtis Peters, a flight instructor teaching mountain flying in Springbank, Alberta (CYBW), after his instructor friend, while conducting mountain flying instruction, flew into a mountain side in 2004. This prompted Peters to create a kit for his personal requirements. Through word of mouth, he began supplying pilot friends with survival kits, leading to survival-kit business.

Crashkit has three different types of products: Personal Flight Series; Professional Flight Series; and first aid kits (a new product offering). The personal kits have enough food and water for a single person and are designed to be carried by the pilot in their flight bag, perfect for renters. The professional kits are designed to stay in the aircraft and are sold based upon the number of people in the airplane. The contents of the kit are vacuum sealed, allowing the smallest case to be used. For those who are curious about the contents of the case, it's best to check out Crashkit's website. Once the case is opened, the contents will not fit back into the case.

Crashkit's Personal Flight Series is comprised of its Bravo and Charlie kits. Bravo has 76 essential survival items and weighs 1.6 kg, while Charlie has 106 items and weighs 1.85 kg., both exceeding the minimum Transport Canada requirements. Both kits include Crashkit's FireCord which has multiple additional strands, including a hemp jute fire starter, cotton sewing thread along with a green fishing line.

The Charlie kit includes Aquatabs Water Purification, Spark-Lite Flint/Tinder kit, to name a few. It is packed with ready-to-eat Mainstay Food Rations containing 400 calorie individualized portions. Charlie is packed in a water-tight Pelican 1120 case, measuring 8.12" x 6.56" x 3.56" and is priced at \$406.37 (plus shipping and taxes). The Bravo kit is \$316.94. Crashkit offers COPA members a 15 per cent discount. Pelican no longer supplies its 1120 case without the foam insert, which has caused Crashkit to re-evaluate the manufacturer of a water-tight case. Crashkit will be offering the Charlie and Bravo kits in a soft case, which should reduce the price and weight of the kits.



▲ Crashkit's Personal Flight Series includes the Bravo kit, with 76 items, and Charlie kit, with 106 items.

Survival kits have time expiry based products such as food, acetaminophen, hot chocolate mix, tea bags, Aquatabs and hand warmers, which varies depending on the product. For example, all food and water products have a five-year shelf life, while most medical supplies (acetaminophen, benzalkonium chloride, sting-stop, etc.) need to be replaced every year. Aquatabs are five years, while hand warmers are good for four years. Crashkit has a standard recertification cost for each kit, plus a packaging cost of \$25. For example, re-certifying a Charlie would cost \$45 (plus shipping and taxes). Crashkit recommends that its kits be re-certified every two years or based upon compliance to your aircraft's maintenance standards.

New on the horizon from Crashkit is a line of first aid kits and two and four person survival kits. The new survival kits will be available as full or lite kits. The full kits will have all the basics plus nice to have components, whereas the lite kits will have the must have items. More to come as Crashkit finalizes the designs and costs of the new kits.


As they say, an ounce of prevention is worth a pound of cure. The best addition to any flight bag is good judgment, which is learned over time, experience and is priceless. Checkout my PlaneTalk podcast interviews of Curtis Peters and Dave MacDonald on Apple, Google, Spotify, YouTube and at [www.PlaneTalk.ca](http://www.PlaneTalk.ca). 

PHOTO: CRASHKIT INTERNATIONAL



**CERTIFIED  
LYCOMING & CONTINENTAL  
PISTON ENGINES & ACCESSORIES**



REPAIR • OVERHAUL • NDT  
COMPONENT PAINTING • AIRCRAFT SERVICE

**1-800-667-0522**

[WWW.PROAEROAV.COM](http://WWW.PROAEROAV.COM)



**PROGRESSIVE AIR  
SERVICES**

GLOBAL DISTRIBUTOR OF  
CERTIFIED PISTON ENGINES & PARTS



**1-800-264-6019**

[WWW.PROGRESSIVEAIR.COM](http://WWW.PROGRESSIVEAIR.COM)

# THE POTENTIAL OF ELECTRIC AIRPLANES

OPPORTUNITIES AND CHALLENGES THAT WILL HELP DETERMINE  
WHEN E-PLANES BECOME A REALITY IN CANADA

BY PETER CAMPBELL

**F**or my fourth submission, I thought it was time to take a serious look into our ability to reduce our carbon footprint when we go flying. Yes, dear readers we are going to look at the state of e-planes also known as all-electric airplanes, as opposed to legacy air-cooled internal combustion engine (ICE) aircraft. The airplanes we are looking at will need a plug to recharge them, not to take the chill off of their ICE, between flights in our Canadian skies.

Talking and thinking about all-electric airplanes requires us to change our terminology as we move from horsepower to kilowatt-hours. With the growing debate on reducing carbon (and lead) footprints, we also need to realize that the relative thermal and power efficiencies of the ICE-configured aircraft we use are much lower than with all-electric configurations. The ICE thermal and mechanical efficiency never gets better than about 25 per cent. We are wasting more than half of every gallon we consume. This is good news for the all-electric airplane motors that can easily reach mechanical efficiencies of almost 95 per cent. Score a win for all-electric aircraft! And that electric motor is smaller, lighter, simpler and vastly easier and cheaper to run and maintain. Like one Pipistrel test pilot said, “Flip four switches and we’re ready for take-off.”

The other issue that differentiates ICE aircraft from all-electric aircraft is the energy density of the “fuel” we burn for motive power. The energy density of AVGAS is a much greater than what we can get from lithium-ion (LI) batteries. AVGAS has a density of about 12.3 kwh/kg versus about 0.2 kwh/kg for the best LI configurations. The ICE aircraft is superior with a 50 to 1 energy density ratio. In other words, the 1,375 pound (611 kg) battery in a Tesla S is the equivalent energy density of 2.1 gallons (7 – 8 litres) of AVGAS. While electrical engine efficiency is great, the energy in the battery won’t propel us very far. Energy density of current battery technology is the Achil-



▲ The Harbour Air ePlane in late-2019 takes its first flight over the Fraser River in Richmond, BC; powered by the magniX magni500, a 750-horsepower electric propulsion system.

les heel of the electric airplane. All-electric airplanes are not going transcontinental without major improvements in battery storage and energy density. Please – no jokes about longer extension cords or not flying on cloudy days.

Let’s not give up on electric airplanes just yet, but, given the current technology and systems limits, we do not really need long-distance electric airplanes just yet. Our current ICE aircraft are most efficient at cruise on long flights. Nearly 50 per cent of commercial flights within North America are short duration and over short distances, typically less than one hour long and less than 200 miles (320 km) in length.

Many IFR-capable GA airports sit underutilized because of the high cost associated with flying ICE aircraft on these short-haul routes that would radiate out of feeder airports. Many training flights are being done at flight training units in

ICE aircraft that can be replaced by an electric trainer aircraft that could operate for 1.5 to two hours. Just imagine the savings in maintenance, AVGAS and JET A fuels.

We have two choices to join the all-electric aircraft revolution. Retrofit an electric motor into a currently certified aircraft or we build a new light-weight aircraft to maximize efficiencies inherent in electric motors; and to house the required batteries for our zero emission flights. Before we continue, allow me a retrospective moment.

The first manned free flight by an electrically powered aircraft was the Austrian Militky MB-E1, a modified motor-glider. The October 23, 1973, flight lasted 12 minutes and achieved an altitude of 380 metres AGL. The 10 kw Bosch KM77 motor provided motive power with a NiCad battery pack. Let's not forget the epic, around-the-world flight of SOLAR IMPULSE 2 that took sixteen and a half months to complete due to significant technical challenges and weather delays.

Given the entrepreneurial spirit in aviation it should not surprise the reader that there are several projects of both types in various locations around the world. With a Canadian perspective we will focus on our national situation and highlight a few very notable international projects.

Partnering with the Washington state company Magnix Aero, using its magni500 750 hp equivalent electric motor, Harbour Air electrified newswires when it flew a modified ePlane for the first time on December 10, 2019. This was a major worldwide accomplishment. The first commercial seaplane to fly with an electric motor, in this case a 750 HP electric motor retrofitted into a De Havilland DHC-2 Beaver floatplane, flew for about 30 minutes over the Fraser River in Richmond, BC. The 560 kw motor that provided thrust weighs 297 pounds (132 kgs), which allowed for a weight reduction of 158 kgs. This success has also spawned a similar project in Australia with the same engine being

retrofitted to a Cessna 208 Caravan.

The eCaravan flew in Australia on May 28, 2020. Clearly the Magnix electric motor company is onto something. The Magnix series of engines are now featured in an all-new electric commercial aircraft. The Israeli-based Eivation Alice Commuter nine-passenger aircraft uses three Magnix motors. This sleek aircraft should be certified for flight in 2023. This carbon-fibre aircraft is efficient and fast, advertising a range of at least 400 nm at a cruising speed of 220 knots. Take that ICE-motored executive aircraft!

But what about GA? Good news - I am sure you have heard of the Slovenia-based aircraft maker Pipistrel. It had a presence in Canada for several years and there are three dealers in Canada. Pipistrel has been churning out beautiful high-tech AULA/LSA ICE aircraft from its European factory for several years. Pipistrel is taking the electrification of its fleet very seriously and have converted two models to all-electric. Currently, it offers the Alpha Electro and the Velis Electro. The Velis was originally the Virus SW and it is the first aircraft to receive the much-coveted EASA C of A. The FAA recognize it as an LSA.

Canada recognizes it as an AULA, as it joins the Alpha Electro. There is at least one of these flying in BC. This international recognition opens the door to commercial use of electric aircraft in Canada and beyond. The Pipistrel USA aircraft Website has detailed specifications and pricing on both aircraft that use the same 58 kw liquid-cooled motor and a sophisticated propeller that can provide some regeneration (recharging) in flight. In Canada, these AULAs are being acquired by users and flight training schools in BC, Ontario, Quebec and elsewhere. You can buy one today and put yourself in command of a high-quality aircraft that exudes world-class design and performance. And it will never need to take an ounce of AVGAS or a drop of 15W-50 motor oil. 🛩️



## Discount Avionics

**BEST PRICE FOR  
ELT CERTIFICATION  
FOR BOTH NEW  
+ OLDER MODELS**



- 406 Sales + Service
- Repair station for all headsets
- Factory Authorized Dealer for Technisonic Industries LTD
- 2-4 days turn around time on ELT certification
- Artex, Kannad, Pointer, Ameri-King, ACK, SkyHunter ELT
- French + English service

**PLEASE SEE WEBSITE  
FOR PROMOTIONS,  
ADDRESS AND  
SUBMISSION FORM**

**CONV Box 3635  
5 North Shore Road  
Cochrane Ontario  
Canada P0L1C0  
Office: 877-878-8363  
Cell: 705-272-9179  
www.discountavionics.com**



# L'AVENIR DES AVIONS ÉLECTRIQUES

PERSPECTIVE DES AÉRONEFS ÉLECTRIQUES AU CANADA  
- ENTRE LE RÊVE ET LA RÉALITÉ  
PAR PETER CAMPBELL

**A**ujourd'hui, j'ai le goût d'aborder sérieusement les possibilités que nous avons de réduire notre empreinte carbone lorsque nous volons. Nous nous pencherons donc sur le cas des « avions électriques », également appelés avions tout électriques, par opposition aux aéronefs traditionnels à moteur à combustion interne (MCI) refroidis à l'air. Les avions que nous examinons auront besoin d'une borne de recharge, qui aura une autre fonction que celle de dissiper le froid de leur MCI entre les vols dans l'espace aérien canadien.

Penser et parler des avions tout électriques nous oblige à changer notre terminologie, alors que la puissance se calcule en kilowattheure (kWh) au lieu d'en horse-power (HP). Si plusieurs débats tournent autour de la réduction de l'empreinte carbone (et de plomb), un autre sujet mérite aussi notre attention, et c'est celui que les rendements thermiques et énergétiques des aéronefs équipés d'un MCI sont bien inférieurs à ceux des aéronefs tout électriques. En effet, l'effi-

cacité thermique et mécanique des moteurs à combustion interne ne dépasse jamais 25 % environ. Plus de la moitié de chaque litre de carburant consommé est gaspillé. C'est une bonne nouvelle pour les moteurs d'avion tout électriques qui peuvent facilement atteindre des rendements mécaniques de près de 95 %. Un point pour eux! Et ce moteur électrique s'avère plus petit, plus léger, plus simple et beaucoup plus facile et moins cher à faire fonctionner et à entretenir! Comme l'a dit le pilote d'essai de Pipistrel : « basculez quatre interrupteurs et vous êtes prêts à décoller »!

Une autre différence marquante entre les aéronefs équipés d'un MCI et ceux équipés d'un moteur tout électrique réside dans la densité énergétique du « carburant » transformé en force motrice. La densité énergétique de l'essence d'aviation (AVGAS) est bien supérieure à ce que nous pouvons obtenir avec des batteries lithium-ion (LI). En effet, l'AVGAS a une densité d'environ 12,3 kWh/kg, contre environ 0,2 kWh/kg dans les meilleures configurations de batterie LI. Le rapport de densité énergétique d'un

▲ Le biplace Velis Electro de Pipistrel peut accommoder un poids maximum de 600 kg au décollage.

aéronef avec MCI s'élève à environ 50 contre 1. En d'autres termes, la densité énergétique d'une batterie de 1375 lb (611 kg) dans une Tesla S équivaut à 2,1 gallons (7 à 8 litres) d'AVGAS. Bien que l'efficacité du moteur électrique soit excellente, l'énergie de la batterie ne nous propulsera pas très loin. En fait, la densité énergétique de la technologie actuelle des batteries se révèle le talon d'Achille de l'avion électrique. Les avions tout électriques ne feront pas de vols transcontinentaux sans améliorations majeures du stockage des batteries et de la densité énergétique. Et s'il vous plaît, pas de blagues sur des rallonges plus longues ou sur le vol par couverture nuageuse!

Néanmoins, ne laissons pas tomber tout de suite les avions électriques. Le fait est que nous n'avons pas encore vraiment besoin d'avions électriques pour les long-courriers. Nos avions avec MCI actuels s'avèrent plus efficaces sur

les vols couvrant de grandes distances. Pourtant, près de 50 % des vols commerciaux en Amérique du Nord sont de courte durée et couvrent de courtes distances, généralement moins d'une heure et moins de 200 miles (320 km). De nombreux aéroports d'aviation générale (AG) pouvant accueillir des vols aux instruments (IFR) se révèlent sous-utilisés en raison du coût élevé associé à l'utilisation des avions à MCI sur ces routes court-courriers qui rayonneraient hors des aéroports « de correspondance ». De nombreux vols d'entraînement sont effectués dans des unités de formation au pilotage avec des aéronefs à MCI qui pourraient être remplacés par un aéronef d'entraînement électrique en mesure de fonctionner pendant 1,5 à 2 heures. Imaginez les économies réalisées sur l'entretien, les carburants AV-GAS et JET A!

Convaincu? Deux choix se présentent à nous pour joindre la « révolution » des avions tout électriques. Installer un moteur électrique dans un avion actuellement certifié ou construire un nouvel avion léger spécialement conçu pour maximiser l'efficacité inhérente aux moteurs électriques et pour loger les batteries nécessaires pour les vols zéro émission. Avant de continuer, permettez-moi un bref point d'histoire.

Le premier vol libre habité d'un avion à propulsion électrique a été réalisé par le motoplaner à moteur modifié autrichien Militky MB-E1. Le vol, qui a eu lieu le 23 octobre 1973, a duré 12 minutes à une altitude de 380 mètres AGL. La puissance motrice du moteur Bosch KM77 de 10 kW était assurée par une batterie NiCad. N'oublions pas le vol épique autour du monde de SOLAR IMPULSE 2 qui a duré seize mois et demi en raison de défis techniques importants et de retards météorologiques.

Compte tenu de l'esprit d'entreprise rencontré dans l'aviation, le lecteur ne doit pas être surpris qu'il existe plusieurs projets comme ceux cités ci-haut dans plusieurs endroits à travers le monde. Dans une perspective canadienne, nous

concentrerons sur les réalisations d'ici et nous soulignerons quelques projets internationaux remarquables.

En partenariat avec la compagnie Magnix Aero de l'État de Washington – mettant à profit le moteur électrique magni500 équivalent à 750 HP – la compagnie Harbour Air a fait un malheur sur les fils de presse quand elle a fait voler son « e-Beaver » modifié pour la première fois le 10 décembre 2019. C'était une réalisation majeure : le premier hydravion commercial à voler avec un moteur électrique, en l'occurrence un moteur électrique de 750 HP installé sur un hydravion DE Havilland DHC-2 Beaver. L'avion a survolé le port de Vancouver pendant une trentaine de minutes. Le moteur de 560 kW pesait 297 lb (132 kg), ce qui a permis une réduction de poids de 348 lb (158 kg) sur l'aéronef. Ce succès a également engendré un projet similaire en Australie avec le même moteur installé sur un Cessna 208 Caravan.

---

*En effet, l'efficacité thermique et mécanique des moteurs à combustion interne ne dépasse jamais 25 % environ. Plus de la moitié de chaque litre de carburant consommé est gaspillé.*

---

Ce « eCaravan » a volé en Australie le 28 mai 2020. Il est clair que l'entreprise de moteurs électriques Magnix touche quelque chose. La série de moteurs Magnix se retrouve maintenant dans un tout nouvel aéronef commercial électrique : l'avion Alice Commuter de 9 passagers d'Évation basée en Israël qui utilise trois moteurs Magnix. Cet avion élégant en fibre de carbone – qui devrait être certifié pour le vol en 2023 – s'avère efficace et rapide, affichant une autonomie d'au moins 400 miles marins à une vitesse de croisière de 220 nœuds.

Mais qu'en est-il de l'aviation générale? Bonnes nouvelles. Je suis sûr que vous avez entendu parler du constructeur

aéronautique slovène Pipistrel. Il est présent au Canada depuis plusieurs années. Il y a trois concessionnaires Pipistrel au Canada. Ce fabricant produit depuis longtemps de magnifiques avions avec MCI de type ultraléger évolué et léger sportif de haute technologie depuis son usine européenne. Pipistrel prend très au sérieux l'électrification de sa flotte, et a converti deux modèles au tout électrique. Actuellement, le fabricant propose les modèles Alpha Electro et Velis Electro. À l'origine, le Velis portait le nom de Virus SW, et a été le premier avion à recevoir le très convoité certificat de navigabilité C of A de l'ÉASA. La FAA le reconnaît comme un avion léger sportif.

Au Canada, il est reconnu comme un avion ultraléger de type évolué. Il rejoint l'Alpha Electro. Au moins un de ces avions vole en Colombie-Britannique. Cette reconnaissance internationale ouvre la porte à l'utilisation commerciale des aéronefs électriques au Canada et ail-

leurs. Le site Internet de Pipistrel USA présente des spécifications détaillées et les prix de ces deux avions, lesquels utilisent le même moteur refroidi par liquide de 58 kW et une hélice sophistiquée qui peut générer une certaine recharge en vol. Au Canada, ces avions ultralégers de type évolué sont acquis par des utilisateurs et des écoles de formation au pilotage au Québec, en Ontario, en Colombie-Britannique et ailleurs. Vous pouvez en acheter un aujourd'hui, et vous mettre aux commandes d'un avion de haute qualité à l'allure et aux performances de classe mondiale. Et il ne prendra jamais un millilitre d'AVGAS ni une goutte d'huile à moteur 15W-50. 🇨🇦



# BUYING YOUR FIRST AIRCRAFT

CRITICAL FACTORS TO CONSIDER WHEN BUYING AN AIRPLANE  
TO FULFILL YOUR AVIATION MISSION

BY PHIL LIGHTSTONE

**A journey into aircraft ownership begins with selecting an aircraft that meets your mission, VFR or IFR, useful load, number of seats, fuel consumption, powerplant, service ceiling, avionics, condition of the paint and interior and length of ownership before upgrading, among a vast range of possibilities.**

With large price gaps within the same make and model of aircraft, knowing your mission at the beginning will help reduce the number of target aircraft. There are many factors to consider, such as high wing, low wing, constant speed, retractable, steam gauges versus glass panel and ergonomics. How do you feel and fit in the aircraft.

Christine Gervais, CEO of COPA, reports, "I recently started my first aircraft purchase journey by defining my needs that included the cost of insurance, which in turn drove me to a few different makes and models. During my search, I spoke with many COPA members who have guided me through this process, helping me refine my aircraft list."

The Cessna Skyhawk is one of the most popular General Aviation aircraft with over 43,000 produced. A 2021

Skyhawk retails for US\$432,000 (plus taxes), while a 1959 version can be purchased for as little as US\$34,500. With so few Skyhawks manufactured since 1997 (Cessna manufactures annually approximately 40 aircraft of all models), newer Skyhawks have retained their value. Anna Pangrazzi, President of Apex Aircraft Sales (Cessna's exclusive Canadian sales organization), sold a 2015 Skyhawk in 2018 within one week of listing, at 95 per cent of the original purchase price, a reflection of the industry's supply and demand.

Key in selecting a specific aircraft is budget (both purchase and operating costs) and insurability. Check out the *Total Cost of Ownership* article in the February edition of *COPA Flight*. Do you buy a fixer upper and invest in the paint, interior, engine, avionics and time; or do you buy an aircraft upgraded by the previous owner; or a brand new aircraft? Should you consider a partnership to double or triple your capital while reducing your operating expense? Older aircraft require that the owner invests into on-going maintenance.

The hunt for that just right aircraft

▲ Shows such as Sun 'n Fun and AirVenture are some of the best places to look at a range of available aircraft you might consider buying.

begins with education. Online shopping tools like Canadian Plane Trade, Trade-A-Plane, Controller, as well as local brokers and airframe manufacturers like Cessna, Diamond and Piper are a starting point. Critical to picking the right aircraft is to take a test flight. Aviation expos like Sun 'n Fun and AirVenture are great venues to see many aircraft. As with buying a car, it's not desirable to purchase a used aircraft sight unseen. Here's where a broker can help you with the purchase, remembering that the seller is the broker's customer (most of the time). Purchasing an aircraft close to home simplifies the process and reduces some out of pocket costs. Pangrazzi explains, "My challenge with first-time buyers is not to throw water on their dreams, but provide insightful guidance about flying and aircraft ownership for low-time pilots." Flight Simple offers a fee for service owner assisted aircraft acquisition service.

Insurability will also guide you in your aircraft decision. A call to an insurance



HAVE YOU PARTICIPATED IN THE NEW COPA SAFETY PROGRAM?

## MONTHLY ONLINE SAFETY SEMINARS, FROM THE COMFORT OF YOUR HOME

Join hundreds of other pilots on a monthly basis to enhance your knowledge and skills. Please note, the March, June, September, and December seminars meet the 24-month pilot recurrent training program requirements of CAR.401.05. *Save your virtual seat and register for an upcoming seminar at: [www.copanational.org/en/safety](http://www.copanational.org/en/safety).*




VOUS AVEZ PARTICIPÉ AU NOUVEAU PROGRAMME DE SÉCURITÉ DE LA COPA?

## SÉMINAIRES MENSUELS SUR LA SÉCURITÉ EN LIGNE, DANS LE CONFORT DE VOTRE FOYER

Joignez-vous à des centaines d'autres pilotes tous les mois pour améliorer vos connaissances et vos compétences. Veuillez noter que les séminaires de mars, juin, septembre et décembre satisfont les exigences du programme de formation périodique des pilotes de 24 mois du RAC.401.05. *Réservez votre siège virtuel en vous inscrivant à un prochain séminaire sur : [www.copanational.org/fr/secureite/](http://www.copanational.org/fr/secureite/).*





## PLANE INVESTMENT



**B.A.S. Inc.**  
P.O. Box 190  
Eatonville, WA 98328

**RESTRAINT WITHOUT RESTRICTION**  
A four point inertia reel shoulder harness and lap belt system that is FAA-STC and PMA approved. Our current aircraft models and prices can be found on our web page.  
[www.basinc-aeromod.com](http://www.basinc-aeromod.com)

Contact Information  
1-888-255-6566 (Pacific)  
Or: 1-360-832-6566  
Fax: 1-360-832-6466  
jt@basinc-aeromod.com

 <p><b>Beechcraft</b></p> <p>Bonanza - 33, 35, 36 Baron &amp; Travel Air - 55, 56, 58, 59</p>	 <p><b>Piper</b></p> <p>Models PA 28, 32, 34</p>
 <p><b>Luscombe</b></p> <p>Models 8, 8 A, 8 B, 8 C, 8 D, 8 E, 8 F</p>	 <p><b>Cessna</b></p> <p>Models 170, 172, 175, 177, 180, 182, 185, 190, 195, 205, 206, 210 thru F, 210 K-R, 310, 320, 337</p>

[www.basinc-aeromod.com](http://www.basinc-aeromod.com)



600, Chemin des Patriotes  
St-Mathias-sur-Richelieu, Quebec  
(450) 658-2041  
info@aviationbl.com  
www.aviationbl.com

**YOUR SPECIALIST:**



**FOR WELDING**

broker will help determine not only the cost of insurance, maximum liability, but other requirements like dual hours with an instructor. Some insurance companies will not insure a low-time pilot on a high-performance aircraft, or a student pilot finishing a PPL on their own aircraft. Some senior pilots, over the age of 80, are finding that they are not insurable, at any price. Check out COPA's VIP insurance offerings by calling 855-847-2672.

Once you've test flown the aircraft, ideally with an instructor who can give you an unbiased opinion as to the flight characteristics, a Conditional Offer to Purchase (COP) and a pre-purchase inspection (PPI) are musts. The objective of the PPI is to provide an unbiased mechanical assessment of the aircraft and the costs associated with remediating any issues with the aircraft and a GO/NO-GO decision. The mechanics conducting the PPI should provide you with a written report, containing cost estimates (parts and labour). These should fall into three categories: Mandatory airworthiness directives and broken components; Civil Aviation Safety Alerts and service bulletins recommended by the aircraft/avionics/engine manufacturer; cosmetics (chipped paint, yellowed landing light covers, etc.) and nice to have upgrades.

Ideally the PPI should be conducted by mechanics who are experienced with the make/model and be at your home airport. When assessing an aircraft, consider the cost of improvements, 406 ELT, ADS-B Out, USB power ports, covers, and engine pre-heater for winter operations, among others. With a remediation budget, you can enter into negotiations with the seller to determine the final purchase price of the aircraft. As with most negotiations, the process should be fair and equitable for both parties. From an aircraft valuation perspective, an aircraft with all the logbooks is more valuable than one that is missing logbooks, as is the case with damage history.

For aircraft located far from your home, or for inexperienced buyers, consider engaging Savvy Aviation who offer a managed pre-purchase service

(SavvyPreBuy). For a single engine piston aircraft, the service costs US\$750, plus the cost of the mechanic's time to perform the PPI. Savvy has represented more than 700 buyers over the past seven years in purchasing GA aircraft. The service follows a well thoughtout progressive process designed to make a GO/NO-GO decision early during the process. Using a three phased approach, phase one (at no cost) focuses the buyer on finding the right aircraft out of a number of candidates through performing a preliminary logbook review.

Once the aircraft is on a COP, phase two delivers a firewall forward review of the aircraft and log books to provide an unbiased view to the condition of the powerplant and history of the aircraft. If phase two is successful, phase three begins, focusing on the airframe. This approach is designed to provide a fair assessment of the aircraft, including repair costs with the goal of providing accurate information and guidance as to who should pay for which repairs.

"As a rule, the pre-buy must be done by a shop experienced with make and model and who does not have a prior relationship with the seller and broker," says Mike Busch, President, Savvy. "We have found a first-time buyer phenomenon, where the buyer falls in love with the aircraft, picturing in their mind that they already own the aircraft, but knows that a pre-buy is needed."

Ron DeConcily, President of Air Partners Inc. reports that their maintenance shop's time for typical pre-buy for a C-172 is roughly \$1,000 (plus any parts, taxes and travel).

Once you've found an aircraft, is the aircraft Canadian registered or will it be imported into Canada? Importation will add more cost and complexity to the purchase. An imported aircraft will be required to comply with Transport Canada standards. A great example is the propeller. In Canada, we have a regulatory requirement to inspect/overhaul a propeller every 10 years. A good budgetary amount is \$3,000 per blade, assuming that it can be overhauled. If not



over-haulable, a new propeller will have to be purchased and could cost \$10,000 (for a C172). Additional costs include ferrying, removal of N number, addition of the C registration (some owners will use paint, while other use decals), 406 ELT compliance, and so on.

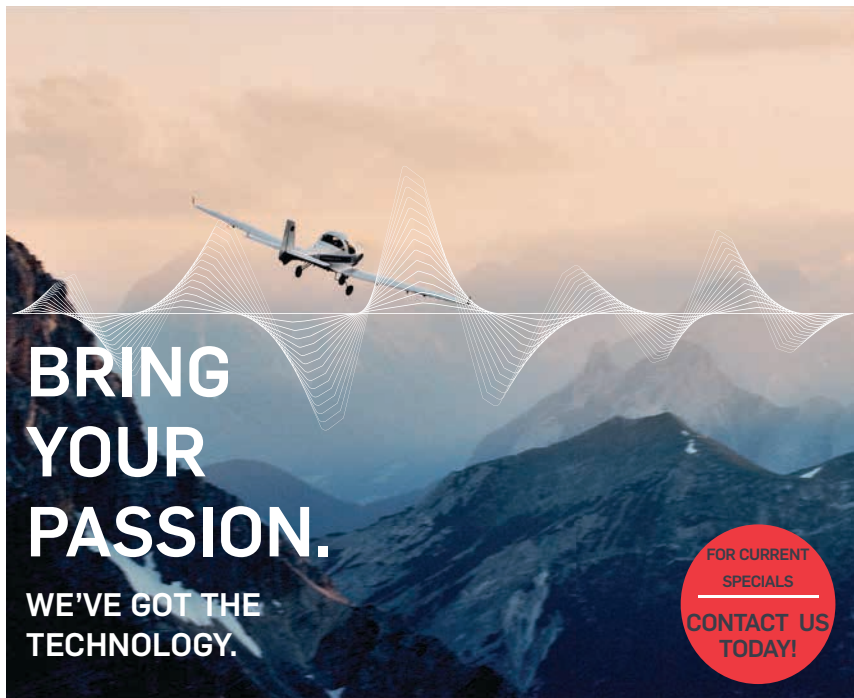
Paperwork is critical to a good purchase experience. Consider executing a COP with the seller and provide a refundable deposit. Ideally, the transaction would be facilitated through an aviation broker or escrow service, who would hold the deposit in trust, which is released to the seller when the transaction closes. The COP would outline the specifics of the aircraft (make, model, serial number, engine, avionics, additions, etc.), when and where the pre-purchase will be conducted, and who is responsible for ferrying the aircraft and other pertinent details. If the purchase price of the aircraft is substantial, consider the services of an aviation lawyer to review the contracts. While the aircraft is under contract, ensure that the seller has the aircraft insured. In your budgets, don't forget about taxes and delivery costs.

During the process, you'll need to find a home for your new bird. Call local airports to determine parking availability and costs. Typically, grass tie downs are the least expensive, while cold storage hanger and heated hangers are more expensive. Some airports offer T-hangers, solely for your aircraft, but requires you to move the aircraft in and out.

There are a number of resources for first-time buyer including: AOPA's online course on Buying an Airplane; a mentors at local flying clubs or COPA Flights; and online aircraft clubs. COPA membership includes access to the VREF pricing tool which provides a valuation of an aircraft. COPA also has a number of online guides.

Critical to acquiring your first aircraft is to have a grounded knowledge of your needs, mission and budgets. Let's face it, flying the airlines is usually much less expensive than flying *Air Me*. The experience of flying to that long distance destination with family and friends, however, is priceless. 🛩️

**ROTAX**



ROTECH MOTOR LTD. | 1-(236)-600-0137  
SALES@ROTECHMOTOR.CA  
WWW.ROTECHMOTOR.CA



AUTHORISED  
ROTAX  
DISTRIBUTOR

## Waterloo Wellington Flight Centre

The Skills You Need — The School You Want



**Strong education and industry partnerships, give our graduates a competitive edge and the skills needed to fly in jobs across Canada.**

**Contact us today! 519-648-2213 | 1-877-FLY-WWFC | [wwfc.ca](http://wwfc.ca)**

Partnered with:



Waterloo Wellington Flight Centre professional programs are approved as vocational programs under the Private Career Colleges Act, 2005 (PC# 105919).

# TRIP OF A LIFETIME

## REALIZING A DECADES LONG DREAM TO FLY A FLOAT ACROSS THE ROCKIES

BY DAVE BODNER

**T**he initial phases of this trip started some 30-plus years ago. I was flying a King Air and Cessna 414 out of Goderich, Ont., and Glen Lynch was the manager of Central Airways in Toronto Island. We kept meeting and throughout the following years kept in touch on a friendship and business relationship.

During our numerous flights together on the Hawker 4000 and the Challenger 605, the subject of buying a plane and which plane to purchase took up most of the boring hours. He reached the decision that a 1958/59 Cessna 182 on straight EDO 2870 floats would satisfy his flying needs around the summer home and to various local lakes. The plane in question was in Quennell, BC, (CBQ9); the registration was CF-JYP. The fly home date was late May 2019.

Now the planning began. Where do I stop for gas in the prairies? The job was made a little easier as the IO-470R engine had the MOGAS modification. Any service station, marina, or seaplane base about 2.5 hours apart would satisfy our fuel needs while we depleted our tanks. With Google Earth providing a layout of the marina, floatplane base, ForeFlight flight planning documents and aviation charts, and the Internet for contact information, locating places to stop is a lot easier than in the past. But it still took me the better part of a couple weeks to arrange all of the stops.

### PREPARING FOR THE ROCKIES

Glen and I took airlines westward: Montreal -> Minneapolis (MSP) -> Seattle (SEA); then a midnight arrival into Van-



▲ Dave Bodner (left) and Glen Lynch at the start of their trip in British Columbia.

couver. After a short night sleep, we took a Seair Beaver from the YVR South Terminal to Nanaimo. My first time in a Beaver since Sudbury (CF-FHP/CF-JKT) and Timmins in 1974/75; and I did not remember how noisy they were.

The first day was spent completing many trips to Canadian Tire purchasing items needed for the trip east: jerry cans (we bought four, filled two); rags; ropes; life vests; etc. Once finished with the shopping detail, an increasingly filling plane replaced the emptying backseat and trunk of the car. Some of the snags had not been completed when we arrived, but by the end of the day the plane was ready for a test flight. It went well and the plane was refuelled for an early morning departure. This delay was for the better as Calgary was reporting 5/8miles in smoke. In this case, our op-

tion would be to take it to Salmon Arm and wait for the winds and weather to push the smoke east.

Heading east from Vancouver over the Rocks is a nothing feat for those planes that contently cruise at FL390+, but it's a little different when the cruising at 7,500' and when the tops of the snowy sedimentary mountains and their frozen lakes are above your wings.

My preference was the north VFR route out of Vancouver: Chilliwack, Hope, Ashcroft, Kamloops, Salmon Arm, Revelstoke, Golden, Banff, and then into the prairies; as I had flown this route at these altitudes in the past. We could make it through the Rocks with only one fuel stop - Captain's Cove Marina (Sunnybrae) just NE of Salmon Arm; and this marina was about halfway between the ocean and east of Calgary.

There was an alternative route following the south VFR corridor through Oliver; Midway; Grand Forks; Castlgar; Nelson; Creston; Cranbrook; and then following the VFR route to Fort Mcleod. This would have meant at least three fuel stops in the Rocks before getting to the open prairies and about 150 nautical miles further. Also, it would have forced us to head north once we got out of the Rockies to pick up a more favourable easterly route. Weather along the southern route basically eliminated this route once we were ready to depart.

The next morning we woke to calm winds and bright blue sky. JYP spent the previous couple years on land and the caulking in the floats had not swelled enough to stop the lake water from forming their own lakes in the bottom of the float compartments. Pumping took a little longer than expected, but in the end they were relatively dry. And at eight pounds per gallon of water, the plane was a lot lighter once we finished the pump out. This would be a common physical exercise workout after each refuelling stop.

Our first departure from Quennell Lake was aborted in part to a generator fail light illuminating during the take-off run and a headwind that changed to a tailwind half way down the lake. This light is common at low-power settings but not at take-off power. One more attempt to see if it reappeared - and it did: back to the dock. By now, one of the mechanics arrived and he spent the better part of the morning dealing with the generator. Noon Saturday on Vancouver Island was not the time or the place to get aviation parts. Once he felt that he did as much as he could, the generator was reinstalled, and a power run was completed. The generator behaved as it should have, showing proper voltage. Floats pumped, gas tanks topped up, back in the water for the start of the trip.

The official takeoff was better. The wind was brisk, there were little waves on the water, and the plane performed well with us and our load. My next prob-

## COPA Members, your VIP Aviation Insurance Program is ready for takeoff.

### Membres COPA, votre programme d'assurance aviation VIP est prêt à décoller.



Preferred Rates.  
Comprehensive Coverage  
for COPA Members!

Tarifs préférentiels.  
Couverture complète pour  
les membres de la COPA!

For more information/Pour plus d'information  
please call/appelez 1-855-VIP-COPA,  
email us at/courriel VIPCOPA@magnesaviation.com  
or visit/visitez nous magnesaiation.com/copa

AIG Insurance Company of Canada is the licensed underwriter of AIG property casualty insurance products in Canada. Coverage may not be available in all provinces and territories and is subject to actual policy language. Non-insurance products and services may be provided by independent third parties. © American International Group, Inc. All rights reserved.

La Compagnie d'assurance AIG du Canada est le souscripteur autorisé des produits d'assurance dommages au Canada. La présente protection pourrait ne pas être disponible dans toutes les provinces et tous les territoires et est assujettie aux termes et aux conditions de la police en vigueur. Les produits et les services de nature autre que l'assurance pourraient être fournis par des tierces parties indépendantes. © American International Group, Inc. Tous droits réservés.



Coverage proudly administered by The Magnes Group Inc. and underwritten by AIG Insurance Company of Canada.  
Couverture administrée fièrement par The Magnes Group Inc. et souscrite par AIG Insurance Company of Canada.



## MADE FOR HARSH CANADIAN WINTERS!

### Manufacturers of a Complete Line of Premium Quality Aircraft Covers including:

- Wing and Tail Covers
- Insulated Engine Covers
- Windscreens, Cabin, and Canopy Covers
- Cowl Plugs

### We also manufacture

- Standard and Custom Made Windsocks
- Stainless Steel Revolving Windsock Frames
- Our Famous Canadian Flag Windsock

LOCATED IN ORILLIA, ONTARIO



MADE IN CANADA

1-800-461-4589 • info@aerocovers.com • www.aerocovers.com

## CROSS COUNTRY TRIP

lem was getting us through Vancouver airspace. I confessed to ATC that I was from the east and not 100 per cent familiar with their procedures, so they patiently provided vectors around those big silver birds and landscapes with long concrete runways. A short time later, we were east of Vancouver and climbing to our cruising altitude of 7,500'. We were high enough to have great views of the Rocks and lakes, as well as having cell coverage; enabling us to text the marinas or float bases with expected arrival times. Modern technology - gotta love it. This was Glen's first low level trip through the Rocks.

### THROUGH THE ROCKIES

Flying through the Rockies is spectacular with the snow-capped hills above the wings and raging water below. We had the routing plotted out with ForeFlight on the iPad; and with great visibility - it could not get any better than this. Heading north out of Hope, we kept the Fraser River on the left side as we flew up the valley toward Ashcroft. Approaching Spences Bridge, our altitude would put us above the hills, so we proceeded direct Kamloops then to Captain Cove Marina at Sunnybrae. The marina crew was waiting for us and provided a great stop with fuel and services.

For a flight planning note, I wanted to stop at Chestermere Lake for gas, food, and possible lodging. I found out in conversations with people that some lakes



▲ Glen Lynch flying the 1958 Cessna 182 home after painting, just south of Sudbury along the north shore of Georgian Bay at an altitude of 5,500 feet.

around Calgary are not public and are owned/controlled by the various water districts. Chestermere was controlled by the Western Irrigation District and I was refused landing permission. Another option was Eagle Lake at Strathmore, but overnighting and refuelling would be cumbersome.

The next suitable lake further east was Lake Newell Reservoir, just south of Brooks. Since this plane was going east and had no access to Zebra Mussels, I was granted permission (after many calls and explanations) by the Eastern Irrigation District manager. If we were taking the plane west from an Ontario lake, we would have been refused permission to land. How they would stop us in the event of an emergency, I don't know.

Of note: very low water eliminated Ghost Lake (west of Calgary) from con-

sideration. Fast running water (runoff) forced us to overfly Kamloops and Revelstoke. Golden could be used for an emergency. Banff is just a grass strip. In short, not a lot of good useable water landing places in the Rockies for a floatplane.

I filed for the next leg to Lake Newell Reservoir via the VFR north Corridor. The weather was severe VFR through the Rockies, Revelstoke, Golden, Banff, south of Calgary, and into the Brooks area. Even with the time change, we landed about an hour prior to sunset. We still had to tie the plane up to the dock, hire a cab to take us to town, unload the luggage, have supper and sleep. We dipped the tanks only to find out that the left tank was empty and the right contained about one hour worth of fuel. Flying time from Sunnybrae was three hours. We now knew our limit.



NEAR NORTH  
Aviation



Flight Training | Aircraft Maintenance  
Charters | Aerial Tours | Aerial Survey

With two Ontario locations:  
Parry Sound 705.378.0981 | York 905.679.5577  
[www.nearnorthaviation.com](http://www.nearnorthaviation.com)

## INTO THE PRAIRIES AND ONTARIO

Our next stage of flight planning was completed at the Brooks hotel, so the only thing that remained when we got to the plane was packing, pumping, and gassing. We arrived at the resort about the same time as huge mosquitoes - my hearing is not great and even I could hear them swarming us, but didn't want to kill any of them 'cause I needed their lifting power. The severe clear VFR weather would continue except for a 100 or so miles east SK/western MB where the visibility decreased to 25 miles in smoke. The takeoff run at Lake Newell was as long as we thought. Elevation was around the 3,200 ASL with little wind. The lake was 13KM long and we used about 1/10 of the available water. Needed a couple more mosquitoes to help. Next stop Elbow, SK.

Although the prairies are considered flat and dry, I planned a routing that had us following the major rivers. Elbow is located at the junction of the South Saskatchewan and Saskatchewan Rivers. The water was low. A week later, the docks would have been eight feet higher due to the mountain melt water.

After refilling with a hose from the boat dock, lunch at the local golf course, float pump out, we departed for our next destination - Shoal Lake (CKB9). Another great stop by the staff at the Shoal Lake Flying Club. They brought their truck with a tank on the back to the dock, hooked up the pump to the truck's battery and promptly refueled

with their hose. With the promise to e-transfer the monies, and after pumping out the floats, we continued our trip toward Kenora. We tried our best to take photos of the prairies but had to admit that the Rockies produced better photo opportunities.

Because of something going on in the Winnipeg terminal, we went direct to Selkirk then straight into Kenora. Again, with the time change, we landed about two hours prior to sunset. There were a few places to dock in Kenora: the floatplane base, the town docks, or at the hotel on the water. The gates were locked at the floatplane base, thereby we couldn't get outside to get to the hotel for the night. The town docks were unsecured and we thought that wasn't a good idea. The hotel was the next option and Glen negotiated to get us a couple rooms and a dock for the night.

I once worked out of Kenora back in the '70s and landed at the airport multiple times after - a bit of a home coming.

A short sleep, lobby flight planning, and a 6:00 am check-out gave us time to taxi over to the floatplane base for gas and coffee. We were airborne just after 7:00 am for Nipigon Marina and to our destination at Bar River. The early morning showers stopped by the time we got to Dryden and again another severe VFR weather day for flying across northern Ontario and Lake Superior. We looked at the Highway 17 (TransCanada Highway) bridge at Nipigon. This is the

only bridge joining eastern Canada with the west.

Our last landing at CNE5 was Glen's most challenging. A very narrow water runway (ditch actually) exists just west of the main paved runway. The 20 knot wind that increased our ground speed now turned into a gusty crosswind created by the 30' trees just a few feet from the landing area. Glen did a great job of getting the plane down and stopped. A couple of geese provided their verbal objections to this intrusion of their protected domain as we taxied the plane to the ramp. The lift truck was waiting for us and, within a couple minutes, the plane was pulled out and securely tied down to the ramp. Since this was a paint shop, various schemes were discussed and the finished product envisioned.

We were flown to the Sault St. Marie airport via the company's Malibu - a very short flight. After a short wait, and I think there was a beer sometime during the wait, we boarded a Jazz Dash 8 to Toronto; an Airbus got us to Montreal; then the one hour, 45 minute drive home.

A very ambitious, successful five days completed. In short, here are the flight times: Quennell Lake to Sunnybrae - 2.5 hrs; Lake Newell - 3 hrs; Elbow, SK - 2 hrs; Shoal Lake - 2.3 hrs; Kenora - 2.3 hrs; Nipigon - 2.3; and Bar River 2.0 hrs. Total distance - 1,745 nmis completed in 7 legs with 7 takeoffs (all textbook perfect) and 7 landings (no doubles). ✈️



ABS Academy Maintenance Training Graduate



**General Aviation Maintenance**

**STC Product Installation**

**Avionic Upgrades Available**

**Altimeter, Transponder,  
Mode C & S, ADS-B Recertification**

*Reliable and Dependable Service Since 1964 / Under New Ownership*

1(705) 687-4343 - info@lakecentral.com

1016 Sabre Lane • Muskoka Airport (CYQA) • Gravenhurst, ON • P1P 1R1

[www.lakecentral.com](http://www.lakecentral.com)

FEATURED LISTINGS FOR APRIL 2021



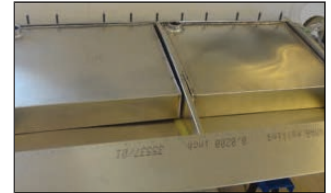
**SEASTAR/SUPER PETREL**, Rotax 912 ULS, 100 hp, Warp Drive 3 blade prop, Grand Rapids Sport EFIS, Icom A210 with intercom, Garmin GTX 327 Xponder mode C, 100 mph cruise, \$59,000. Contact Lynn Steadman 780-384-2215 or crosscty@hotmail.com.



**SUPERB LAND FOR SALE** (private or commercial) at Lachute airport with a fence and sliding access gate directly on Bradford Boulevard. Front 101.7 feet X 177.16 feet depth. Culvert to access asphalt taxiway 85 000 CAD. Daniel 514-916-6045.



**2015 CHALLENGER II XL65 TTSN** 31 hrs. Rotax 582, BRS Safety System, X-Com 760 C/W Intercom, Garmin Aera 660, Upgraded Seats also other extra's. \$42,000.00 Contact: 780-213-0741 or ikonflyguy51@gmail.com.



**ZENITH CH750 FLYING SURFACES FOR SALE** - \$9,500. Kit registered with the MD-RA service. Wings completed and open for MD-RA inspection, including Dynon AOA heated pitot, remote ADHRS and OAT probe, dual 12-gallon fuel tanks, Viking fuel pumps and pressure restrictors plumbed into the wings. The wings are complete with Powerburst Plus nav/position/strobe lights from Aveo engineering and Vega TLR underwing landing lights also from Aveo Engineering, also included are the Red Cube flow sensors. Flaperon and slat kits are started not yet complete. Horizontal stabilizer is complete with electric trim tab installed. Rudder is complete. Complete drawings and full set of Homebuilt help videos included. Everything listed above prices out at \$26,000.00 Canadian from Zenith, looking for \$9500.00, time to clean up the shop!! Contact 780-519-0857.



**1977 MAULE M5-235C** - Price in USD. Amazing STOL performance with a useful load of 999 lbs. TTAF 2005.0 hrs, airframe restored 2008. Up-gross 2500 lbs, empty weight 1501 lbs, 66 USG total fuel, VGs, observer doors with flip-up window, Strobe lights, Nav lights and dual landing lights. Lyco O-540 J1A5D, 235 hp, TTSN 2005.0 hrs, TTSMOH 997.0 hrs with 6 new cylinders on Feb 2000, JPI 700. McCauley 3-blades, Prop TTSOH 101.7 hrs Jun 2016. STEC-30 a/p, 4-place intercom, King KT76A Trx mode C. Canadian registered since new. All logbooks and manuals, Based in CST3, QC, Canada Reason for sale: moved to aerobatic flying. • Contact Georges Bertrand , Owner - located Vaudreuil, QC Canada • Telephone: 1-438-368-9442



**1978 CESSNA 414A**, 6192TT, 10/990 Since RAM1V (325HP), Garmin GTN750 WAAS GPS, ADS-B Out! RAM Winglet! Known Ice! 2047# Useful Load! \$290,000 USD. Contact Apex Aircraft, www.apexaircraft.com or 905-477-7900.



**MAGNI GYRO M24 ORION 2014** - Rotax 914 - Always hanged, TT227h, Excellent condition, Annual November 2020, Funkwerk radio and transponder, Avmap Ultra EFIS, Ipad panel mount, Additional Landing light, Cabin Heat, Glovebox, Cabin cover, Lachute Airport (CSE4). Contact: Eric 450-623-6016.



**CAP 2000 FLOATS** complete with Citabria 7GCBC rigging and mounting brackets. Tail fins, could be used for home built use. In excellent condition. Located in North Bay ON \$8500 CDN. Contact milleraviation@vianet.ca.



**2008 MOONEY ACCLAIM**, 1069 TTAE, TK5 (FIKI), 102 USG, Speed Brakes, G1000 WAAS w/SVT, Traffic, GFC700 AP/FD, GTX345 Transponder ADS-B Out! \$435,000 USD. Contact Apex Aircraft, www.apexaircraft.com or 905-477-7900.



**1948 ERCOUPE F-1 C90 ENGINE**, Rudder Pedals, TTSN 2518, TSOH 1404, Metal Prop, Time 148hrs, Metal Fuselage, Cloth wings, repaired and rejuvenated 2005, most recent CofA Aug.17,2018. Not flown since. Hanged. Located in Ashern, MB Phone 204-768-2012.



**Leggat Aviation Ltd.**  
YOUR EASTERN CANADA  
CESSNA DEALER  
The New C-172s • C-182s • C-206s



**APEX AIRCRAFT SALES LTD.**  
WWW.APEXAIRCRAFT.COM  
905-477-7900 • Fax 905-477-8937

## CALL US ABOUT THE NEW CESSNA 182 SKYLANE!

2013 Partenavia P.68R, 493 TTSN, GarminGFC950 and Full Delce, Like New! .....	\$599,500 USD	1981 Duke B60, 4507TT, 1092 L&R, G530W, KFC-250 IFCS, Winglets! .....	\$218,000 USD
2008 Mooney Acclaim, 1069 TTAE, FIKI, G1000/GFC700 AP .....	\$435,000 USD	1978 C414A, 6192TT, 10/990 SMOH, GTN750, Known Ice! .....	\$290,000 USD
2002 DA20 C1, 3526TT, 'O' SMOH, FreshAnnual! .....	\$200,000 USD	1974 Navajo Panther, 8360TT/552SM, GTN750/650,STECAs/P.ADSB .....	\$265,000 USD
2000 Socata TB20, 1329 TTAE, Major Garmin Glass Upgrade! .....	\$239,500 USD	1974 172M, 1571TT, 733SinceThielertConv/DieselEngine! .....	\$100,000 USD
2000 Husky A1B Whip 2200 Amphib, Wheel Gear 443 TTAE, G430 .....	\$ 174,900 USD	1972 C421B, 7095TT, LowEngineTimes, 'O' Props, G530 WAAS/P81/2004! .....	\$159,000 USD
1991 Mooney 201, 10054TT, 801SFRM, NewProp/13, King Digital! .....	\$ 115,000 USD	1968 Nangchang CJ-6A, Features Many Spares/Tools! .....	\$ 74,500 USD
1982 Cutlass 172RG, 11834TT, 7345M, GNS430W, STEC40 A/P! .....	\$ 72,900 USD	1946 JS CUB, w/PATL STCs, 5450TT, 550SMOH, .....	\$53,000 CAD
1981 Cessna 414A, 4925TT, 1204 SM, RAMVII, Garmin530/430! .....	\$399,900 USD	1943 Grumman G44 'Widgeon'8929TT,418SM,GTN750, Summer Ready! .....	\$275,000 USD

Call Bruce Musgrave (416) 948-2973 for Complimentary Bluebook Appraisal!



**2007 CTSW FLIGHT DESIGN** – One owner, fully loaded with Dynon panel (EFIS-D100, EFIS-D120); GPS (AvMap EXP-1V); BRS parachute; Transponder (Garmin GTX 327); Radio (Garmin SL40); Autopilot; ZAON portable collision avoidance system; 3-axes adjustable trim; Rotax 912 ULS 818 TT; Engine soft-start module; Tundra tires; Inflight adjustable prop. Complete set of Bruce's custom covers, 2 headsets. Annual completed September 2020 at Rotax Aircraft Engines Vernon. \$89,000. Contact gramlays@gmail.com.



**ZENITH 750 STOL FOR SALE** – Lycoming O-235 112 HP. 8.0 hrs. STO. 728 hrs. SMOH. Sensenich two blade composite prop. Flight DEK D-180 EFIS & dual ECOM A210 radio. Garmin GTX 327 Transponder FlightCom 403 Intercom. Fuel system oil pan heater. Strobe & landing lights. ELT 121.5. Includes: Canopy cover, Main wing covers, Engine plugs, build instructions, Bubble window kit, Seat slider kit. All documents. Interior has been left unfinished. Checkout on type. Test flights successful, Transport Canada requirements are being met. Call 647-281-8195.



**LOOKING TO LEASE** 2 Caravans amphibious or equivalent, months of September and October. Bush work on Lower-North-Shore in Quebec. Contact marcel.deschamps@procam.ca



**LIKE NEW, 2008 TWTT GLASAIR SPORTMAN 2+2**. New Paint, IO390, 234TT, AFS Glass Cockpit, AOA, 530W/430W, Fully Coupled TruTrak, PS8000, GTX 327, 2500 Amphibs, rigged for Sportsman, new never installed. Can be sold separately. Call 519-575-0525.



**1948 TAYLORCRAFT BC 12D**, Owner/Maintenance, TT 1340.9, 48.2 hrs on O-290-D2 with 150hp conversion, EDO 2,000 floats, 1,800lb 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! \$39,900 CDN. Ph 250-723-2960 or email martinvanhumbeck@gmail.com



**1955 CESSNA 180 7819.8 TT**, O-470-K engine 1170 TTSOH (2011), C-203 Propeller 309.2 TTSOH (2017), EDO 2870, Commercially registered, good shape. \$107,000. Contact viking@vikingoutpost.com or 807-727-3461



**PAMPERED - 1972 CESSNA 182 P**, TTSN 4185, 445 since SMOH, NEW PROP, PAINT and INTERIOR, GPS GARMIN - Transponder replaced last year - original avionics, Tanis Block heater and Blanket incl. Always Hangered, Compressions on cylinder 1 and 3 done in October Annual New exhaust system, engine mounts and brackets replaced last year. Call 647-296-3374.



**68 BONANZA V35A 4400 TTSN**, Engine 590 SMOH, New prop, GNS 530w GTX335 ADSB, GMA 340 Audio, MK12D, S Tec 55X AP Osborne Tip tanks, GAMI Injectors, All logs, 194,000.00 CND Joe Kane 705-734-6149

# HYDRAULIC DOORS

By the oldest and most trusted name in the industry



New installations or retrofits with local manufacturing, installation and support from our locations throughout Canada and the US.



**ZERO HEADROOM LOSS · NO MAINTENANCE · LIFETIME WARRANTY**

Contact us today to learn more about what we can do to help you begin your next project, or bring new life and functionality to your existing structure.

Toll Free  
**855.368.9595**  
**POWERLIFTDOORS.com**

PLD0720401

## www.csplane.com



1980 TU-206G. TT 3685.415 SFRM, 9 SPOH. GNS 430, S-TEC 50. 3500A AMPHIBS, RSTOL, LR FUEL, BUBBLE WINDOW, ALL LOGS. CALL FOR PRICE.



1981 TU206G. 2500TT, 1105 SMOH, PROP (2017) GNS 430, WIP 3730 AMPHIBS, WHEELS, WING X, LH FUEL, R STOL. CALL FOR PRICING.



2006 8-GCBC SCOUT, TT 434, SMOH 434, SPOH 434 M.T PROP. GMA-340, GNS-530, PK-2300B FLOATS, WHEELS, KEHLER WHEEL SKIS.

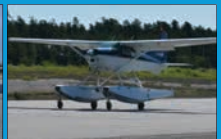
### 50 Canadian Singles, Twins and Floatplanes



1975 C-182P. TT 5750, SMOH 125 (2019) SUPER EAGLE 270 HP, SPOH 125, 430 WAAS, GMA 345, GTX 345 ADSB, AUTO PILOT, WIPLINE 3000 AMP, WHEELS



1977 C-172 HAWK XP TT 2943, SMOH 1246 SPOH 125 (2015). NEW PAINT 2021. NDH



1975 C-185 TT 5303, SMOH 898 SPOH 139. G5, G696, JPI BUBBLE WINDOW, EDO 3500A, STOLKIT, VG'S WING X.

**STILL THE #1 STOP FOR FRESH WATER FLOATPLANES !!**



Tel: 613-632-0123 Cell/Text: 613-678-0028  
129 Main St., Hawkesbury, Ontario, Canada K6A 1A2  
[www.csplane.com](http://www.csplane.com) [sales@csplane.com](mailto:sales@csplane.com)



## Brandon Petroleum Sales Ltd.

**AeroShell W15W-50** (case of 6 qts.)  
**Our Price!! \$63.00\***

**AeroShell W100 PLUS** (case of 6 qts.)  
**Our Price!! \$63.00\***

**Phillips 66 X/C Aviation 20W-50** (case of 12 qts.)  
**Our Price!! \$89.00\***

**AeroShell SPORT PLUS 4** (Case of 12 x 1 liter)  
**Our Price!! \$183.00\***

\*plus EHC and GST where applicable

We ship by FedEx.  
Call for a shipping rate today.

**1-800-607-4355**

**Edmonton: 3515 76th Ave. 780-413-1826**

**WWW.BRANDONFUELS.CA**



## Skywagon City Corp.

- Fuselage parts, cowlings, tail feathers, engine parts and mounts, wings, interior parts and more, avionics and instruments
- No parts too large or too small
- We also have a homebuilders corner (wheels and brakes), instruments, landing gear and lots more
- Skywagon City will purchase damaged and derelict aircraft or inventories
- Currently parting out 150 aircraft

*Your Premiere Source  
for Pre-Owned Parts  
for Cessna:  
150/152/170/172/180/  
182/185/206/210 and  
several Piper models*

1279 Line 11N  
Hawkestone, Ontario, Canada L0L 1T0

parts@skywagoncity.com  
705-484-5667 Fax 705-484-5606



**Specializing In Fibreglass  
Aircraft Parts**

*For Most Cessna Single Engine Airplanes*


selkirkav@selkirk-aviation.com  
www.selkirk-aviation.com  
(208) 664-9589

- Products FAA Approved
- Interior Panels
- Glare Shields
- Nose Bowls
- Extended Baggage Kits
- Composite Cowlings for All Cessna 180 and 185 and Years 1956 to 1961 Cessna 182 Aircraft Models
- Vinyl & Wool Headliners
- Soundproofing Kits Available
- Carbon Fiber Cowlings on Field Approval Basis Available for PA18 Cub



## CLASSIFIED AD DEADLINES

May 2021 Issue      June 2021 Issue  
Closes April 9, 2021      Closes May 7, 2021  
Post online anytime at [canadianplanetradec.ca](http://canadianplanetradec.ca)



**MURRAYS AIRCRAFT  
REPAIR (1980) LTD.**  
High River Airport (CEN4)  
High River, Alberta T1V 1L8  
403-648-8910 info@murair.com

**SOME OF THE SERVICES**

**WE OFFER**

**AIRFRAME**

- All Inspections
- Repair & Overhaul
- Structural & Modification

**ENGINE**


- Removal & Installation
- Repair & Overhaul
- PT6A Hot Section Inspection
- 500 hr Magneto Inspection & Repair

**AVIONICS**

- 24 month Altimeter/Transponder and Encoder Recertification, ELT Recertification
- Installation
- Troubleshooting & Repair

**FUEL**

- AvGas & JetA Cardlock



**DIAMOND  
DOORS**  
844-950-3667  
DiamondDoors.com

**BRAVO  
INDIA  
FOXTROT  
OSCAR  
LIMA  
DELTA**

# WINGS

[www.wingsmagazine.com](http://www.wingsmagazine.com)

WINGS magazine is Canada's only premiere national aviation magazine, providing comprehensive coverage of commercial, corporate, general and military aviation in Canada and around the world.

**New** **BIFOLD DOORS**

**STRAP  
CONVERSION  
AVAILABLE**

Straps  
Rated for  
29,000 lbs.

Retrofit any existing  
cable door to straps!



**SCHWEISSDOORS.COM**      507-426-8273



**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

**SEC & Co.**

**WE DESIGN AND BUILD AIRCRAFT HANGARS - ANYWHERE IN CANADA!**  
Individual - Corporate - FBO's - Airline



**HERE'S WHAT WE CAN DO FOR YOU:**  
Architectural & Engineered Drawings  
Municipal Applications & Permits  
Airport Applications & Approvals  
Transport Canada & NavCan Applications  
Complete Construction

Questions?  
Phone 519.857.7639  
or visit [www.secandco.com](http://www.secandco.com)

If you already have a design or drawings, send it along in CAD or PDF for an estimate to: [steve.secco@secandco.com](mailto:steve.secco@secandco.com)

**EVERYONE STARTS SOMEWHERE**

**PNR \$385**  
**ANR BT \$720**  
Featherlight  
CarbonFiber  
Dependable

**COMPLIMENTARY PILOTS WALLET**

LEARN MORE AT [AVIATIONHEADSETS.CA](http://AVIATIONHEADSETS.CA)  
[RSDESIGNPOSTS@GMAIL.COM](mailto:RSDESIGNPOSTS@GMAIL.COM)  
OR 204-726-4221

\* COPA MEMBERS RECEIVE EXTENDED WARRANTY.

**IFR - IATRA - ATPL Intensive Ground School**

- Three-day preparation for Transport Canada exams
- Montreal area

**Seminair inc.**  
[markperron@sympatico.ca](mailto:markperron@sympatico.ca)  
514-923-6275

Patented **LIFT-STRAP** **SCHWEISS**

# DOORS

**NO MORE OUTDATED LIFT CABLES**

**CONTACT IN CANADA: 519-366-9986**

• AVIATION • SHOP DOORS • AG DOORS • BARN DOORS

**SCHWEISSDOORS.COM** 507-426-8273

**atc**

**QUALITY ENGINE OVERHAULS, REPAIRS & ACCESSORIES**

- NDT • Propeller Balancing
- Engine Modifications

AMO #59-96

**ROBINSON** HELICOPTER COMPANY Factory Authorized Service Centre R22 & R44

**AVLube OIL TREATMENT** TC/FAA Approved

**LYCOMING** TELEDYNE CONTINENTAL MOTORS A Teledyne Technologies Company

PHONE 705-325-5515 FAX 705-325-1365  
6406 BLUEBIRD ST., RAMARA, ON, CANADA, L3V 0K6

[sales@atc-engines.com](mailto:sales@atc-engines.com) • [www.atc-engines.com](http://www.atc-engines.com)

# COPA CARES

**...about the future of General Aviation in Canada**

*Join and Support*  
**Canada's largest association of pilots and aircraft owners**

**COPA**

*For FREE Information please write:*  
**Canadian Owners and Pilots Association**  
75 Albert St., Suite 903 Ottawa, ON, K1P 5E7

**Tel.: 613-236-4901**  
[www.copanational.org](http://www.copanational.org)

## INDEX

005 Aero Commander	215 Aircraft Wanted
010 Aeronca	220 Antique A/C & Parts
015 Aerospace	224 Collectibles
020 Amphibian	225 Aviation Art
025 Beech	226 Aviation Services
030 Bellanca	230 Avionics for Sale
035 Britten-Norman	235 Avionics Wanted
040 Cessna	240 Balloons
045 Citabria	245 Books/Manuals
046 Cirrus	250 Blocktime
047 Commander	255 Business Opportunities
048 Commonwealth	260 Computers
050 de Havilland	261 Destinations
055 Diamond	265 Employment Wanted
060 Ercoupe	270 Engines for Sale
065 Fairchild	275 Engines Wanted
066 Financing	280 Flight Simulators
070 Fleet	285 Floats for Sale
075 Floatplane	290 Floats Wanted
077 Found	295 Fly-In Resorts
078 Helio Courier	300 Hangar Space
079 Generators	305 Help Wanted
080 Grumman	310 Flight Instruction
085 Gyroplane	315 Leasing/ Rentals
090 Helicopter	320 Legal Services
095 Highlander	325 Miscellaneous
100 Homebuilt	327 Maps
105 Lake	330 Noticeboard
110 Luscombe	335 Parachutes
115 Maule	340 Parts for Sale
120 Mooney	345 Parts Wanted
125 Murphy	346 Powered Parachutes
130 Navion	350 Professional Services
135 Piper	355 Propellers for Sale
140 Pitts	360 Propellers Wanted
145 Rallye	365 Real Estate
150 Rockwell	368 Sailplanes
152 Scout	370 Share or Partner
155 Seabee	375 Skis for Sale
160 Starduster Too	380 Skis Wanted
165 Stearman	385 Tiedowns
170 Stinson	390 Thefts
175 Swift	395 Title Search
177 Lost or Stolen	400 Trade or Sale
180 Taylorcraft	405 Travel Information
185 Ultralight	410 FBO INDEX
190 Warbird	500 Passages
195 Aerial Photography/Advertising	
200 Aerial Touring	
203 Aerobatic Training	
205 Aircraft Ferrying	
210 Aircraft Painting	
212 Aircraft Covers	
213 Aircraft Storage	
214 Aircraft for Sale	

### 030 – BELLANCA

**1973 BELLANCA VIKING**, 50% share for sale – 4300 TT, 1005 SMOH, Garmin 430 & 660 GPS, Good interior & exterior. Owner of this share has moved overseas. Asking only \$25,000. Email zaytsoffm@gmail.com

### 214 – AIRCRAFT FOR SALE

**1946 TAYLORCRAFT BC-12D**, A65, 3430TT, 233SMOH, Nice restoration 1999, Always hangared, slick mags, no electrics, skis, dollies, OM, \$30K. Contact 780-941-2127 or d.litke@yahoo.com

**1/3 PARTNER IN RETRACTABLE SINGLE** – Share in a nice retractable single. Bonanza, Commander, or Glasair III being considered. contact Brent at 705-734-5919 or brentvogan@gmail.com.

**1977 PIPER ARROW III TURBO** with Low Times & Great IFR Platform! Won't Last Long!! Contact 905-484-3393.

**FLOAT PLANE 1996 MURPHY REBEL**, Full-Lotus Floats, 150 HP Lycoming engine, McCauley prop, radio/nav/coms, freshwater use only call 709-546-2159 or 709-427-2275 after 6pm East Standard time.

**CESSNA WING JIG MODEL 269E**, 100 series with set up drawing, \$7,500.00 CND or best offer, Contact Brain Walz @ 306-631-1229, Moose Jaw Saskatchewan, e-mail walz@sasktel.net

**1950 STINSON 108-3**, 1936 hours, 711 engine, all metal, always hangared, contact Don 306-483-2984

### 215 – AIRCRAFT WANTED

**PLANES WANTED** – Looking for low time archer or warrior. Call Richard 604-701-5725.

### 265 – EMPLOYMENT WANTED

**PILOTS WANTED!** To fly Cessna 182s and/or Caravan at Ontario largest parachute centre. Parapilot Program to develop experience, airmanship, and maintain currency. Contact Joe, joe@skydivetoronto.com or 705-331-6509

**SAFETY PILOT/COACH** – Enjoy safe, practical real world flying in the GA system. Experienced pilot to ride R seat with you. IFR practice, cross country, travel, cross-border and large airport operations. Southern Ontario departures. Safely gain confidence, experience and knowledge on your schedule. Dave Fisher, Commercial, instrument, seaplane with over 4500 cross country hours in the GA system. Training IFR, LA4 checkout. FERRY SERVICE. fishayr@gmail.com or 416-578-1303.

**Global Aircraft Industries**  
Aircraft Parts Sales and Salvage  
**NOW HIRING** for the position of:  
Shop Manager/Sales Associate  
Kelowna, British Columbia  
[www.globalparts.com](http://www.globalparts.com)  
For more information: [matt@globalparts.com](mailto:matt@globalparts.com)

### 270 – ENGINE FOR SALE

**CONTINENTAL IO 520 D ENGINE**, Factory New - 5 years old. 100 hours total time on aircraft with no damage history. Buyer MUST provide a 520 D Core . \$32,000 USD. Call or text 250-470-9929

**LYCOMING O-320 150 HP ENGINE** – Rebuilt Lycoming with all attachments, ready for your Home Built, or Owner Maintained aircraft. Warp Drive Prop, and much much more. Uncertified. Price \$25,000 Canadian OR MORE. Email fburchat@yahoo.ca.

### 340 – PARTS FOR SALE

**THIRD SEATBELT INSTALLATION** for aft bench seat on Cessna 172. STC is TCCA and FAA approved \$999 USD. Contact 514-833-1657

**182Q COWL FLAP ASSEMBLY FOR SALE** \$1950 CDN. All parts as shown . Email milleraviation@vianet.ca

**SUPERCUB MASTER CYLINDERS IN WORKING CONDITION**. Removed from certified aircraft , no park brakes, \$395 CDN each . Email milleraviation@vianet.ca

### AEROFAIRINGS

450+ new aircraft exterior Vinylster fairings available on the WEB at:  
[www.aerofairings.ca](http://www.aerofairings.ca)  
819-375-1250  
Ask for a quote by email at:  
[info@aerofairings.ca](mailto:info@aerofairings.ca)

### 385 – FLOATS FOR SALE

**EDO 2870S**, condition 7/10, complete with all rigging , pork chops and rear brackets for Cessna 180/185. Contact 250-318-6886

**EDO 2425 FLOATS FOR SALE**. Stinson rigging asking \$14,500.00 O.B.O. Ph. 306-961-1150

**MGK AERO:** Parting singles J-3 up to C185; Engines certified + exp; Propellers overhauled + exp; Instruments; Avionics; Landing gear; Cleveland. Beautiful 1967 235 Cherokee, engine 330 SMOH, 10 SPOH, 9/10 interior. (see pic online). 204-324-6088.

For a list of common abbreviations used in Classified advertising please see page 33

Not all Canadians can easily reach the vital medical care they need

That's why Hope Air provides free travel and accommodations for Canadians in financial need who must access medical care far from home.

Learn more at [hopeair.ca](http://hopeair.ca).



# WINGS

[www.wingsmagazine.com](http://www.wingsmagazine.com)

WINGS magazine is Canada's only premiere national aviation magazine, providing comprehensive coverage of commercial, corporate, general and military aviation in Canada and around the world.

## FOR SALE OR TRADE

CESSNA SEAPLANES AND  
CESSNA LANDPLANES

For listings, please visit  
our web site

[www.boisvertaviation.ca](http://www.boisvertaviation.ca)

SERVICING, BUYING, SELLING,  
TRADING SEAPLANES SINCE 1979

MONTREAL'S ONLY SEAPLANE  
BASE CSA4

**BOISVERT & FILS  
AVIATION LTEE**



8295 BOUL. GOUIN EST  
MONTRÉAL, PQ, H1E 2P6

Tel.: 514-648-1856

Fax: 514-648-9309

**KOVACHIK**  
Aircraft Services Ltd.

AMO 335-92

### Services We Offer

- Annual and Commercial Inspections
- Major Piston Engine Overhaul and Repairs
- Structural Repair (Metal & Composite)
- Fabric Recovering and Repair
- Welding
- Avionics Upgrades
- Two Year Pitot Static and Transponder Recertifications
- Straight Float Access (Parry Sound)

Two Locations: Burlington - CZBA  
Parry Sound - CNK4

[chris@spectrumairways.com](mailto:chris@spectrumairways.com)  
905-335-6759

**Lawrence Aero** AMO 57-92  
ENTERPRISES Inc.

ASPEN AVIONICS AVIDYNE

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

# HELICOPTERS

[www.helicoptersmagazine.com](http://www.helicoptersmagazine.com)

**HELICOPTERS** magazine is Canada's only national helicopter magazine, providing comprehensive coverage of commercial, corporate, general and military rotary-wing aviation in Canada and around the world.

Preferred  
Airparts

Chosen for value and service



35% to 85% off list price!

New surplus Piston, Turboprop and Jet parts as well as parts for Single and Twin Cessnas, Citations, Pipers, and more! If there's a part you need, there's a good chance that we have it!

## Check with us for Parts like

- **Airframe** - New parts for most light singles to corporate and commuter aircraft, including ag, warbirds and experimental. Cessna twins are our specialty. Also parts for many others in general aviation.
- **Engine** - 50% discount on most new Continental and Lycoming parts in stock, and a growing inventory of P&W and Allison turbine and jet engine parts.
- **Propellers & Blades** - McCauley, Hartzell, Hamilton Standard. [www.preferredairparts.com/props.htm](http://www.preferredairparts.com/props.htm)
- **Accessories & Parts** - 100's of new, and OHC accessories. Check with us for all accessory parts!
- **Hardware** - 12,000+ part numbers, 40% discount!
- **Consumables** - Spark plugs, ignighters, air and fluid, brake lining, and more.
- **Wheels, Brakes & Parts** - for all makes, including tailwheel.
- **Lighting** - Strobes, beacons, bulbs, lenses, parts for all makes. 10,000 GE bulbs @ 85% off!

[www.preferredairparts.com](http://www.preferredairparts.com)

Free Inventory Search!

Preferred Airparts, LLC  
Div of JALCO Industries, Inc.

Contact us:

800-433-0814

Toll free, U.S. & Canada

Tel. 330-698-0280

Fax. 330-698-3164

[sales2@preferredairparts.com](mailto:sales2@preferredairparts.com)

Sales Hours 8:15am to 5:30pm EST

## We Buy Worldwide

We are  
Cash  
Buyers!

We buy inventories of new surplus parts for nearly anything that flies. Also tired or damaged Cessna twins, Caravans, Citations, engines and propellers.

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

## 10g AEROSPORTS/MKT AEROBATICS

519-873-0327  
www.10gaerosports.com  
*Airshows featuring high performance aerobatics.*

## 536009 YUKON INC.

200 - 204 LAMBERT ST  
WHITEHORSE, YT, Y1A 3T2

## ABBOTSFORD FLYING CLUB

30540 APPROACH DR.,  
ABBOTSFORD, BC, V2T 6H5  
604-239-0199  
www.abbotsfordflyingclub.ca  
*The Abbotsford Flying Club is a not-for-profit organization that promotes General Aviation and supports our community through volunteering. We are a social club that owns two certified aircraft for its club members to use, and are celebrating 60 years in operation.*

## ACORN WELDING / SEAPLANES WEST

10916 - 119 ST.,  
EDMONTON, AB, T5H 3P4  
780-447-5955  
www.acornwelding.com  
*One stop shop for aircraft exhaust & engine mounts.*

## AEROTEC ENGINES LTD.

740 WINDGATE DR.,  
BEAVER BANK, NS, B4G 0A6  
902-873-3100  
www.aerotecengines.ca  
*Feel free to contact us for additional information or to request a quote. Aerotec Engines stands ready to work with you on all your aircraft piston engine needs.*

## AÉROPORT DE SHERBROOKE

900 CHEMIN DE L'AÉROPORT  
COOKSHIRE-EATON, QC, JOB 1M0  
819-212-7728  
www.aerportdesherbroke.com  
*Ravitaillement (100LL Jet A1), Tie-down, Restaurant sur place, Pas de frais d'atterrissage.*

## AIRCRAFT BLOCK TIME @ CZBB

BOUNDARY BAY AIRPORT, DELTA, BC  
778-889-5022  
www.yvrflyingclub.com  
*The Vancouver Flying Club is located at CZBB, Delta, BC in a private hangar. We have 2 Piper aircraft available for block time purchase. Join us to enjoy private flying at an affordable cost.*

## AIR-DALE FISHING & HUNTING

1-800-263-2546  
www.algomacountry.com/partners/air-dale-fishing-hunting  
*Fishing and hunting drive-in lodge and fly-in outpost, camps located in the Algoma region near Wawa, ON.*

## AIR TRAFFIC SPECIALISTS ASSOC OF CANADA

1-866-WXBRIEF  
ATSAC represents Flight Services Specialists (FSS) at the International Flight Service Station (IFSS) Airport Advisory sites (AAS), and Flight Information Centres (FIC) across Canada.

## AIRBLY

209 QUEEN ST., 2ND FLOOR,  
CHARLOTTETOWN, PE, C1A 4B7  
888-747-4565, 902-200-2510  
info@airbly.com, airbly.com  
*Our products automatically create aircraft Journey Logs when you fly and simplify the management of those aircraft.*

## ALBERTA AERIAL APPLICATORS ASSOCIATION

P.O. BOX 21064  
EDMONTON, AB, T6R 2V4  
www.albertaerialapplicators.com  
*The Alberta Aerial Applicators Association (AAAA) is a non-profit society founded on November 8, 1971 by a group of dedicated aerial applicators.*

## ATC QUALITY ENGINE OVERHAUL

6406 BLUEBIRD ST.,  
ORILLIA, ON, L3V 6H6  
705-325-5515  
*Engine overhaul/repair, non-destructive testing, dynamic balancing, engine modifications, dynamometer testing.*

## B&A AIRCRAFT STRUCTURES INC

5864 SIXTEEN RD.,  
ST ANNS, ON, L0R1Y0  
905-462-6312  
www.aircraftstructures.ca  
*We only build, renovate, repair and retrofit aircraft hangars and doors, we understand your needs as a aircraft owner and are at your service.*

## BEL-AIR LAURENTIEN AVIATION INC.

1341 CHEMIN DE LA VIGILANCE,  
C.P. 2009, SHAWINIGAN, QC,  
G0X 1L0  
819-538-8623  
www.belairaviation.com  
*Maintenance aéronefs pistons, distributeur, pièces Cessna, réparations structurales, distributeur flotteurs aéroecot, wing extensions distributeur, essence 100ll, restauration, aérodrome lac-à-la-tortue.*

## BIG LAKES COUNTY

BOX 239 HIGH PRAIRIE, AB, T0G 1E0  
780-523-5955  
biglakescounty.ca

## BOISVERT & FILS AVIATION LTD.

8295 GOUIN BLVD. E,  
MONTREAL, QC, H1E 2P6  
514-648-1856  
*The only seaplane base on Montreal Island, providing seaplane maintenance, aviation oil and avgas.*

## BRAMPTON FLYING CLUB

PO BOX 27 STN,  
CHELTENHAM, ON, L7C 3L7  
905-838-1400  
www.flybrampton.com  
*Flight school, flight college, Cessna pilot centre, aircraft maintenance, Cessna aircraft and parts sales, Humphrey's pilot shop, fuel sales.*

## BRIGGS TRUCKING & EQUIPMENT LTD.

11350 2 ST. NW  
EDMONTON, AB, T6S 1G2  
*Heavy equipment hauling and rental.*

## BURLINGTON FLYING CLUB

2446 WOBURN CRES.,  
OAKVILLE, ON, L6L 5E9

## CANADIAN AERIAL APPLICATORS ASSOCIATION

780-413-0078  
www.canadianaerialapplicators.com  
ed@canadianaerialapplicators.com  
*Education and training of members is high on the CAAA's priorities. Training programs, for office staff right up to the pilot, are designed by members to ensure pesticides are safely applied.*

## CANADIAN AIRWAYS LTD.

50 BUCCIARELLI DR.,  
PO BOX 1150,  
CHAPLEAU, ON, P0M 1K0  
705-864-0442  
www.canadian-airways.com  
*Aerial photography, sightseeing flights, day fishing & canoe trips, aerial survey, mining & forest exploration, search & rescue.*

## CANADIAN BUSHPLANE HERITAGE CENTRE

50 PIM ST.,  
SAULT STE MARIE, ON, P6A 3G4  
705-945-6242  
www.bushplane.com  
*The CBHC preserves and presents exhibits, artifacts and educational programs about Bush Planes, Bush Flying and Forest Protection.*

## CANADIAN HARVARD AIRCRAFT ASSOCIATION

TILLSONBURG, ON, N4G 4H5  
519-842-9922  
www.harvards.com  
*Demonstration, restoration and maintenance of Harvard aircraft. Formation displays for air shows, memorial and Z special occasions.*

## CANADIAN PROPELLER LTD.

462 BROOKLYN ST.,  
WINNIPEG, MB, R3J 1M7  
204-832-8679/1-800-773-6853  
*Canadian Propeller Ltd., provides aircraft propeller, governor +NDT services. We are an authorized Hartzell & McCauley service centre.*

## CBR TECHNOLOGY INC.

92 LAKE CRIMSON CLOSE SE,  
CALGARY, AB, T2J 3K7  
403-285-6432  
www.cbrtech.ca

*Remote airfield services include - Runway firmness testing, Survey of threshold, runway profile, & obstacles, Full to partial AWOS installation & servicing, Dual Aircraft Altimeter & on-site personnel Certification, Industry Canada Licensing for personnel & base stations, Flight Check Instrument Procedures.*

## CDN AVIATION INC.

4631 RUE GARNIER,  
MONTREAL, QC, H2J 3SJ  
1-800-980-9430  
www.cdnaviation.com  
*Assist aircraft owners to ferry their aircraft from one place to another in North America.*

## CHARLO REGIONAL AIRPORT AUTHORITY INC.

291 MORRIS ST., UNIT 101  
CHARLO, NB, E8E 2N1  
506-684-5507  
www.charloairport.ca  
*The Charlo Regional Airport (YCL) is located in Charlo, New Brunswick and serves a large region of northern New Brunswick as well as the Gaspé Peninsula. Under the direction of a 15-member Board of Directors, Charlo Regional Airport Authority is the not-for-profit owner and operator of the Charlo Regional Airport, and is an important catalyst linking the economic needs and growth opportunities of the region.*

## CIVIL AIR SEARCH AND RESCUE ASSOCIATION (CASARA)

UNIT C 3025, NESS AVE.,  
WINNIPEG, MB, R2Y 2J2  
204-953-2290  
www.casara.ca  
*We are a Canada-wide volunteer non-profit aviation association dedicated to the promotion of Search and Rescue awareness and to the provision of trained and effective air search support services to supplement our National Search and Rescue program.*

## COAST CAPITAL SAVINGS

800-9900 KING GEORGE BLVD.,  
SURREY, BC, V3T 0K7  
844-945-1461  
www.coastcapitalsavings.com  
*We finance certified new or used aircraft, including single or multiple engine, turbine or piston, fixed or rotary winged aircraft.*

## COMBINE WORLD INC.

PO BOX 357  
ALLAN, SK, S0K 0C0  
306-221-3800  
www.combineworld.com  
*Combine World Is A Diverse Company, Specializing In The Sale Of Used Agriculture & Construction Equipment.*

## COOPER AVIATION

1700 STE-ANGÉLIQUE  
ST-LAZARE, QC, J7T 2X8  
450-455-3566  
*Montréal/Saint-Lazare Aerodrome is a small, general aviation airport located adjacent to Saint-Lazare and approximately 20 km west of Montreal, Quebec. A friendly country airport, CST3 is located in downtown St. Lazare and home to COPA Flight 43. We sell 100LL AvGas and have telephone and toilet facilities on site. A five-minute walk to restaurants, grocery and hardware stores and the post office.*

## DEVENIR PILOTS GBSN S.E.C.

182 TETREAULT  
MONT-SAINT-GREGOIRE, QC, J0J 1K0  
514-502-0499  
www.devenirpilote.com  
*Airplane shares available at a fraction of the cost. Professional aviation administration of your asset.*

## DORVAL AVIATION INC.

202-9025 RYAN AVE  
DORVAL, QC, H9P 1A2  
514-633-7186  
*Dorval Aviation is a flight training centre offering the full curriculum of training from private to commercial including multi, instrument and float ratings.*

## EAGLE AIRCRAFT INC.

HANGAR 3, TAXIWAY, C SEGUIN  
PARRY SOUND AREA MUNICIPAL  
AIRPORT, ON, P2A W8W  
705-378-4728  
www.eagleaircraftinc.com  
*Bases at Toronto Island CYYZ and Parry Sound CNK4. Piston, turbine, fixed, rotary wing and float aircraft maintenance. Garmin Distributor and Service Centre. Avionics and structures.*

## EAST KOOTENAY FUEL SALES LTD

250 FISHER RD.,  
GOLDEN, BC, V0A 1H0  
250-344-2534

## EXECUCOR FINANCIAL LTD.

CORPORATE HEAD OFFICE  
2 DIRECTOR COURT, SUITE # 102,  
WOODBIDGE, ON, L4L 3Z5  
613-325-9713  
belangerm130@gmail.com  
*Financial solutions for the long haul!*

## FLIGHT CLUB LIFE

ONLINE FLIGHT CLUB  
855-489-FLY3 (3593)  
team@flightclub.life  
*Buy and Sell block time and reduce the cost of flying and ownership. Fly closer to home, more often for less!*

## FLIGHT FUELS INC.

3515 76 AVE.,  
EDMONTON, AB, T6B 2S8  
1-800-607-4355  
*Distributor of aviation fuels and lubricants.*

**FUSION AEROSPACE INC.**  
603 BOULEVARD ROLAND-  
GODARD, ST-JÉRÔME, QC, J7Y 4C1  
[www.fusionaerospace.net](http://www.fusionaerospace.net)  
*Fusion Aerospace is a specialized welding, and coating facility, dedicated to the maintenance and repair of aeronautical components for General Aviation and commuter regional operators, globally. We also hold Transport Canada AMO 25-09 designation.*

**GLOBAL AIRCRAFT INDUSTRIES LTD.**  
780-458-2801  
[www.globalparts.com](http://www.globalparts.com)  
*Are you looking for engines, props, avionics, instruments, or control surfaces? Global Aircraft Industries is the go-to company for aviators searching for aircraft salvage and parts.*

**GLOBALSTAR CANADA SATELLITE CO.**  
115 MATHESON BLVD. WEST,  
SUITE 100, MISSISSAUGA, ON,  
L5R 3L1  
905-890-1377

*Globalstar is a leading provider of mobile satellite voice and data services. Customers across Canada and the world rely on Globalstar and SPOT for emergency and redundancy communications, access to emergency personnel and to manage valued assets even when cellular services are unavailable.*

**HAMMOND AVIATION LTD.**  
11-4881 FOUNTAIN ST.,  
N. WATERLOO INTERNATIONAL  
AIRPORT, BRESLAU, ON, N0B 1M0  
1-888-256-1106  
[www.hammondaviation.com](http://www.hammondaviation.com)  
*Hammond Aviation Ltd. - Is an exclusive wholesale and retail distributor for a wide variety of quality aviation products servicing Flight Schools, Pilot Shops and pilots directly.*

**HIGHLANDS FLYING CLUB**  
68 CREIGNISH MOUNTAIN RD.,  
CREIGNISH, NS, B9A 1B5  
902-625-0506  
*The Highlands Flying Club is a group of five pilot-owners. The club has been in existence with a number of different members and several airplanes for over 30 years.*

**INSIGNIA COLLEGE**  
101-7500 OTTAWA ST.,  
DELTA, BC, V4K0B4  
902-625-0506  
[www.insigniacollege.com](http://www.insigniacollege.com)  
*PTIB Designated institution, Transport Canada approved flight training unit, and EQA Designated institution. Designated Learning Institute number: O137690849762.*

**IMPEL TRANSPORT LTD.**  
PO BOX 895,  
WINKLER, MB, R6W 4A9  
204-331-9313  
[www.impeltransport.com](http://www.impeltransport.com)

**INDIANA PAGING NETWORK INC.**  
6745 WEST JOHNSON RD.,  
LAPORTE, IN, USA, 46350  
219-608-1458  
[www.indianapaging.com](http://www.indianapaging.com)  
*Provider of international border crossing software app called "Easy eAPIS"™*  
[www.easypeapis.com](http://www.easypeapis.com)

**KINDERSLEY PLANE OWNERS INC**  
PO BOX 1555,  
KINDERSLEY, SK, S0L 1S0

**LYSANDER FUNDS LTD.**  
3080 YONGE ST., SUITE 3037,  
TORONTO, ON, M4N 3N1  
877-308-6979  
[www.lysanderfunds.com](http://www.lysanderfunds.com)  
*Investment Fund Manager offering unique investment solutions.*

**MAGNES GROUP INC.**  
7030 WOODBINE AVE, SUITE 801,  
MARKHAM, ON, L3R 6G2  
1-888-772-4672  
[www.magnesgroup.com](http://www.magnesgroup.com)  
*Providing value and protection to Canadian aircraft owners, pilots, operators and manufacturers for over 50 years.*

**MARINA LE NAUTIQUE IV INC.**  
401 CHEMIN DU LAC-TAUREAU,  
SAINT-MICHEL-DES-SAINTS, QC,  
J0K 3B0  
MARINA/HYDROBASE: 514-953-2833  
[info@nautique-iv.com](mailto:info@nautique-iv.com)

**MAXCRAFT AVIONICS LTD.**  
250 - 18799 AIRPORT WAY,  
PITT MEADOWS, BC, V3Y 2B4  
604-465-3080 Ext. 221  
*Maxcraft Avionics Ltd. provides professional avionics services to all types of private and commercial aircraft including helicopters and fixed wing aircraft.*

**MCMILLAN LLP. LAWYERS/  
AVOCATS**  
BROCKFIELD PLACE, 181 BAY ST.,  
SUITE 4400, TORONTO, ON,  
M5J 2T3  
416-307-4005  
[www.mcmillan.ca](http://www.mcmillan.ca)  
*A national, full-service law firm located in Vancouver, Calgary, Toronto, Ottawa, Montreal and Hong Kong with a dedicated Aviation Law Department.*

**MISSION AVIATION FELLOWSHIP  
OF CANADA**  
264 WOODLAWN RD. W,  
GUELPH, ON, N1H 1B6  
877-351-9344  
[www.mafcanada.ca](http://www.mafcanada.ca)  
*MAF is an international, Christian, humanitarian organization working to meet the transportation and communications needs of those living and serving in the poorest and most remote parts of the world.*

**THE NINETY-NINES INC. (MB  
CHAPTER)**  
HANGAR 24A LYNECREST AVE.,  
571 19 MURDOCK RD.,  
PO BOX 55, GROUP 612 S56,  
WINNIPEG, MB, R2C 2Z3  
204-261-1007  
*The Manitoba Chapter of the Ninety-Nines, Inc. is a non-profit organization with charitable CRA status. The Manitoba Chapter of the 99s is the first chapter world-wide to gain approval to own a club plane.*

**NORTHPORT AVIATION**  
2290 CLEMENTS RD., SEAGRAVE,  
ON, L0C 1G0  
[www.northportaviation.ca](http://www.northportaviation.ca)  
*Northport Aviation is an airfield located in Scugog, 5 minutes north of Port Perry, Ontario. Open to the public, Northport Aviation specializes in aircraft maintenance. Featuring a 2000 ft. grass runway and float access via Lake Scugog, all of your small aircraft needs can be taken care of.*

**NOTCH1 MANAGEMENT LTD.**  
34871 BRIENT DR.,  
MISSION, BC, V2V 6R8  
1-833-814-8589/604-814-8589  
<https://notch1management.com>  
*Steel buildings, fall protection and engineering services.*

**OCTANT AVIATION**  
4501 RUE BISHOP, BUREAU 202,  
LONGUEUIL, QC, J3Y 9E1  
450-678-4884  
[www.octantaviation.ca](http://www.octantaviation.ca)  
*Experts en solutions pour l'aviation/ Experts in aviation solutions.*

**OGL ENGINEERING**  
1723 - 27TH AVE. NE,  
CALGARY, AB, T2E 7E1  
403-250-7830  
[mail@OGLengineering.com](mailto:mail@OGLengineering.com)  
[www.OGLengineering.com](http://www.OGLengineering.com)  
*OGL Engineering is a professional engineering company registered with APEGA and CEA. We have full in-house execution capabilities for a wide variety of geomatics engineering, air survey and GIS projects.*

**OPEN AERIAL IMAGERY  
ASSOCIATION**  
730 - 639 5 AVE. SW,  
CALGARY, AB, T2P 0M9  
403-923-2506  
[www.openaerialimagery.org](http://www.openaerialimagery.org)  
*The Open Aerial Imagery Association is a Canadian not-for-profit organization with a mission to capture and distribute free aerial imagery.*

**OUTAOUAIS FLYING CLUB**  
21 DU TAMARAC,  
GATINEAU, QC, J9H 6T3  
819-332-0552

**OWEN SOUND FLIGHT SERVICES**  
203807 HWY 26, OWEN SOUND,  
ON, N4K5W4  
519-372-1259  
[www.flyos.ca](http://www.flyos.ca)

*An aviation service provider based at CYOS, Owen Sound Billy Bishop Regional Airport. Established in 2004, Owen Sound Flight Services provides Flight Training, Sightseeing and Charter.*

**PASSPORT HÉLICO**  
10-3320 AVENUE DE LA GARE,  
MASCOUCHE, QC, J7K 3C1  
450-474-4888  
[www.passport-helico.com](http://www.passport-helico.com)  
*Fondée en 1989, Passport Hélico est reconnue pour la qualité de ses services qui sont: Formation, nolissement, achats/ ventes et entretien d'hélicoptères, services de hangar.*  
*Founded in 1989, Passport Helicopters is recognized for the quality of its services which are: Flight training, chartering, sales and servicing, hanging of helicopters.*

**PINNACLE AVIATION**  
403-689-5627  
[www.pinnacleaviation.ca](http://www.pinnacleaviation.ca)  
*702 operator and AMO based at CEZ3 (Cooking Lake).*

**PRAIRIE AIRCRAFT SALES LTD.**  
408C OTTER BAY, SPRINGBANK  
AIRPORT, CALGARY, AB,  
T3Z 3S6  
403-286-4277  
[www.prairieaircraft.com](http://www.prairieaircraft.com)  
[kathy@prairieaircraft.com](mailto:kathy@prairieaircraft.com)  
*Prairie Aircraft Sales Ltd., operated by Kathy Wrobel, has been in business for over 50 years. We were the Exclusive Cessna Dealer for both New Caravan and New Piston Aircraft for all of Western and Northern Canada. Prairie Aircraft specializes in aircraft ranging in all sizes for pre-owned aircraft for sale.*

**PROVINCIAL AIRWAYS**  
BOX 2170  
MOOSE JAW, SK, S6H 7T2  
877-717-7335  
<http://provincialairways.net>  
*Aerial application, fuel, parts & service.*

**REPOLOGIX INC.**  
225 THE EAST MALL, SUITE 1662,  
TORONTO, ON, M9B 0A9  
416-248-1229  
[www.repologix.com](http://www.repologix.com)  
*REPOLOGIX Inc. is Canada's leading aircraft repossession company.*

**RICHARDSON BROS (OLDS) LTD.**  
RR 3 SITE 11 BOX 19,  
OLDS, AB, T4H 1P4  
403-556-4466

**ROTECH MOTOR LTD.**  
6235 OKANAGAN LANDING RD.,  
VERNON, BC, V1H 1M5  
*Exclusive Canadian distributor for Rotax aircraft engines, parts, accessories.*

**ST. ANDREWS AIRPORT INC.**  
202 - 705 SOUTH GATE RD.,  
ST. ANDREWS, MB, R1A 3P9  
204-336-3250  
[www.standrewsairport.ca](http://www.standrewsairport.ca)  
*General Aviation Airport. Flight training and aircraft maintenance. Both airside and groundside commercial. Lots available for development. Common language and non-vesting leases.*

**SMITHVILLE FLYING CLUB INC.**  
8088 TWENTY RD.,  
SMITHVILLE, ON, LOR 2A0  
647-522-4645

**STUDENT AVIATION FINANCIAL  
ENTERPRISES CORP.**  
80 BLAZER ESTATES RIDGE,  
CALGARY, AB, T3L 2N7  
403-937-6107  
[www.studentaviationfinancial.ca](http://www.studentaviationfinancial.ca)  
*Providing financial assistants across Canada to all inspiring students wanting to obtain the PPL and CPL license, multi, IFR, float, instructor rating.*

**TANIS AIRCRAFT PRODUCTS**  
952-224-4425  
[www.tanisaircraft.com](http://www.tanisaircraft.com)  
*Tanis Aircraft Products produces the most technologically advanced and only FAA, TCCA, & EASA certified preheat systems, products, and insulated engine covers for the aviation industry.*

**VANCOUVER FLYING CLUB**  
BOUNDARY BAY AIRPORT, DELTA, BC  
778-889-5022  
[www.yvrflyingclub.com](http://www.yvrflyingclub.com)  
*The Vancouver Flying Club is located at CZBB, Delta, BC in a private hangar. We have 2 Piper aircraft available for block time purchase. Join us to enjoy private flying at an affordable cost.*

**VICTORIA FLYING CLUB**  
101-1852 CANSO RD.,  
SIDNEY, BC, V8L 5V5  
(250) 656 2833  
[www.flyvfc.com](http://www.flyvfc.com)  
*The Victoria Flying Club has been training pilots and meeting the needs of recreational and career flyers for more than 70 years.*

**WILSON AIRCRAFT**  
14845-6 YONGE ST., STE 353,  
AURORA, ON, L4G 6H8  
905-713-1059  
*Aviation sales & consulting since 1968.*  
[cell:647-227-6996.](tel:647-227-6996)

**YORKTON AIRCRAFT SERVICE  
LTD.**  
BOX 1604  
YORKTON, SK, S3N 3L2  
1-800-776-4656  
*AMO # 125-90 "We-re there to keep you in the Air".*

# A SKI PLANE AND GREAT WEATHER

THE PERFECT WAY TO SPEND VALENTINE'S DAY  
BY GORD MAHAFFY, COPA FLIGHT 70, ONTARIO REGION

**Getting old and belonging to COPA may seem to be unrelated, but there is a connection. COPA is an umbrella organization and as such it supports and encourages many other aviation groups like the Experimental Aircraft Association (EAA), the Recreational Aircraft Association (RAA), the Ontario Seaplane Association, the Young Eagles, COPA For Kids, and virtually any group that wants to fly. COPA is also found at most of the fly-ins and air shows taking place around this country.**

So as COPA members attend these events, they make lots of friends in different sections of the aviation community. The older one gets, the more aviation friends we have.

This was driven home to me when I got out of bed on Valentine's Day 2021, looked out my back window onto frozen Lake Scugog, and saw a brilliant yellow Rans S-6 Coyote on skis, practically sitting in my backyard. Its owner Dave Woodhouse is a Rans dealer who operates from the seaplane base, "Charlies Landing - CHS4" on Lake Scugog.

Dave is a friend who I met during the early 1980s when he was an instructor with High Perspective Ultralights and taught me how to fly a Quicksilver MX-2. I had my private licence at that time but wasn't flying many hours because of the high cost of renting certified aircraft. Ironically, Dave lives close to me, but we hadn't connected for quite a while.

It didn't take long to get reacquainted, talk over old times, and receive an invitation for a flight around the lake.

The first thing I noticed about the Coyote is how far the seats recline, which was exaggerated because this particular aircraft is a tail dragger. (Ski equipped tail-wheel aircraft are considered easier to handle on the ground than a tricycle gear.)

The engine is a 100 hp Rotax 912S and at -8 degrees C it produces more power than is really needed. We were able to taxi through deep snow at less than half power with the occasional burst to get us over ski-doo ridges.

Once well clear of the shoreline, and away from ice fishermen and ski-doo traffic, Dave opened up the throttle and the tail came up. I can't say how long it was up before we were airborne, because I was mesmerized by what I was seeing out the windscreen.

All pilots know that the most unfriendly piece of real estate in the world is the end of a runway. Whether you are landing or taking off, if you are not clear of the ground by then or not



▲ Dave Woodhouse covers his Rans S6 Coyote to keep the heat in the engine so it will start easier in the cold.

at a complete stop, you are going to have a bad day!

But what I was looking at in front of us, as we lifted off, was a flat, white, snow-covered surface. This is the joy of ski flying. The length of runways here are measured in miles not feet. You are always into the wind and it doesn't have to be a lake. Any snow-covered field or large river offers a safe landing site.

We circled the lake but stayed below 1,500 ft AGL, because school aircraft from Oshawa, Lindsay and Peterborough were also in the area doing air work at well over 3,000 ft AGL. When it was time to come down, I learned another lesson about ski flying. When pilots of ski planes are setting up for a landing, they face the same challenges that seaplane pilots face when making a glassy water landing. The flat white surfaces provide very little depth perception.

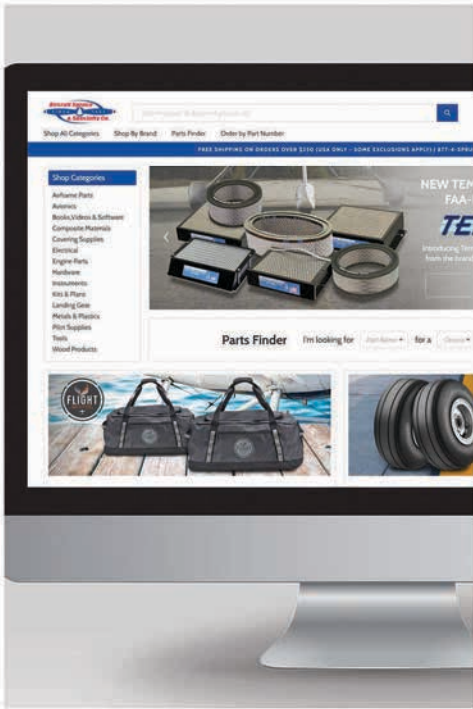
On this flight, we had a bit of an advantage by landing parallel to the shoreline so the height of trees helped Dave gauge his height above the ground.

Earlier that day Dave's friend, Richard, had shown up flying, of all things, a Trike. Dave had promised him a ride in the Coyote, so it was time to thank Dave and let someone else experience the joys of ski flying, but this time in a warm cockpit. 🧤



# AIRCRAFT SPRUCE

## Everything For Airplanes



AVIATION'S BEST WEBSITE • SAME DAY SHIPPING • 10,000,000+ PARTS IN STOCK



### VISIT OUR BRANTFORD STORE

Aircraft Spruce Canada is at 150 Aviation Avenue on Brantford Municipal Airport. This 20,000 square foot facility serves as a fully stocked distribution warehouse for our Canadian customers!



ORDER YOUR FREE  
2020-2021 CATALOG!  
1000 PAGES OF PRODUCTS!

[www.aircraftspruce.ca](http://www.aircraftspruce.ca)  
Call Toll Free 1-877-795-2278

FAA AERONAV  
CHARTS IN  
STOCK AT  
AIRCRAFT SPRUCE!

# NEW 406 MHZ ELT MANDATE

## Upgrade by November 25, 2021

The new Industry Canada regulations require all aircraft, with limited exceptions, flying in Canada to upgrade to a 406 MHz Emergency Locator Transmitter (ELT).

All commercial air operators, foreign aircraft and private operators will need to be upgraded to a 406 MHz ELT, like the ARTEX ELT 345 no later than November 25, 2021, while recreational operators have until November 25, 2025 to comply with the new regulations, however the cost of service to maintain the legacy 121.5 MHz ELTs required on their aircraft with annual battery replacements make upgrading to a 406 MHz ELT more attractive.

The **ELT 345** boasts an industry low price for an ELT providing the same quality and performance on which the ARTEX brand was built. Optional GPS data is embedded within the first emergency transmission and provides Search and Rescue personnel with the aircraft location, within 100 meters, in less than a minute.

Learn more at  
[www.CanadaELTmandate.com](http://www.CanadaELTmandate.com)



### ELT 345™

406MHz General Aviation ELT

- 406 MHz ELT with 121.5 MHz Homing and GPS Interface
- FAA TSO / Industry Canada Approved
- ELT Kit Configurations with multiple whip antennas and remote switches
- Installation Kit Included



YOUR **BEST LAST CHANCE**