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DEPARTMENTS

4 PRESIDENT'S CORNER

MY FINAL COLUMN

6 MAILBOX

JERRIE MOCK, FREEDOM TO FLY

7 NEWSLINE

COPA GIVES NOTICE OF AGM

15 ENFORCEMENTS

A BRIEF SUMMARY OF TRANSPORT CANADA ENFORCEMENT ACTION

18 AVIATION ACCESSORIES

COPA FLIGHT'S PHIL LIGHTSTONE REVIEWS FREE EFBS

20 YOUNGER VOICES

YOUNG PILOTS PROFILED

22 AVIATION SAFETY

THE GO-AROUND

26 EXCERPTS

BILL GRENIER RECOUNTS RUN-IN WITH AMERICAN SHERIFF

32 REGIONS

LOCAL NEWS AND MEMBER ACTIVITIES

42 BOOKSHELF

BOOKS BY CANADIAN AUTHORS ABOUT CANADIAN AVIATION



FEATURE

ALBERTA DREAMIN'

Nothing beats the pride and satisfaction that comes with flying an aircraft that you built yourself. Alberta's Roland Blackburn shares his story with COPA Flight readers.

IN THIS ISSUE

We are also featuring a series of articles this month on the aviation accomplishments of young Canadians. Some are written by the young pilots themselves and some are profiled by Annie Rusinowski, COPA Flight's Younger Voices columnist. We also profile this year's Neil J. Armstrong Scholarship winners.

ON THE COVER: This Little Toot, the product of a homebuilder's years-long labour of love, is proudly featured in this month's feature story written by the builder.

COPA Flight



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UNE AUTRE PAGE SE TOURNE

Tristement pour moi, ce serait mon dernier mot du président. J'ai eu le temps de revenir sur certaines des réalisations de mes cinq dernières années dans mon édition de mars 2020, donc, je ne m'y attarderai pas de nouveau.

Il est temps de se tourner vers ce qui nous reste à faire au cours des prochaines années. De toute évidence, notre mission qui est de « Faire progresser, promouvoir et préserver notre liberté canadienne de voler » demeure au cœur de chaque geste que nous posons. Et ce n'est pas seulement la responsabilité du conseil d'administration, la prochaine personne à mon poste ou le travail de la superbe équipe en place — c'est le travail de vous tous aussi.

La COPA a débuté dans les années cinquante pour aider un petit groupe de gens aux prises avec des enjeux de hangars à Ottawa. Nous existons toujours pour servir notre communauté de membres pour leurs besoins ou questions, mais surtout pour le bien commun et appliquer notre mission à la grandeur du pays. Nous voyons de plus en plus de gens individualistes qui ne veulent que tirer leur bénéfice personnel de la part de COPA. Ces gens n'ont malheureusement pas la vue d'ensemble et le bénéfice d'une association, la force du nombre et le travail que nous faisons qui sert TOUS les AVIATEURS du pays.

Passionné d'aviation ? Emmenez quelqu'un faire un tour. Partagez vos photos, parlez de vos vols, allez à l'école de vos enfants ou de vos petits-enfants pendant une heure et partagez votre passion, apportez un casque d'écoute ou deux et regardez les yeux s'illuminer. Ne parlez pas que de pilotage, mais

de tout ce qui est derrière le vol comme l'ingénierie, la science, l'industrie, n'importe quoi. Chaque membre COPA doit être un influenceur pour les gens qui l'entourent. Chacun doit non seulement vivre mais partager et faire savoir aux autres ce qui nous unit, ce plaisir que nous avons à vivre à plein ciel.

En repensant à mon premier mot du président dans le numéro de septembre 2015 de COPA Flight, « Le nouveau président donne le ton », dans ce qui était alors un papier journal, mes premières pensées étaient de bannir les mots compétition et confrontation de notre vocabulaire et de les remplacer par collaboration. Le principe nous a bien servi et fonctionne toujours bien, même lorsque nous rencontrons quelques embûches. Cette approche doit se poursuivre.

Enfin, je dois sincèrement remercier toute mon équipe COPA, dédiée à vous servir : Tanya, Jean-Claude (JC), Angela et notre dernière recrue Lauren, qui vient de commencer officiellement le 4 mai et qui rallie la jeune génération. Merci pour votre confiance et votre soutien tout au long de ces 5 années. Je dois également remercier nos proches collaborateurs et leurs équipes qui ont fait de la COPA la réussite qu'elle est aujourd'hui : Magnes (Belinda) et AIG (Greg) pour l'assurance, McMillan (Glenn) pour nos conseils juridiques et Canadian Aviator Publishing (Steve) pour le magazine et notre excellente infoLettre hebdomadaire qui obtient un taux de lecture inégalé dans l'industrie.

Comme toujours, si vous avez des questions, vous pouvez encore continuer à m'appeler ou m'écrire à : bgervais@copanational.org.

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MAILBOX



WHY AMELIA EARHART?

I am glad to see that your magazine recognizes woman pilots. Although one important woman pilot keeps getting left out of the recognition because she was just a housewife on a farm. She was the first woman to fly around the globe in 1964, in a Cessna 180. She never had the wealth of some of the women who never made it. She should be mentioned before Earhart and others. You know who I am talking about [Jerri Mock]. Maybe an article could be written about her.

Keep up the great work!!

Steve Horychun
Beaconville, Quebec

COPA Flight focuses on stories relevant to Canada. Looking at Mock's accomplishments, outstanding as they are, there was no connection to Canada that we could see. At least Amelia Earhart stopped in Canada on one of her trips. Earhart was also a Canadian resident for a time when she worked as a nurse in Toronto during the last time we experienced a pandemic (the 1918 'Spanish flu'). Some say that it was while attending local airshows in Ontario that she became inspired to become a pilot herself.

Finally, as founder of an organization that is very active in Canada (the 99s), her connections to Canada were and continue to be strong. Those facts warrant her inclusion as someone relevant to aviation in Canada. — Ed.

✉ FREEDOM TO FLY

I've just been reading the May issue of COPA Flight, with its grim reminders of what the COVID-19 pandemic is doing to the aviation industry. I sympathize with the airlines, flight schools and all the staff whose lives have been disrupted, including my wife, who is stuck just half an hour away from her private licence.

On the other hand, for those of us who fly for the joy of flying, and have access to an aircraft, this is a great time to fly. Traffic is light and controllers are relaxed. You can fly through the local practice area without having others coming at you from all directions, and clearances through normally busy airspace are easy to get. We've been flying as much as ever — there's plenty of social distancing at 6,000 feet.

Some schools, clubs and FBOs are maintaining skeleton crews to provide fuel and aircraft rentals. If you are a licensed pilot with such an operator near you, or you have your own aircraft, get out there and enjoy it. True, there won't be any restaurants open to make you the traditional \$100 hamburger, so pack your own lunch and head off to a quiet airstrip where you can go for a picnic and a walk along secluded pathways. Remember, it's all for flight.

Charlie Gibbs
Port Coquitlam, B.C.

eFLIGHT

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

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

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NOTICE OF ANNUAL GENERAL MEETING

Notice is hereby given for the Annual General Meeting (AGM) of the members of the Canadian Owners and Pilots Association. This year's AGM will be held on June 27, 2020 at 14:00 EDT via video conference.

Full details on how to log in and cast your vote online will be published on our website before the AGM so all members who wish to participate may do so.

Register in advance at copanational.org/agm to confirm your attendance and later receive the links to participate and vote.

OUR AGM SERVES THE FOLLOWING PURPOSES:

To receive the financial statements of the Association, Freedom to Fly Fund (Special Action Fund) and Flight Safe-



ty Foundation for the period ended December 31, 2019. These documents can be viewed online at copanational.org/en/agm after May 25, 2020;

- To receive the reports of the Directors;
- To appoint auditors and authorize the Directors to fix their remuneration;
- To transact such further business as may properly be brought before the meeting, or any adjournment thereof.

By order of the Board of Directors
Dated this 11th day of May 2020
[signed] Jim Bell, Secretary

AVIS DE CONVOCATION À L'ASSEMBLÉE GÉNÉRALE ANNUELLE

Veillez prendre note que l'assemblée générale annuelle (l'AGA) des membres de l'Association canadienne des propriétaires et pilotes d'aéronefs sera tenue le 27 juin 2020 à 14 h 00 HAE via conférence vidéo.

Tous les détails sur la façon de se connecter à la conférence vidéo et voter en ligne seront disponibles sur notre site web avant l'AGA afin que tous les membres qui souhaitent participer puissent le faire.

Inscrivez-vous en avance à copanational.org/aga pour confirmer votre présence et pour recevoir les liens pour voter et participer.

L'AGA EST TENU POUR LES MOTIFS SUIVANTS :

Afin de recevoir les états financiers de

l'Association, du Fonds pour la liberté de voler (Fonds d'action spécial) et de la Fondation en Sécurité de vol pour la période se terminant le 31 décembre 2019. (Les états financiers pourront être consultés en ligne à copanational.org/fr/documents-aga après le 25 mai 2020);

- Afin de recevoir les rapports des directeurs;
- Afin de nommer les vérificateurs et autoriser les directeurs à fixer leur rémunération;
- Afin de traiter toute autre affaire qui pourrait être dûment soumise à l'assemblée ou à tout ajournement de celle-ci.

Par ordre du conseil d'administration
Daté ce 11^e jour de mai 2020
[signed] Jim Bell, Secrétaire



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EARLY LESSONS IN FLYING

NEW PILOT RECOUNTS HER EXPERIENCES

BY CRISLANA RAFAEL



▲ The author's cross-country flight took her over Pender Harbour on B.C.'s Sunshine Coast.

Vancouver engineering student Crislana Rafael, 28, hopes to become a software engineer, working with aircraft systems and avionics. She decided to get her pilot's licence for the sheer joy of flying and hopes to one day own her own plane. Rafael, who also wrote last month's article about a 99s fly-out, is an active member of the West Coast chapter of the 99s. Here she shares some of her insights. — Ed.

One of the best days of my life was being able to fulfill my dream of getting my private pilot licence (PPL). Like anything worth pursuing, the path towards getting the licence was anything but easy and would often push me out of my comfort zone. Along my journey, these are the three lessons I've learned that go beyond the classroom.

PHOTOS: SUBMITTED



YOU'RE NOT REALLY FLYING UNTIL YOU'RE ON YOUR OWN

One of the defining points along my PPL journey was embarking on my first long cross-country flight. It's one thing to do circuits at your home airport, or zip on towards the Pitt Lake/Glen Valley practice area northeast of Vancouver for upper air work. But in my opinion, it's the solo cross-country flight that puts all you have learned so far to the test. When I was flying my planned route from Pitt Meadows (CYPK) to Nanaimo (CYCD) with the intermediate stop at Powell River (CYPW), seeing such beauties as the intricate amalgam of the bays and coves of Pender Harbour and the crystal blue vastness of the Strait of Georgia/Salish Sea from above made me realize this is why I fly. There were definitely times when I would question my abilities and I would be overwhelmed at the vast amount of material you need to absorb, understand and apply. But it's days like my solo cross-country (and even solo trips for upper air work) when I needed to rely on myself and trust my own abilities that make all the effort worth it.

ASSUMPTIONS ARE DANGEROUS

An incident I recall much earlier into my PPL journey was around my solo stage.

Once I finished my run-up checks and radioed tower at the hold-short line I remember tower telling me to line up and wait. I noticed it was taking a lot longer for them to get back to me than usual and made an assumption that they forgot to radio me back and noticing no traffic and no chatter on the radio I decided to finish my takeoff. Not long after I was rightfully chewed out for that mistake on tower and I was relieved that nobody got hurt but it definitely made me realize how potentially dangerous assumptions can be in aviation. It taught me how important situational awareness is in order to be a safe pilot. This incident has been a humbling experience and I've learned my lesson on this — if I don't understand tower's directions I will ask, and if they tell me to do something, I will do so and wait as long as I have to until I get their official clearance.

IT'S A NEVER-ENDING JOURNEY

One of the things I grossly underestimated when starting out was the amount of material I was supposed to learn. I remember when my flight school gave me the Pultz Private Pilot Study Guide for ground school I thought two things: "Wow, this binder

▲ Pictured here after her first cross-country solo, Rafael also enjoys writing, especially about her favourite passtime.

sure weighs a ton!" and "Oh goodness, what am I getting myself into?"

There is so much new material coming your way as a PPL student, and for me to successfully complete my licence required hours of studying. There were often sections I would struggle with that would take me twice the amount of time or more to understand. Personally, the unit on weather provided me with many a sleepless night preparing for my written exam. But, in the grand scheme of things, the knowledge I acquired from my PPL training was just the beginning. Upon finishing my practical exam and passing with flying colours, one of the flight instructors at my school jokingly told me that the PPL is essentially a licence to learn. That statement couldn't be truer.

There are many more learning opportunities that are available once you get your PPL, such as the pursuit of additional ratings or specialized training such as mountain flying just to name a few. The opportunities to learn are vast in aviation and I've only skimmed the surface. But I think that's what I enjoy the most about flying so far. Besides, aren't we all chasing the journey and not the destination? 🛩️

COPA NEIL J. ARMSTRONG SCHOLARSHIPS

2020 AWARD WINNERS ANNOUNCED

The COPA Neil J. Armstrong Scholarship Fund promotes Canadian pilot development by providing annual scholarships to student pilots in both ab-initio and advanced flight training programs. Created to honour one of Canada's foremost aviators, the scholarship has helped many Canadian pilots get their start.

The main award is the Ab Initio Award which provides up to \$10,000 to defray eligible training costs associated with the Private Pilot Licence (PPL).

The second award, the Advanced Training Award, is intended for applicants who already hold a PPL and are seeking higher licences or ratings.

AB INITIO SCHOLARSHIP WINNER (\$10,000): BROCK CSADA, AGE 20 REGINA, SASKATCHEWAN

Mr. Brock Csada's interest in aviation started at a young age. Even then, he knew that he would have to work hard to achieve his goals. He believes that "...integrity, personal accountability and commitment are the cornerstones of life. Every choice and decision made is a reflection of who we are as individuals, our values and beliefs." As Brock proposes, the choices he makes each day reflect his values, truthfulness, honour and maturity, as well as his commitment to personal growth and lifelong learning.

Mr. Csada finds aviation exhilarating, stimulating and inspiring. "It utilizes my skills, challenges my mind and enhances my critical thinking. The rush and excitement of taking flight, being in control of the plane, looking down at the world below — full of life and bustle all the while being in an open sky full of possibilities."

Having started working after school at the early age of 14, Mr. Csada has held various jobs that recognized his work ethic and customer service. He worked very hard to become proficient in his job and to prove himself as not only a valuable employee but a leader.

Committed to helping other people and giving back to the community, Brock endeavours to empower those around him by being a positive role model and a strong leader. He volunteered for the Regina Public School Board throughout high school, working with students who were new to Canada and needed assistance in learning English as a second language. As well, he's volunteered for Holy Family Church, the Rainbow Youth Centre and has raised over \$1500 for the Regina Humane Society.

An honour roll student throughout high school, Mr. Csada has been accepted into Seneca College's Honours Bachelor of Aviation Technology program, an opportunity he has not taken lightly. "Not only is it a privilege to have been accepted, I am very aware of the cost and strain this has put on my family, where I am one of four siblings. I have been working hard to save money for my education and my parents work hard to support my educational goals; finding that balance between meeting all our needs creates a financial strain for them."

Mr. Csada knows there are quicker ways to become a commercial pilot. However, "I want a strong education as well. I believe knowledge is power and obtaining a university degree while earning my credentials as a commercial pilot gives me a strong base to build



on." His dream career path would be to join the military and serve his country while gaining invaluable knowledge, skills and experience. Building on military experience, "I would then look to enhance my career by working for NASA or NATO."

It is the COPA Neil J. Armstrong Scholarship Selection Committee's pleasure to award Mr. Brock Csada the *ab initio* scholarship for 2020. 🇨🇦

**ADVANCED SCHOLARSHIP
WINNER (\$5,000):
MAXWELL RIEMERS, AGE 18
STONEY CREEK, ONTARIO**

Mr. Maxwell Riemers comes from a family of aviation enthusiasts. Both of his grandfathers are aviators, and of his four grandmothers, three hold pilot licences. He has several uncles in the air force from both sides of his family and hopes to join their ranks.

Joining the Royal Canadian Air Cadets has been the most impactful decision that Maxwell made as a young person. "It gave me the framework to become the disciplined, upstanding, driven and goal-oriented person I am today." Now in his final year, Warrant Officer Riemers leads and directs senior cadets as they oversee junior cadets in the training of each of the five program levels.

In each of the past five summers Mr. Riemers explains he benefited from first-rate aviation training: Basic Aviation Technology & Aerospace (2016), Advanced Aviation (2017), Glider Pilot Scholarship (2018) and Power Pilot Scholarship (2019). He received his private pilot licence with Top Pilot and Top Overall accolades, and he was the recipient of the 'Tim 'Donor' Woods Aviation Excellence Award'. He was also awarded Top Senior Cadet at his squadron's annual review ceremony for the 2018-2019 training year.

Mr. Riemers is currently in his final year and term at Westmount Secondary School in Hamilton, Ontario, where he has continually been an honours student. During his time there he designed, built and tested an interactive wind tunnel with sensor and reporting capabilities remotely controllable via Bluetooth.

Maxwell has recently entered the Duke of Edinburgh Award program and has now been accepted at Carleton University's Aerospace Engineering co-op program in Ottawa, Ontario.

In September 2019 Maxwell began building up his hours at Hamilton airport (CYHM) and started training for



his commercial pilot licence (CPL) in January. He continues to fly out of both CYHM and CYFD while working on his night rating; his goal is to finish his CPL by the time he graduates high school, then get a flight instructor rating over the summer.

Mr. Riemers is quick to acknowledge that he "...had an excellent support system with my family, my friends, my school, cadets and organizations that are interested in helping youths become more than they could imagine." He believes he is the fortunate one. "Relatives were my age now and even younger when they put on a uniform and placed their lives on the line, some of whom died in service. I am here because of people like them, people who were dedicated and persevered in the hardest and deadliest of times, even when they had reason to give up. So, it's important to be our best."

The COPA Neil J. Armstrong Scholarship Selection Committee awards this scholarship in support of Mr. Maxwell Riemers' pursuit of advanced flight training. 🇨🇦

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FLOAT FLYING SEASON

SOME LESSONS BEAR REVIEWING

BY EDWARD COLLINS



My father was 15 when he lived beside Muskrat Lake in the Ottawa Valley. It was 1952. He remembers pilot Roy Downing, working for Orillia Air Service, flying low in a 1939 Stinson Reliant SR-10 floatplane (CF-FBB) over the family farm on final for the lake. He kept photos of the resulting crash.

The contributing factors to the accident seem to be familiar to floatplane pilots yet are repeated every year: some combination of heavy weight, little or no wind, warm air and pilot expectancy. If a floatplane can get on the step, accelerate against hydrodynamic and aerodynamic drag to a flying speed, then lift off

right around the stall speed, and then begin to accelerate over the water, the pilot will then have so much invested that they allow themselves to run out of water and hit the shoreline. A variation of this is a low-level turn over the water, just after takeoff, that results in a stall and crash into the water. Downing apparently lifted off the water but was still behind the power curve when the shoreline arrived.

The SR-10 wasn't as spry as he had hoped, promising to fly, yet eating up distance. His anxiety and disbelief struggled against an expectation, hope or confidence which delayed a timely

▲ This example of a Noorduyn Norseman Mk. 5 now serves as a gate guardian at Edmonton's Alberta Aviation Museum.

decision to abort the takeoff. Had Downing aborted and changed something, such as reducing the load, altering the takeoff direction, backtracking to give more distance, and rechecking the floats for water, it could have been a good day with one delay hiccup in the form of an aborted takeoff. One is left to wonder if Downing had briefed himself and set any criteria or trigger points that would predispose him to reject that takeoff.

If every approach includes a missed approach plan, then every takeoff should include an RTO — rejected takeoff plan. He simply could have promised himself to abort if, at the point of liftoff, he was not 100 percent comfortable that he could achieve the required climb gradient. In the decades that followed, hundreds of floatplane pilots would similarly stall or fly onto or into a not-too-distant shoreline due lack of performance. It happens every year.

Recall the joke where the moose hunters cajoled their pilot into taking off in an overweight aircraft, citing the success of the previous year's pilot for support. Then, after the crash in the bush, the hunters congratulate the pilot for having made it at least 100 metres further than the crash pilot of last year.

Calculating takeoff performance in a floatplane is a little sticky, for few lakes come with published dimensions and distance markers. So, charts of takeoff distance need a guess plus a margin — preferably a generous margin. Floatplane pilots need a rule of thumb: backtrack to where you figure you have enough run to outclimb surrounding terrain, then keep backtracking the same distance more. Or, in a small restricted lake, a pilot could try a solo and light-load takeoff and begin to add load if he was comfortable with the performance.

It is said that incidents are indicators of accidents yet to happen. Who knows

what 'operational control', standard operating procedures (SOPs) or training Orillia Air Service provided Downing. He was likely operating with the same lack of oversight and operational support as a private pilot. He was his own risk-assessing safety manager.

This Muskrat Lake accident foreshadowed Downing's death a year later. In the summer of 1953, Downing committed another classic mistake in a floatplane that proved to be fatal.

"DOWNING GOT TOO LOW...AND WAS UNABLE TO AVOID A SMALL HILL INTO WHICH HE CRASHED, KILLING ALL THREE."

This time it was in a Noorduyn Norseman Mk 1, s/n 001, CF-AYO, which was the prototype. Apparently, the Ontario Department of Lands and Forests chartered CF-AYO to support the movement of firefighting equipment and crews in the eastern section of Algonquin Park. With Downing that day was young Murray Bulmer, a 14-year-old pilot wannabe. They had picked up equipment and a firefighter for a shuttle from Opeongo Lake to another

lake a few miles east to where a crew had been set up to fight the fire.

Downing decided to fly over the fire line, perhaps to show his passengers, or perhaps to announce his arrival to the awaiting crew on the ground. Regardless, Downing got too low, in hot (low performance) turbulent air and was unable to avoid a small hill into which he crashed, killing all three. It appears to be the classic buzz job gone wrong, a forest fire/floatplane version of buzzing the farm: turn-stall-crash. Downing might have been impulsive in this low pass in reportedly turbulent air, and wasn't big on maintaining a margin of safety or abundance of caution in terms of altitude and speed. Downing, the hero to the late Murray Bulmer, died while still in his 20s.

One is left wondering if the cautionary tales of Roy Downing and others are lost to history. One need only look at the de Havilland DHC-2 Beaver crashes of 2018 and 2019 to be left asking if the mistakes of others serve any purpose. The irony of the information age is that information is literally at our fingertips, yet too much of it crowds out useful, potentially lifesaving but quietly buried online material, such as Transport Canada's Aviation Safety Letters and Transportation Safety Board's accident investigation reports.

The recovered remains of CF-AYO are in the Canadian Bushplane Heritage Centre in Sault Ste. Marie, Ontario. 📍



CF-AYO IN THE MOVIES

It was 1941 and war was raging in Europe. The United States was still remaining neutral, unlike Canada, where pilots by the thousands were being trained for transport and aerial combat duties in Europe thanks to the British Commonwealth Air Training Plan. In stepped Warner Bros. Studio with a script that romanticized bush flying and Canada's war effort. American actor James Cagney played a lead role as a Canadian bush pilot, as did a Noorduyn Norseman — CF-AYO, which temporarily displayed CF-HGO for the film. First World War ace Billy Bishop also appeared as himself. The film, *Captains of the Clouds*, entirely filmed in Canada, debuted in February of 1942 and proved to be a commercial success. By then, the U.S. had entered the war.

COPA ADDS NEW STAFF MEMBER

FORMER INTERN FILLS NEW COMMUNICATIONS POST

Lauren Nagel started as COPA's new full-time Director of Membership Communications in May of 2020. She got started in aviation in the spring of 2017 after a discovery flight at Ontario's Kawartha Lakes/Lindsay airport (CNF4). Instantly hooked, she went on to get her recreational pilot permit at CNF4 that summer and her private licence at Ottawa's Rockcliffe airport (CYRO) in 2018. That same year she met COPA CEO Bernard Gervais at a McGill Students' Flying Club event and subsequently became COPA's intern for the summer, running the Members' Choice Awards and social media channels as well as writing articles for COPA Flight magazine. Since then, Lauren has been working part-time for COPA, maintaining those same duties.

While her background is in health sciences, Lauren has been involved in many organisations like the McGill Flying Club as well as various other student-led and charity-based groups, giving her experience in project management and communications. She now serves you as your Director of Membership Communications, taking the lead on the Live Q&As, special notices, social media, NextGen initiatives and more. Lauren can be contacted at lnagel@copanational.org.



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ENFORCEMENTS

ATLANTIC REGION

A person exercised the privileges of a permit, licence or rating when that person was not the holder of a valid medical certificate of appropriate category. (CAR 404.03(1), \$1,000)

QUEBEC REGION

A person acted as a flight crew member or exercised the privileges of a flight crew permit, licence or rating when that person was not the holder of a valid permit, licence or rating. (CAR 401.03(1), \$1,000)

A person operated an aircraft in Class F Special Use Restricted airspace when it was not authorized to do so by the person specified for that purpose in the Designated Airspace Handbook. (CAR 601.04(2), \$3,000)

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

The Company operated an aircraft when it had not been maintained in accordance with a maintenance control system described in the Maintenance Control manual (MPM). (CAR 706.02, \$12,500)

PACIFIC REGION

The owner of an aircraft failed to submit to the Minister an Annual Airworthiness Information Report (AAIR) in respect to his aircraft. (CAR 501.01(1), \$250)

A person installed a part on an aeronautical product when the part failed to conform to its type design. (CAR 571.13(1)(a), \$1,000)

RÉGION DE L'ATLANTIQUE

Une personne a exercé les avantages d'un permis, d'une licence ou d'une qualification alors que la personne n'était pas titulaire d'un certificat médical valide de la catégorie appropriée. (RAC 404.03(1), 1 000 \$)

RÉGION DE QUÉBEC

Une personne a agi en qualité de membre d'équipage de conduite ou a exercé les avantages d'un permis, d'une licence ou d'une qualification de membre d'équipage de conduite alors que la personne n'était pas titulaire du permis, de la licence ou de la qualification pertinents et valide. (RAC 401.03(1), 1 000 \$)

Une personne a utilisé un aéronef dans l'espace aérien de classe F à statut

spécial réglementé, alors que la personne n'y était pas autorisée par la personne indiquée dans le Manuel des espaces aériens désignés. (RAC 601.04(2), 3 000 \$)

L'entreprise a utilisé un aéronef dont le commandant de bord a omis de se conformer à toutes les instructions du contrôle de la circulation aérienne qui lui sont destinées et qu'il en a accusées réception. (RAC 602.31, 3 750 \$)

L'entreprise a utilisé un aéronef alors que la maintenance n'avait pas été effectuée conformément à un système de contrôle de la maintenance qui figure dans le manuel de contrôle de la maintenance (MCM). (RAC 706.02, 12 500 \$)

RÉGION DU PACIFIQUE

Le propriétaire d'un aéronef a omis de présenter au ministre un rapport annuel d'information sur la navigabilité aérienne relatif à son aéronef. (RAC 501.01(1), 250 \$)

Une personne a monté une pièce sur un produit aéronautique alors que celle-ci n'était pas conforme à sa définition de type. (RAC 571.13(1)(a), 1 000 \$)



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INCIDENTS + ACCIDENTS

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

ATLANTIC REGION

An Emergency Locator Transmitter (ELT) signal was heard on 243.0, strength 5, from 1301Z until 1445Z. An ELT signal was also heard on 121.5, strength 5, from 1321Z until 1445Z. All agencies (including the Joint Rescue Coordination Centre (JRCC) Halifax) were advised. Signal was traced to an Exploits Valley Air Services Ltd. Beech 1900D (C-GAAT) on the main apron at Halifax/Stanfield, NS (CYHZ).

C-GKNR, a Sikorski S92 operated by Cougar Helicopters was on an IFR flight from St. John's International, NL (CYYT) to the Hebron Oil Platform (CHBR) at 7000 feet ASL. The aircraft was 150 NM East of CYYT when the INLET #1-A-ICE FAIL illuminated along with the Master Caution light. The crew referred to the Emergency Check List (ECL) and reset the INLET #1 A-ICE. The INLET #1-A-ICE remained in a failed state. Due to the light icing experienced in cloud and a PIREP from a company aircraft inbound from the Hebron area the crew elected to return to CYYT. The crew contacted Gander ACC, declared a PAN-PAN, and requested clearance to CYYT at 2400 feet ASL. The aircraft remained in cloud and icing so the crew cancelled IFR and descended to 900 feet ASL where they were clear of cloud and icing. The aircraft conducted a VFR approach and landed safely in CYYT. Maintenance determined that the #1 Engine Inlet required replacement.

QUEBEC REGION

A privately registered Beech 58P arrived in the Trois-Rivières, QC (CYRQ) zone on the wrong frequency. The aircraft arrived on frequency 123,00 MHz instead of 122,350 MHz. The new frequency has

been in effect since July 19th 2018. The change of frequency was published in the July 19th, 2018 edition of the Canada Flight Supplement (CFS).

After receiving the airport advisory service (AAS) on the ramp, a Les Levés Aéroscan Inc. Piper PA-23-250 (C-GNZQ/SCANNER4) from Ottawa/Gatineau, QC (CYND) to Amos/Magny, QC (CYEY) was observed crossing the hold short line without contacting the Flight Service Station (FSS). No impact on operations.

ONTARIO REGION

A VFR flight plan (FP) for a Falconair Cessna 182T (C-GTBI) from Toronto/Buttonville, ON (CYKZ\) to Thunder Bay, ON (CYQT) was filed with an incorrect departure time, resulting in no VFR alerting being provided for the flight. An arrival report was received indicating that the aircraft had landed safely at its destination and that the error was discovered.

PRAIRIE AND NORTHERN REGION

The community aerodrome radio station (CARS) at Kugaaruk, NU (CYBB) called at 2008Z to advise that a Buffalo Airways Beech A100 (C-FCBZ/BFL666) on a flight from Cambridge Bay, NU (CYCB) to Kugaaruk, NU (CYBB) went off the runway in CYBB. Airport emergency services were contacted and the crew was transported to the terminal. The aircraft sustained extensive damage to one wing and both propellers. No injuries were reported. The runway at CYBB was NOTAMed closed until 2315Z. Impact to operations unknown.

C-FKZI, a privately registered ski-equipped Cessna 185, was departing

from the frozen lake surface on McMurray Lake, MB. At the point of rotation, the pilot heard an abnormal noise. The pilot elected to place the aircraft back onto the ice surface to access the potential issue before continuing to destination. On touchdown, the right landing gear ski broke at the gear box and collapsed, causing substantial damage to the aircraft. The pilot and 1 pax did not sustain any injuries.

C-GBIT, a privately registered amphibious Cessna 208, was conducting a flight from Lloydminster (CYLL), SK to Maurice Lake, SK. During the landing roll onto an ice strip at Maurice Lake, the aircraft began to drift to the left. The left wheel struck a three foot windrow bordering the ice strip. The aircraft sustained extensive damage; there were no injuries to the two occupants onboard.

PACIFIC REGION

A privately operated Eurocopter 120B aircraft was conducting a leisure flight with 3 persons on board, departing from Fort Langley (CBQ2), BC. The helicopter was the first of three helicopters planning to visit Thomas Crater, BC, 39nm N of Abbotsford Airport (CYXX). On approach to the landing area, the pilot surveyed several options. He selected a location that would allow the other two aircraft to land nearby. The aircraft touched down on the snow and stabilized. The pilot began to "pump the collective", in order to solidify the helicopter into the snow, however the LH landing gear skid broke through the snow. A dynamic rollover ensued and the helicopter came to rest on its left side with substantial damage. One person received minor injuries. The ELT did not activate.

RÉGION DE L'ATLANTIQUE

Le signal d'une radiobalise de repérage d'urgence (ELT) a été entendu sur 243,0, d'intensité 5, de 1301Z à 1445Z. Le signal d'une ELT a aussi été entendu sur 121,5, de 1321Z à 1445Z. Tous les organismes (excluant le centre conjoint de coordination de sauvetage (JRCC) d'Halifax ont été informés). Le signal provenait d'un Beech 1900D (C-GAAT) exploité par Exploits Valley Air Services Ltd. sur l'aire de trafic d'Halifax/Stanfield (CYHZ), NS.

Un Sikorski S92 (C-GKNR), exploité par Cougar Helicopters, effectuait un vol IFR de St. John's (CYYT), NL, à la plateforme pétrolière Hebron (CHBR) à 7 000 pi ASL. L'aéronef se trouvait à 150 NM à l'est de CYYT lorsque le voyant « INLET #1-A-ICE FAIL » s'est allumé ainsi que le voyant principal avertissement. L'équipage a consulté la liste de vérifications en cas d'urgence (ECL) et a réinitialisé le voyant INLET #1 A-ICE. Le voyant INLET #1-A-ICE indiquait toujours qu'il était défectueux. En raison du léger givre rencontré dans les nuages et d'un PIREP d'un aéronef d'une compagnie en rapprochement depuis la région d'Hebron, l'équipage a décidé de revenir à CYYT. L'équipage a contacté l'ACC de Gander, déclaré « PAN PAN » et demandé l'autorisation à CYYT à 2 400 pi ASL. L'aéronef est resté dans les nuages et le givrage, et l'équipage a alors annulé son IFR et l'aéronef est descendu à 900 pi ASL où il n'y avait plus de nuages et de givrage. L'aéronef a effectué une approche VFR et a atterri en toute sécurité à CYYT. Les services de maintenance ont conclu qu'il fallait remplacer l'entrée d'air du moteur no 1.

RÉGION DU QUÉBEC

Un Beech 58P, d'immatriculation privée, est arrivé dans la zone de Trois-Rivières (CYRQ), QC, sur la mauvaise fréquence, soit 123,00 MHz au lieu de

122,350 MHz. La nouvelle fréquence est en vigueur depuis le 19 juillet 2018. Le changement de fréquence a été publié dans le numéro du Supplément de vol — Canada (CFS) paru le 19 juillet 2018.

Après avoir reçu le service consultatif d'aéroport (AAS) sur l'aire de trafic, un Piper PA-23-250, exploité par Les Levés Aéroscan inc. (C-GNZQ/SCAN-NER4), d'Ottawa/Gatineau (CYND), QC, à Amos/Magny (CYEY), QC, a été observé qui franchissait la ligne d'attente à l'écart sans contacter la station d'information de vol (FSS). Aucun impact sur l'exploitation.

RÉGION DE L'ONTARIO

Un plan de vol VFR (FP) pour un Cessna 182T (C-GTBI), exploité par Falconair, de Toronto/Butterville (CYKZ), ON, à Thunder Bay (CYQT), ON, a été déposé avec une mauvaise heure de départ, et aucun service d'alerte VFR n'a ainsi été fourni à l'aéronef. Un compte rendu d'arrivée a été reçu indiquant que l'aéronef avait atterri en toute sécurité à destination et que l'erreur avait été découverte.

RÉGION DES PRAIRIES ET DU NORD

La station radio d'aérodrome communautaire (CARS) de Kugaaruk (CYBB), NU, a appelé à 2008Z pour indiquer qu'un Beech A100, exploité par Buffalo Airways (C-FCBZ/BFL666) de Cambridge Bay (CYCB), NU, à Kugaaruk (CYBB), NU, avait fait une sortie de piste à CYBB. Les services d'urgence de l'aéroport ont été contactés et les membres de l'équipage ont été transportés jusqu'au terminal. L'aéronef a subi des dommages importants à une aile et à ses deux hélices. Personne n'a été blessé. La piste a été fermée par NOTAM jusqu'à 2315Z. Impact sur l'exploitation inconnu.

Un Cessna 185 (C-FKZI), d'immatriculation privée et équipé de skis, allait

décoller depuis la surface gelée du lac McMurray Lake, MB. Au point de cabrage, le pilote a entendu un bruit anormal. Le pilote a choisi de replacer l'aéronef sur la surface de la glace pour évaluer le possible problème avant de continuer jusqu'à destination. En se posant, le ski du train droit s'est cassé au niveau de la boîte de transmission et s'est affaissé, en endommageant ainsi lourdement l'aéronef. Le pilote et un passager n'ont pas été blessés.

Un Cessna 208 amphibie (C-GBIT), d'immatriculation privée, effectuait un vol de Lloydminster (CYLL), SK, à Maurice Lake, SK. Lors de la course à l'atterrissage sur une bande de glace à Maurice Lake, l'aéronef a commencé à dévier vers la gauche. La roue gauche a heurté un andain de trois pieds qui bordait la bande de glace. L'aéronef a subi d'importants dommages; aucun des deux occupants à bord n'a été blessé.

RÉGION DE PACIFIQUE

Un Eurocopter 120B, d'exploitation privée, effectuant un vol de loisir avec 3 personnes à bord, a décollé de Fort Langley (CBQ2), BC. L'hélicoptère était le premier de 3 hélicoptères qui envisageaient de visiter Thomas Crater, BC, situé à 39 NM au nord de l'aéroport d'Abbotsford (CYXX). Lors de l'approche vers l'aire d'atterrissage, le pilote a examiné plusieurs options. Le pilote a choisi un endroit qui permettrait aux 2 autres aéronefs d'atterrir à proximité. L'aéronef a atterri sur la neige et s'est stabilisé. Le pilote a commencé à appuyer plusieurs fois sur le levier de pas pour solidifier l'hélicoptère dans la neige; par contre, le patin d'atterrissage gauche s'est enfoncé dans la neige. Un basculement dynamique s'est alors produit, et l'hélicoptère s'est immobilisé sur son côté gauche qui a été très endommagé. Une personne a été légèrement blessée. L'ELT ne s'est pas déclenchée. 🚨

ELECTRONIC FLIGHT BAGS

CHOOSE FROM A VARIETY OF FREE OFFERINGS

Twenty years ago, the closest thing I had to an Electronic Flight Bag (EFB) was the batteries for my flashlight. The smart device revolution, combined with micro-GPS receiver chips, opened the door for analog E6B 'whiz wheel' flight computers and paper accessories such as charts, approach plates and flight supplements to be replaced by digital EFB applications. My first electronic navigator was created by FlightStar and ran on my HP 200LX Palmtop PC. This personal data assistant ran MS-DOS, had a clamshell keyboard, 4 MB of storage, 640 kB of RAM and a 640 x 200 LCD display. The FlightStar software easily fit on a 20 MB storage card.

During these unprecedented and challenging times, free EFBs are not a bad thing. EFBs fall into two camps, iOS-based devices like Apple's iPad and iPhone, and Android-based devices like Samsung tablets. There are also web-based tools. In Canada, unlike the U.S. and other countries, aviation data is not in the public domain. Companies focusing on electronic charts must buy the data from Nav Canada. Companies like ForeFlight and WingX use a subscription model to offset these costs. Companies like SkyVector, Avare, Airmate and others use advertising and other revenue sources to offset Canadian aviation data costs.

Must-haves in an EFB include the app and an associated web browser, compact maps, vectorized digital aeronautical base maps, airport information (including flight supplements), electronic logbook, map selection by state, province or region, map data layering, Nav Canada and FAA/Leidos flight plan filing integration, data synchronization across devices and, in the case of IFR flights, integration with weather data available from Siri-

usXM (or, if flying in the U.S., from the FAA through 978UAT ADS-B IN devices). Nice-to-haves include integration into aircraft flight deck navigation avionics that allow for uploading a flight plan.

Released in 2017 by France-based Myriel Aviation SA, Airmate provides EFB functionality on Apple iOS and Android devices, as well as with web browsers. CEO Daniel Mavrakis is a commercial pilot, software developer and a medical doctor, and flies a Socata TB-21 Trinidad in Europe. Mavrakis created Airmate, focusing on guiding principles from social networking. Airmate provides the typical EFB capabilities but adds in the social networking capabilities found in technologies such as Facebook, which makes it completely different from other EFBs. Airmate has over 80,000 users, including general aviation, helicopter, commercial and UAV pilots. Flight data (such as flight plans, routes, weight points, logbooks, etc.) are synchronized through the Airmate cloud to a pilot's device(s). From a privacy and security perspective, the user owns their data, not Airmate. The platform allows the data to be synchronized across the user's devices, or can be placed into privacy mode, where no synchronization occurs, and with no data stored in their cloud. For commercial and military operators, Airmate supports local private servers, controlled by the operator, providing localized data synchronization and centralization. Airmate is working on a new Android version, designed to provide feature and functionality equivalency with their iOS and web platforms.

Avare, launched in September 2012, is a free open-source application for smart phones and tablets using the



Android operating system. It was created by Boston-area pilot and Android programmer Zubair Khan. His goal was to provide a free app with no ads and minimal permissions to fully utilize all of the free FAA materials available online. The app uses the device's internal or external GPS to determine location, allowing real-time display of location, heading, speed, distance and altitude on aviation and topographic charts. The user can access all relevant FAA data and some non-FAA maps and data in flight without an Internet connection once it has been downloaded to the

device. With external hardware and/or add-on apps, Avare can also display ADS-B IN data and can interface with an autopilot or flight simulator. Since its launch, new features have been added, with several volunteers working on extending ADS-B IN options, along with adding charts and data for Canada and other countries.

FltPlan Go is a popular EFB which began its life as an online web tool (FltPlan.com, now owned by Garmin) and now has apps for iOS and Android devices. It includes a variety of tools including pre-departure clearance service, cloud tops, aircraft weight and balance, electronic logbook and contacts (airlines, hotels, rental cars, etc.). A variety of useful calculators include temperature, ISA, density altitude, winds, fuel conversion and time. The user interface is straightforward and uncluttered. From a Canadian

perspective, charts, procedures and the CFS are included. An interesting feature of the download screen shows the speed of the file download (in megabytes per second). A handy feature of the download page shows the amount of space used by the data files (maps, procedures, nav logs, airports and facilities directories, etc.). This helps you manage the space on your smart device by allowing for the selection of the provinces and states to be included in the download. Data synchronization between devices utilizes the FltPlan.com website. Begin by setting up an account on the website, then download the app and log into your web account.

For those pilots without a smart device, web-based EFBs are an alternative. SkyVector, iFlightPlanner and Seattle Avionics' FlyQ are products providing flight planning capabilities.

iFlightPlanner, a Michigan company, is providing AOPA members with a free, unique version of its flight planning platform as a member benefit. The transition from AOPA's previous tool (from Jeppesen) will take place during late April 2020. iFlightPlanner currently does not support Canadian charts and has limited Canadian airport data. However, the bleeding over of FAA charts into Canada does provide deep coverage along the border.

With the rapid growth in smart device hardware capabilities, software development companies large and small have used their resources to develop new features and capabilities. Weather and traffic information is delivered over ground and satellite networks, overlaying onto the EFB maps.


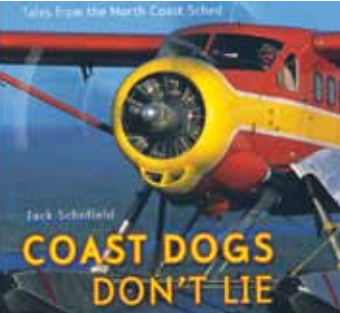
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AVIATION'S NEXT GENERATION

A GLIMPSE INTO THEIR EARLY DAYS

The COVID-19 pandemic has shut down the nation's flight schools, bringing a screeching halt to the flight training needed by so many young people who have chosen aviation as a career. That has not stopped many, however, from advancing their education using, for instance, distant education programs put together by their learning institutions. For others, the pandemic is simply another hurdle to overcome on their path to their chosen career.

COPA Flight columnist Annie Rusinowski introduces us to a few of those who will be filling the next generation's commercial cockpits and invites us to follow their progress. Watch the next issue of COPA Flight for more. — Ed.

GABRIEL PODESZFINSKI-DUBREUIL GATINEAU, QUEBEC

Aviation captivated Gabriel at a young age. Attending air shows and visiting the Canada Aviation and Space Museum as a young boy inspired him to pursue a career in aviation. Unfortunately, Gabriel was too young to start flying at the time, so he began volunteering at Vintage Wings of Canada before beginning his flight training. There, he was able to get hands-on experience grooming aircraft and assisting with maintenance. He has been able to help with different projects, one of which was working on a Merlin engine, removing paint and disassembling pistons.

A few months ago, Gabriel had an opportunity to assist with the cockpit restoration of a P-51 Mustang. He started flying in 2018 and was 14 when he went to take his first flight lesson. In 2019 he received his recreational pilot permit and since then has been working toward his private licence.

Gabriel plans to complete the aircraft maintenance program at the École nationale d'aérotechnique in Quebec before pursuing a degree in aerospace engineering. Despite his desire to become an airline pilot one day, Gabriel first wants to focus on his education and learn as much as he can about maintenance



and systems so that he can eventually work on his own aircraft.

Last year Gabriel started volunteering for ACM Warbirds as ground crew before moving on to become the director of aircraft grooming. This has

been an incredible experience, providing him with so many different learning opportunities, such as writing his first standard operating procedure (SOP). Follow Gabriel's aviation journey on Instagram @pilotpodz.

ALEXIS, THIND WHISTLER, BRITISH COLUMBIA

Alexis Thind was first inspired to pursue a career in aviation by her father, a former air force and Air Canada pilot, who encouraged her to pursue a career as a pilot. After graduating from the University of British Columbia with a degree in political science, Alexis began working toward her private licence. Her long-term aspiration is to work for the airlines, but not before building time and experience flying in the bush.

The proud owner of a Cessna 172M, Alexis lives for the experience of cruising over mountaintops, valleys and rugged landscapes. She says her biggest struggle has been losing her father to brain cancer and not having him as a sounding board. "There are so many times I wish I could just pick up the phone and ask him something," says Alexis.

In 2019 she was a part of a week-long flying expedition that flew from Metro

Vancouver through British Columbia, the Northwest Territories, the Yukon and into Alaska in support of Hope Air, an organization that funds travel and accommodations for Canadians living in rural communities who do not have the means to go to major centres for their medical appointments. Alexis is also a supporter of an event called Fly it Forward, organized by Squamish's Glacier Air. She donates her time and aircraft to take young women and girls flying in hopes of inspiring them to pursue a pilot licence.

Giving back to the community is incredibly important to Alexis and she hopes her legacy is one that encourages others and that would make her father proud. She is currently working toward her commercial licence. To those who are just getting involved in aviation, she encourages them not to be discouraged by the amount of time it takes and to continue persevering. Follow Alexis' aviation journey on Instagram [@pilot.alexis](#).



DYLAN HEWITT, WOODSTOCK, ONTARIO

Dylan Hewitt was three years old when he experienced his first flight. It was in a Piper J-3 Cub, sitting atop a stack of cushions. Two years later he flew in a Harvard.

Growing up on an airport and coming from a long line of pilots afforded him the opportunity to get some stick time well before he started his flight training. Dylan completed his private pilot licence on his 17th birthday in a Citabria and has accrued 100 flying hours in total. Having grown up in the airshow world, Dylan learned quickly that his passion was for general aviation and decided not to pursue a career as an airline pilot.

Now a second-year mechanical engineering student at the University of Windsor, specializing in aerospace, Dylan hopes to use his degree to get into aircraft design production or aerospace components. A humble, free-spirited young man with a passion for

warbirds and aerobatics, Dylan manages the social media pages for the Canadian Harvard Aerobatic Team and spends a lot of his free time promoting them and sharing videos with their fans. He's excited to continue with his passions and grow his skills and knowledge as a pilot by flying different aircraft, pushing himself to master new skills.

Dylan attributes his motivation for getting involved in aviation to his mentors: his father, grandfather and many others. He considers himself very lucky to be a part of the warbird airshow world with access to aircraft most only dream about. Follow Dylan's aviation journey — he's eager to share his experiences: [@highflyinghewitt](#) and [@canadianharvardaerobaticteam](#).

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THE GO-AROUND

WHAT TO DO WHEN WE ABORT A LANDING



In the last few issues of COPA Flight we have discussed the Stabilized Approach and the Flare and a suggested technique to achieve a perfect, smooth landing. But, as every pilot knows, or should know at least, circumstances can change unexpectedly and could, at the last moment, preclude you from achieving that perfect landing. These circumstances could be anything, like an aircraft taking to the runway when the pilot did not see or hear you, the aircraft landing in front of you is slow clearing the runway, you got too close to aircraft ahead of you, an airport vehicle unexpectedly drives onto the runway, an animal appears on the runway, a weird wind gust or myriad other

events could cause you to abandon your plan for landing and go around for another attempt.

Pilots typically consider this manoeuvre to be quite simple, yet we still have instances of *loss of control in flight*, also referred to as LOC-I. One reason for such accidents is that, generally, the pilot wants to get out of there as quickly as possible, applies full power, and pulls on the controls to climb away. In many cases, this technique does not quite work as intended.

Actually, the very first thing to do in this situation is to avoid the temptation to get out of there urgently, to rush things. You always have the time to think of what you are about to do; it only requires one or two seconds. This

▲ Spotting wildlife on a runway is an example of the need for a go-around.

gives you a chance to transition mentally from an intended landing to a new intent — keep on flying and come back for a new attempt. A safe procedure would begin with stopping your descent first, increasing your speed, then eventually initiating a climb, and finally rejoining the circuit, all the while keeping an eye on whatever circumstances caused you to interrupt your perfect approach.

STOPPING YOUR DESCENT

You must avoid pulling back on the controls at this moment as your margin to stall speed is rather limited and

you risk a stall with no chance of recovering. Remember what you were doing in the approach and the flare, as discussed in previous articles. You were controlling your speed with the attitude, and your rate of descent with power. To safely stop your descent, all you require is to add some power. You are already at flying speed obviously, so a relatively small amount of power will stop the descent and allow you to maintain level flight at that point, without causing any uncontrolled motion of the aircraft.

If your airplane has a variable pitch propeller, you must consider setting the proper rpm. As a matter of fact, since you certainly did set your appropriate rpm for the approach, your propeller pitch is set adequately at this moment. In this situation, you are not going from a standstill, you are already flying, so you should not need a full fine setting. Verify what your POH sets out as a procedure.

INCREASING YOUR SPEED

Once your descent is stopped, gradually adding more power will result in a speed increase if you maintain level flight. This would be a good moment to start cleaning up the airplane. Begin with retracting the flaps: retract one notch, monitor that the speed increases, monitor that you maintain your altitude, retract another notch, monitor the speed and altitude, and so on until the flaps are fully retracted. This technique is particularly important when you retract the first notch as your speed is low and retracting the flaps too quickly could suddenly put the airplane at or below the stall speed, particularly if you are pulling back on the controls to start climbing too early.

During the flap retraction process, retract the landing gear if you are so equipped, but not until you are absolutely sure you will keep on flying and that you have a positive rate of climb with a safe speed margin. You will even be able to initiate climbing before the flaps and gear are fully retracted.


REJOINING THE CIRCUIT

From here on, you are back to flying a takeoff for circuit practice: initial climb, crosswind, downwind and so on. When the time comes to turn crosswind, the first safety factor you should consider is to ensure that you and your aircraft are stabilized in the initial climb before initiating that turn on crosswind.

The final consideration in all of this is to keep an eye on the runway and the obstruction that caused you to go around. This is particularly critical if this obstruction was an aircraft taking off or on a touch-and-go. It would be rather sad if you performed a perfect

*"REMEMBER
THAT SAFETY RELIES,
AMONG OTHER THINGS,
ON CALM PILOT
BEHAVIOUR AND
RESPECT FOR PROPER
PROCEDURES."*

manoeuvre only to have a mid-air collision with that other aircraft when turning crosswind. As we were all taught early on, when initiating a go-around, we should move our flight path to the dead side of the runway far enough to afford a good view of that runway. In most cases, this would mean moving to the right side, just far enough to maintain visibility of the runway. Again, keep in mind this safety consideration when turning crosswind: ensure that your flight path will be clear and will remain clear, primarily from that other aircraft that might have caused you to abort your landing.

Remember that safety relies, among other things, on calm pilot behaviour and respect for proper procedures, particularly those published in your POH. 

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LA REMISE DES GAZ

QUE FAIRE LORSQUE NOUS AVORTONS D'UN ATERRISSAGE

Dans les derniers numéros de COPA Flight, nous avons discuté l'approche stabilisée et l'arrondi, ainsi qu'une technique suggérée pour réaliser un atterrissage parfait et en douceur. Mais comme tout pilote le sait, ou devrait du moins le savoir, les circonstances peuvent changer de façon inattendue et vous empêcher de réaliser cet atterrissage parfait, au dernier moment. Ces circonstances pourraient être quelque chose comme un avion entrant sur la piste lorsque le pilote ne vous a pas vu ou entendu, l'avion atterrissant devant vous est lent à dégager la piste, vous vous êtes trop rapproché de l'avion devant vous, un véhicule de l'aéroport s'engage inopinément sur la piste, un animal apparaît sur la piste, un coup de vent bizarre, ou une myriade d'autres événements qui pourraient vous faire abandonner votre plan d'atterrissage et vous obliger à remonter et faire un autre tour pour une nouvelle tentative.

Les pilotes considèrent généralement que cette manœuvre est assez simple, mais nous avons encore des cas de perte de contrôle en vol, également appelés LOC-I pour *Loss Of Control – Inflight* en anglais. L'une des raisons de ces accidents est que, règle générale, le pilote veut sortir de là le plus rapidement possible, applique pleine puissance et tire sur les commandes pour s'éloigner. Dans de nombreux cas, cette technique ne fonctionne pas tout à fait comme prévu.

En fait, la toute première chose à faire dans cette situation est d'éviter la tentation de sortir de là de toute urgence, de précipiter les choses. Vous avez toujours le temps de penser à ce que vous vous apprêtez à faire : cela ne prend qu'un ou deux secondes. Cet effort vous donne une chance de passer



mentalement d'un atterrissage prévu à une nouvelle intention : continuer à voler et revenir pour une nouvelle tentative. Une procédure sécuritaire commencerait d'abord par arrêter votre descente, ensuite augmenter votre vitesse, puis finalement commencer une montée, et enfin rejoindre le circuit, cela tout en gardant un œil sur les circonstances qui vous ont interrompu votre approche parfaite.

ARRÊTER VOTRE DESCENTE

Vous devez éviter de tirer sur les commandes à ce moment car votre marge de décrochage est plutôt limitée et vous risquez un décrochage sans aucune chance de récupérer. Rappelez-vous ce que vous faisiez dans l'approche et l'arrondi, comme discuté précédemment. Vous contrôliez votre vitesse avec l'attitude et votre taux de descente avec la puissance. Pour arrêter votre descente en toute sécurité, il vous suffit simplement d'ajouter un peu de puissance. Vous êtes déjà à la vitesse de vol évidemment, donc un ajout relativement faible de puissance arrêtera la descente et vous permettra de maintenir le vol en palier à ce point, sans provoquer aucun mouvement incontrôlé de l'avion. Si votre avion a une hélice à pas variable, vous devez

envisager de régler le bon régime. En fait, puisque vous avez certainement réglé votre régime approprié pour l'approche, votre pas d'hélice est réglé correctement à ce moment. Dans cette situation, vous n'atterrissez pas, vous volez déjà, vous ne devriez donc pas avoir besoin d'un réglage de pas fin au complet. Vérifiez ce que votre POH définit comme procédure.

AUGMENTER VOTRE VITESSE

Une fois votre descente arrêtée, un ajout progressif de la puissance entraînera une augmentation de la vitesse si vous maintenez le vol en palier. Le moment est maintenant approprié pour reconfigurer votre avion. Commencez par rétracter les volets : rétractez un cran, vérifiez que la vitesse augmente, assurez-vous bien de ne pas perdre d'altitude à ce moment critique, rétractez un autre cran, surveillez la vitesse et l'altitude, et ainsi de suite jusqu'à ce que les volets soient complètement rétractés. Cette technique est particulièrement importante lorsque vous rétractez le premier cran car votre vitesse est faible et que le fait de rentrer les volets trop rapidement pourrait brusquement amener l'avion à la vitesse de décrochage ou en dessous, en particulier si vous tirez

sur les commandes pour commencer à monter trop tôt. Pendant le processus de rétraction des volets, rentrez le train d'atterrissage si vous avez un train escamotable, mais seulement lorsque vous êtes absolument sûr de continuer à voler et que vous avez un taux de montée positif avec une marge de vitesse sécuritaire. Vous pourrez même commencer à gagner de l'altitude avant que les volets et ne le train ne soient complètement rentrés.

REJOINDRE LE CIRCUIT

À partir de là, vous en êtes essentiellement à un décollage normal pour la pratique du circuit : montée initiale, vent de travers, vent arrière et ainsi de suite. Au moment de tourner par vent de travers, le premier facteur de sécurité que vous devez considérer est de vous assurer que vous et votre avion êtes stabilisés

dans la montée initiale, avant de commencer ce virage par vent de travers.

La considération importante dans toute cette procédure est de garder un œil sur la piste et l'obstruction qui vous a fait remettre les gaz. Ceci est particu-

"ASSUREZ-VOUS QUE VOTRE TRAJECTOIRE DE VOL SERA DÉGAGÉE ET RESTERA DÉGAGÉE..."

lièrement critique si cet obstacle était un avion au décollage ou sur un poser-décoller. Il serait plutôt triste que vous effectuiez une manœuvre parfaite uniquement pour avoir une collision en vol avec cet autre avion lorsque vous

tournez dans le vent de travers. Comme nous l'avons tous appris très tôt, lors du lancement d'une remise des gaz, nous devons déplacer notre trajectoire de vol vers le côté mort de la piste suffisamment loin pour avoir une bonne vue de cette piste. Dans la plupart des cas, cela signifierait se déplacer vers la droite, juste assez loin pour maintenir la visibilité de la piste. Encore une fois, gardez à l'esprit cet élément de sécurité lorsque vous tournez par vent de travers : assurez-vous que votre trajectoire de vol sera dégagée et restera dégagée, principalement par rapport à cet autre avion qui vous aurait forcé à interrompre votre atterrissage.

N'oubliez pas que la sécurité repose, entre autres, sur un comportement calme du pilote et le respect des procédures appropriées, en particulier celles publiées dans votre POH. ✈️



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AIRPLANE REPO MAN

A TRUE-LIFE STORY BY A CANADIAN PILOT



Pilot Bill Grenier, a one-time airplane repossession pilot, relates an experience he had in the American south many years ago. This excerpt is from his book *Miles to Millions*.

The Cessna's bungee was not very tight when I pulled on the door. I loosened the cord around the control column. A foul smell told me something dead was inside — likely a mouse or bird. This machine had seen some hard time. I wondered if it was even

airworthy. Forgot to ask Wills if he was also a mechanic.

There was nothing in the backseat-pouch where the logs would normally be kept. I looked in the fuel tanks and could see they were about half full of fuel. This was not good — the fuel tanks should always be kept full when parked for extended periods.

All in all, the airplane looked flyable but would need a thorough pre-flight before engine start. I still had to check the serial number on the en-

gine to ensure it was the same engine number on the bank letter that listed the equipment.

As I was thinking I would get back and ask Wills if there was a mechanic coming in today or if he would give me a hand to remove the cowlings, I heard a car on the gravel road.

It was Sheriff Johnston's cruiser I had seen on my walk through town. I thought he was driving somewhat fast for the short distance he had to go from the road to the hangar office. He

skidded to a stop and got out with his Stetson in hand.

I had encountered many policemen in my travels, but this one was the shiniest, most gussied-up one I had ever seen. His sunglasses were huge, much bigger than my aviation glasses. His shirt was tight and his pants creased razor sharp. He wore a gun on his left hip and cuffs on his belt. A black baton dangled from his right hip. His boots gleamed maroon; I almost expected to see a set of spurs. His tie was cinched up with a tight little knot, and a row of military-type bars across his left shirt pocket patch added to the stature. Something else caught my eye: two miniature silver airplanes that looked like tie-tacks on the end of each collar point. And to top it all off, a set of dime-store wings was pinned on his left chest.

Then he spoke. "How y'all doin', young fellow? Hear you want to take away one of our airplanes."

The image shattered. His voice was at least two octaves too high for the size of the man.

"Good morning, sergeant." I extended my hand for a handshake. He took it and almost crushed every bone.

"Y'all call me Sheriff. Sheriff Johnston. I am the law in this county. Heard you was in the motel last night, makin' a bit of noise. That true?"

"No sir, I was not making any noise at all. In fact, I was having trouble sleeping due to the noise you mention. There were a couple of folks there who seemed to be having a dispute, so I think that might be what you were referring to."

"Aw'right. Let's see what this airplane thing is all about."

"I have the documents in the office here, if we might go inside."

The sheriff went in first and did not hold the spring-loaded door for me behind him but let it slam in my face. I pulled it and stepped inside. Wills was nowhere to be seen. And the papers Wills had piled on the corner of the counter only a few moments ago were not there.

"Well?" he questioned. "What dock-you-mints you talkin' about?"

Right then, I knew this was not going to go well. Suddenly I felt I had to justify everything to this man. "Wills had them here a few moments ago. He must have moved them. He was going to call the owner and see —" I knew I needed to stop babbling and appear tougher. I swallowed and shut up.

Sheriff Johnston looked around the office with a disdainful glance and said more loudly than was required, "Don't see none." He paused before hollering, "Wills! Wills!" Wills came around the corner with a clutch of papers in his

*"I KNEW I NEEDED
TO STOP BABBLING
AND APPEAR
TOUGHER."*

hand — my documents. I put out my hand to take them, but he ignored me and handed them to the uniform.

"Okay." A long pause. "Let's see what we got here, my friend."

Suddenly I was his friend, but I really didn't get the impression he was my bosom buddy. His glasses sat on the counter and his big paws sifted through the documents. Included, of course, was my pilot's licence. He stared at it for a long time, as though he was memorizing it. But he was just having trouble with the name.

"Willum Greener." He said it slowly as if to decode it. "Willum Greener. That a Yankee name?"

"No, actually, I'm Canadian, and it's pronounced Gren-yay."

He raised his head, looked at me up and down, then turned to Wills. "Wills, this young man is Ca-nay-jun. The ones that never gets in the wars."

He looked down at me again, then at Wills, then smiled. If a cobra could smile, it would be the smile it shows



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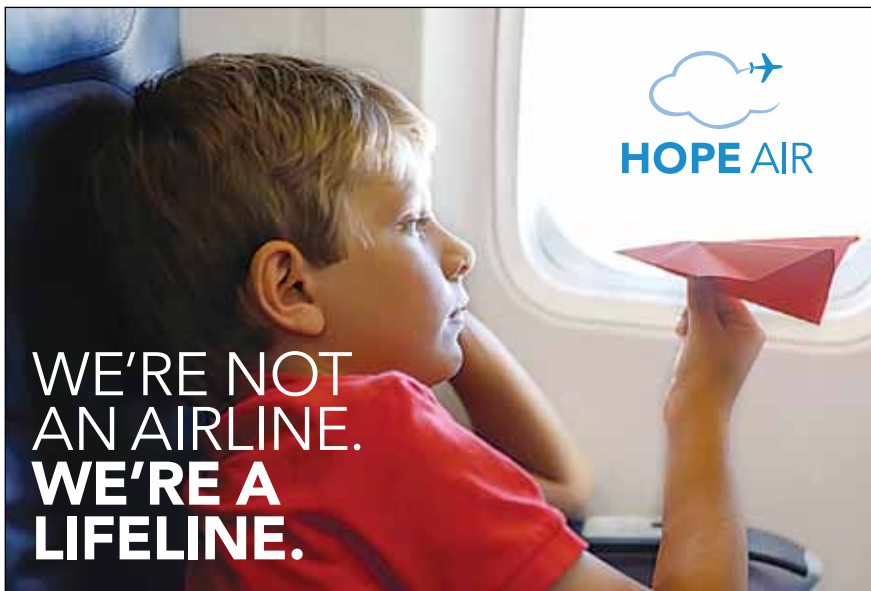
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before eating a mouse. Wills was smiling now as well. Hell, I was smiling now. While we were all smiling, the good sheriff found the writ.

"Whoaaa! What the hell is this, Wills?" He seemed to be seeking legal intelligence from Wills.

Wills looked at me, and then back to the sheriff, then back to me. At last he said, "Don't really know, Rawl, but Willum here says it's a poe-sesh-un script."

Well, now we knew the sheriff had a first name. He looked at me for confirmation.

"It's a writ of possession," I said a bit more firmly, now that the legal stuff was coming out. The sheriff would know what that was, even if his language betrayed his education.

"A writ of possession. A writ of possession." Seemed he had to say everything twice to hear his own voice and to imprint it on his brain. "A writ of possession."

"DON'T REALLY KNOW, RAWL, BUT WILLUM HERE SAYS IT'S A POE-SESH-UN SCRIPT."

Three times. Not a quick study, I thought. "What does a 'writ of possession' mean, Willum? I see your name here in the middle. Says you own this ari-plane. Says you have a legal and poe-sess-or-ory right to this ari-plane and that 'all men presents' should know that. Who the hell do the folks that wrote this piece of crap think they talkin' to? And what the hell is this shit in the corner here?"

There were no more smiles. Not from Wills, not from Rawl, and certainly not from me.

My mind went blank. I stood transfixed. I no longer thought his voice was such a joke. I no longer thought his uniform was a joke. Right now, I just wanted to shine his goddamn boots. 🦿

Miles to Millions, by Bill Grenier, is available for purchase. See The Aviator's Bookshelf section for ordering detail — Ed.

ALBERTA DREAMIN'

A LOGBOOK STILL HALF EMPTY

By R.J. Blackburn



Flying an open cockpit biplane in Alberta means that for six months of the year you fly and the rest of the time you watch hockey, shovel snow and revel in the sound of the furnace kicking in while waiting for the day you can get back into that open cockpit. For this aviator, however, it means a little more. It means I have six months to do my annual. Every Saturday morning it's the same routine: "Honey, I'm going to the hangar to work on the plane." Which is the truth, but not the whole truth. It doesn't take six months to do an annual on FZRP. (My wife doesn't know that, though.) Yes, the annual is performed as per CARs 625 and then some, but it still doesn't take six months.



▲ The Meyer's Little Toot won a Best Design award at the 1957 EAA convention, where N61G was on display. Blackburn's paint scheme is typical.



So what happens with the other five and a half months? Tweaking, polishing and hangar flying with the buds who are there because of my coffee, which I boast to be the worst on the airport (although Danny Pandur's over at Hangar 1 is a close second). With coffee done, and the usual pilot banter exchanged, the crowd thins out and eventually I'm left alone, immersed in my own thoughts, dreaming of warmer days and fly-in breakfasts like Camrose, Bonnyville and Lacombe, or of displaying ZRP at airshows like Lethbridge and Edmonton. Then there's the short, 12-minute hops from my home base at Westlock to Barrhead, where the walk down the ninth fairway brings me to



▲ Roland Blackburn stands proudly by his homebuilt Meyer's Little Toot.

the clubhouse and a hearty breakfast. Sometimes I go way back, back to the time when ZRP was just a dream — an impossible dream.

I built this Meyer's Little Toot biplane over a span of seven years, beginning in 1993. The first flight was May 12, 2000 with Jack Johnson, an amateur builder and former airline pilot, at the controls. It was a fantastic event attended by my dad Roger, brother Dan and a few flying buddies whose names I won't mention for their own protection. Twelve minutes and it was over. In Jack's words, "Beautiful, just beautiful! You want to take 'er up?"

My first flight, in flying terms, was uneventful. Which is very good. Emotionally, however, there are no words that can describe it.

It had all been a great adventure and success story that began with a simple thought: Can I really do this? In hind-

sight the answer was, "Yes, yes, a thousand times YES!" The week following the maiden flight I was on cloud nine. This was something truly amazing. But little did I know what the future held, and how the word 'amazing' would hardly describe it.

Fast forward to April 19, 2020. I've just completed the first hop of the season: a one-hour shakedown flight from Westlock to Josephburg and back. The journey log now shows 645.2 hours. I keep a running total of logbook entries or 'flights' and write it down on the bottom left corner of each page; there are five entries on the current page, so I flip to the previous page and it reads 1,195. Without realizing it, I had just completed ZRP's 1,200th flight.

I start flipping through the log and it takes me back to where I've been. Any town or city in Alberta that's held a fly-in breakfast in the last twen-

ty years, I've probably attended at least once. In Saskatchewan, Unity, Saskatoon, Regina and Estevan. In British Columbia, Golden and Kelowna twice. And yes, I've been to the States; Oshkosh in 2002 which, by the way, included a stop in Little Falls, Minnesota, the boyhood home of Charles Lindberg. For a small-town kid from Morinville, I could have never dreamed that I would do all this. No, not even in my wildest dreams.

So now I close the logbook and wonder, "Where do we go from here? What adventures await and where will they take us? What will we accomplish?"

The empty pages in the logbook are the dreams that, once filled, become memories. So, I can't quit dreaming, because the logbook is only half full. ✈️

COPA FLIGHT 70 COPES WITH COVID-19

HOW MEMBERS PASS THE TIME WHILE COOPED UP

BY GORD MAHAFFY, COPA FLIGHT 70 CAPTAIN



As January 2020 ended, things looked pretty good for COPA Flight 70 — Oshawa. For the first time, speakers for the monthly meetings had been booked for most of the coming year and there was enough money in the bank to pay rent to the RCAF Association 420 Wing whose facilities are where our monthly meetings are held.

But then COVID-19 came along and changed the whole world. Flight 70 members found themselves socially distancing or isolating themselves and looking for an alternative lifestyle. Here is an account of how four members made the best of a bad situation.

Norm Preston is a member of Flight 70's executive and also of the Oshawa chapter of the Recreational Aircraft Association (RAA). As a skilled woodworker, he found he had a lot more time available to work on a classic homebuilt airplane known as the Pietenpol Air Camper. After Norm started working on this scratch-built airplane, he managed to acquire several other Pietenpol projects that were either in need of a rebuild or had been

abandoned. Now Flight 70 members are waiting to see what engine Norm chooses and what the final configuration of the plane will be. (You would be lucky to have a piece of furniture with the quality of woodwork that is in this airplane.)

I found myself somewhat isolated in a small village about 35 km north of the Oshawa airport (CYOO), so I devoted my time to refurbishing my Quad City Challenger II advanced ultralight. This included installing a new tail wheel caster and switching the throttle position from the left side (military style) to the right side (Cessna and Piper style). The plane came with a set of skis; the advantage of living on a lake is looking forward to flying your own airplane right from your own back yard. Bring on the winter!

The prize for ambition and moving the homebuilt movement forward goes to Steve Dallas, who took possession of a SeaBear L-65 kit. This is a very ambitious twin-engine amphibian aircraft. Would it surprise you to know that it came out of Russia? SeaBear is a com-

▲ The author upgrades his Challenger II as he prepares for some winter fun on skis.

pany that seems to have its eyes set on the light sport aircraft industry and plans to expand globally. Examining pictures of the quick-build fuselage kit reveals a very rugged hull constructed from a lot of wood and fibreglass. Keep your eye on this project; the final product may be one of the first to fly in Canada.

Many Flight 70 members keep track of what is going on at the Oshawa airport by listening to handheld radios in their homes. Several of our members have been heard doing solo flights to keep up their skills and doing their part to keep the economy healthy (this is probably the one time that the expenses associated with flying are seen as a good thing). In fact, one Flight 70 member was heard practising an instrument approach on a dark night after 21:00 hrs. When asked what she was doing, she replied, "Practising social distancing without being socially isolated by being thousands of feet above thousands of people." Take that, COVID-19! 🇨🇦

POWELL RIVER AIRPORT

PROPOSED DEVELOPMENT PROJECT STILL ADVANCING

BY STEVE DRINKWATER

A multimillion-dollar proposal to build a new passenger terminal, maintenance hangars, office space and a multi-use conference centre at Powell River airport (CYPW) on British Columbia's lower coast is advancing, according to recent media reports.

"The development of this industrial land will bring more job positions to Powell River focusing on aircraft storage, maintenance, transit service, pilot training workshops and more," according to Victor Gao, vice-president of Vancouver-based Gaoshi Holdings Canada.

Design work on phase one of the project is being carried out by Andrew Cheung Architects Inc. of Vancouver and is nearing completion, Gao told Powell River council. This phase includes the conference centre and hangar and would take about 16 months to construct. He added that construction could begin this summer. Building contractor for the first phase is Heimdall Construction.

In 2018 Gaoshi obtained a 99-year lease of a 4.65-hectare (11.5-acre) parcel of city-owned land located near the existing terminal building for \$600,000 and a commitment to build an industrial park in four phases. Tax concessions from the city, beginning with a 100 percent waiver of property taxes in the first year of the lease, continue with progressive increases until full build-out of the project when tax discounts will cease. That should take about six to eight years, according to Gao.

The city recently approved a development permit application to get things rolling.

"Our goal is to provide a statement for Powell River for transitioning more jobs and positive economic impacts.



We are building something that is a long-term benefit for the city," Gao told a recent City of Powell River council meeting.

Powell River is essentially a one-industry town, dependent on a local paper mill

*"THE CITY
RECENTLY APPROVED
A DEVELOPMENT
PERMIT APPLICATION
TO GET THINGS
ROLLING."*

for much of its economic activity. It has been looking to diversify their economy for years, knowing that there's no guarantee that the mill will be open forever.

▲ CYPW is accessible from Vancouver by two ferries and lots of driving, or by plane.

"We are so fortunate to find such a partner," said Powell River mayor Dave Formosa. "I'm excited to see that we've finally got here."

Added city councillor Jim Palm, "I see this as one of the giant steps forward for our community, putting that pathway to visitors and people that are visiting our city and seeing that, yeah, maybe this isn't just a quiet, little secluded community, maybe it's got a future." He added, "This is a great example of what that could be when people come here for the first time. We really much appreciate phase one and look forward to phase two, three and four."

Powell River was the long-time home of the recently deceased Daryl Smith, founder of regional carrier Pacific Coast Airlines. 🇨🇦

PROJET D'AÉRODROME DE SAINT-ROCH

ENCORE UNE FOIS ARRÊTÉ PAR UN DÉCRET MINISTÉRIEL

PAR BERNARD GERVAIS

Le 4 mai, le ministre Marc Garneau a émis un autre arrêté ministériel empêchant l'aérodrome de Saint-Roch-de-l'Achigan de voir le jour. Il s'agissait du deuxième arrêté après la première en août 2019, lorsque les promoteurs ont présenté leurs premiers résultats de consultation. Les anciens responsables de Mascouche maintenant développeurs de St-Roch avaient pris note des commentaires du ministre la première fois et avaient ajusté leurs actions pour les intégrer pour une nouvelle version du rapport de consultation en décembre 2019. Après des mois de délibération, une triste justification a été envoyée aux développeurs quant aux raisons pourquoi l'aérodrome ne pouvait pas voir la lumière.

Parmi les raisons, citons que le ministre donne de la crédibilité à un référendum illégitime des opposants; il discrédite l'Étude d'impacts économiques de l'aviation générale préparée en 2017



par COPA; il mentionne que les unités de formation au pilotage ne résoudront pas nécessairement la pénurie de pilotes, donc de nouvelles ne sont pas nécessaires et la dernière mais non la moindre, c'est qu'au fil des ans, les gens de l'aérodrome fermé de Mascouche ont trouvé des solutions

temporaires et ont pu se relocaliser, alors ils n'ont pas nécessairement besoin de Saint-Roch malgré tous les investissements en temps et en argent au fil du temps.

Consultez le bulletin infoLettre COPA du 7 mai pour voir ma réponse écrite complète au ministre Garneau. 📧

SAINT-ROCH AERODROME PROJECT

ONCE AGAIN STOPPED BY MINISTERIAL ORDER

BY BERNARD GERVAIS

On May 4, Transport Minister Marc Garneau issued another Ministerial Order preventing the Saint-Roch-de-l'Achigan aerodrome from seeing the light of day. This was a second one after the first in August 2019, when the proponents presented their initial consultation results. The ex-Mascouche now St-Roch developers had heard the Minister's comments the first time and had adjusted their actions to in-

tegrate them for a second iteration of the consultation report in December 2019. After months of deliberation, a sad justification was sent to the developers as for the reasons why the aerodrome could not see the light.

Among them were giving credibility to an illegitimate referendum by the opponents; discrediting COPA's 2017 Economic Impact Study of General Aviation; how flight training units won't

necessarily solve the pilot shortage, thus new ones are not necessary and last but not least, over the years that people have lost Mascouche and have found temporary solutions, it means they don't necessarily need Saint-Roch, regardless of time and money spent over the years.

Check the COPA eFlight newsletter of May 7 to see my full, written response to Minister Garneau. 📧

FLYING IN THE YUKON

INDIGENOUS WOMAN A LEADER



To the best of anyone's knowledge so far, Shadunjen van Kampen has already made history and she's only 21. The Yukon resident could be the first Indigenous woman from the territory to earn a commercial pilot licence. "If there was one, it would be great to know who, but if there's not, I wouldn't be surprised — there's not that many women in the field," Van Kampen told the *Whitehorse Star*. Van Kampen got her ticket on April 30. She spent almost three years training and building hours to get the rating.

She started by taking lessons on Vancouver Island, but financial pressures forced her to return home. It turns out that it worked out for the best. Her father, Ukjese Van Kampen, is a retired pilot who dusted off his logbook and got current to help his daughter out. "He hadn't flown in a decade, but he renewed his instructor's rating and was able to be one of my instructors," van



Kampen said. "It was great and saved me a lot of money, and it's gotten him back into flying a bit as well."

Van Kampen already finds herself considered a role model. "I don't think it's a lack of interest from women, but maybe girls get the idea it's not accessible, or not open and doable for them," van Kampen said. "Often, when I talk to girls, they'll say stuff like, 'I can't

▲ Nahanni Park is but one of many majestic sights in the Yukon.

believe you can fly an airplane, that's so cool.' When I talk to guys, they'll say they've considered flight school too."

Van Kampen has worked for Great River Air for three years and will continue to develop as a commercial pilot for them. 🐾

FORMATION FLYING AND A BARBECUE

A GREAT COMBINATION ON A SUNNY AFTERNOON

BY DAVID LAMB



The invitation was last-minute; the plan was to fly in formation from Winnipeg/Lyncrest airport (CJL5) to Morden airport (CJA3) for their famous Friday evening summer barbeque. There would be three aircraft. Number One and Formation Leader was Harvey McKinnon in his Ran's RV-8, Number Two was Gary Long in his Steen Skybolt biplane and I was Number Three in my RV-7A, flying my favoured spot on the Lead's right wing. I find looking out the left side of the airplane to be more comfortable than looking cross-cockpit given the side-by-side seating arrangement of a RV-7A. This is why I would rather fly Number Three than

Number Two. Both Harvey and Gary had co-pilots for the flight and, since no one had asked to go with me, I phoned Harry Wray, an old air force friend.

Harvey McKinnon has the distinction of being one of very few people to have flown solo at Mach 2 at the age of 19 in a CF-104 Starfighter. You could probably count on two hands the number of pilots with this accomplishment on their resumé. After serving overseas on the Starfighter he went on to instruct on the CF-5 Freedom Fighter and later flew the C-130 Hercules, retiring from the military on the Dash 8 at 402 Squadron in Winnipeg, which is where I flew with him. Although Harvey hadn't

▲ Formation flying should not be undertaken without proper training.

flown seriously for over 13 years, one couldn't ask for a better co-pilot.

Harvey gave a thorough briefing prior to departure and, when there were no more questions, we mounted up. Departure was a loose trail with a left turn out and join-up in 'Vic'; Harvey in his RV-8 in lead, Gary and Skybolt Number Two on the left wing and Harry and I in the RV-7A on the right wing. It was a clear and calm late afternoon as we skirted under the Winnipeg Class C airspace and cleared the area to the southwest.

The formation held together fairly well and, as we approached Morden, Harvey gave the hand signal to move to echelon right. I slid out to make room and Gary eased under Harvey's slipstream and onto the right wing while I pulled back onto the biplane's right wings. It is a little different looking at two wings but, if you look right through to Lead, the site picture comes together.

The next hand signal was for a three-second break. Harvey led us over the airport and we joined the circuit for an overhead break, landing on Runway 28. Shortly after we passed the threshold at circuit altitude, Harvey snapped a left 45° bank. "One thousand and one, one thousand and two, one thousand and three," then Gary is into a 45° bank. "One thousand and one, one thousand

and two, one thousand and three," then I am hard over and, as we roll out of our left descending turns, the spacing looks good. It is follow-the-leader for a one, two, three landing. The trio re-forms at the far end of the runway and we taxi in trail.

The barbecue expectations were met and exceeded. The Morden Flying Club once again showed the aviation community how to feed a crowd.

The flight home also exceeded my expectations. After a coordinated departure we leveled off at 1,000 feet AGL. I asked Harry if he would like to fly. "Sure," he replied. I backed away from the formation and said, "You have control." It took Harry about 15 seconds to get the feel of the aircraft. We sat out from the other two aircraft for a few

minutes before suggesting, "If you want, you can move back in to where you are comfortable." With the finesse of an old hand, Harry slowly slid back in tight to Lead's right wing. We never moved from there. It was like we were glued in place. Harry was working cross-cockpit and sat there cool, as if he were sitting in his easy chair. It was a pleasure to watch. At one point, Harvey checked back from the front seat of his RV-8 and I held up two hands. Harry flew a solid, tight formation into the circuit and through the break. I apologized to Harry on the ground later. I should have given him the landing; he did such a fine job of getting us home.

Some things are like riding a bicycle – you don't ever forget how; it may just take a little refreshing to get back to speed. 🦋



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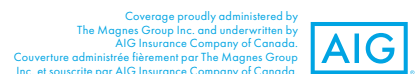
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La Compagnie d'assurance AIG du Canada est le souscripteur autorisé des produits d'assurance commerciale et d'assurance consommateur au Canada. La présente protection pourrait ne pas être disponible dans toutes les provinces et tous les territoires et est assujettie aux termes et aux conditions des polices en vigueur. Les produits et les services de nature autre que l'assurance pourraient être fournis par des tiers parties indépendantes.



ON THE HORIZON



UPCOMING EVENTS

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

JUNE 13

Walkerton, ON (CYHS) Flight 54 Saugeen Municipal Airport COPA For Kids 08:30 Registration, CFK 09:30 – 13:00. Kids between the ages of 8 - 17 who have an interest in aviation are welcome to come and enjoy a ground school and free ride. More info: 519-364-3220, 519-881-6020, barrytschirhart@wightman.ca

JUNE 13

Melfort, SK (CJZ3) Flight 182 09:00 weather permitting. Registration required: 306 752-2226

JUNE 13

Vegreville, AB (CEV3) Flight 191 Annual Fly-in / Drive-in Pancake Breakfast 08:00 - 1200. More info: vegflyclub.com

JUNE 14

Cobden, ON (CFP4) Flight 124 Annual Fly-in/Drive-in/Walk-in breakfast and open house 07:00 - 11:00 Lots of great food with live down home music and vintage vehicles on display. More info: 613-432-2815.

JUNE 14

Sarnia, ON (CYZR) Flight 7 Fly in Breakfast 08:00 - 10:30 rain or shine. More info: 519-542-4555

JUNE 14

Sarnia, On (CYZR) Flight 7 Fly in Breakfast **CANCELLED DUE TO COVID 19** More info: 1-519-542-4555

REGULARLY HELD EVENTS

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

AIRDRIE, AB (CEF4)

Flight 134 - Monthly meeting First Thursday 19:30. airdrieflyingclub.ca

ARNPRIOR, ON

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

BANCROFT, ON (CNW3)

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

BEAVERLODGE, AB (CYQU)

Flight 184 - Monthly meeting 3rd Tuesday September to April 19:30 Terminal Building second floor boardroom. wpaat@telus.net

BONNYVILLE, AB (CYBF)

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

BORDEN, ON (CNV8)

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

BOUNDARY BAY, BC (CAK3)

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

BRANTFORD, ON (CYFD)

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

BURLINGTON, ON (CZBA)

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

BUTTONVILLE, ON (CYKZ)

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

CALGARY, AB (CYBW)

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

CARLETON PLACE, ON (CNR6)

Flight 121 - monthly meeting last Saturday 10:00. ctwinter@gmail.com

CHARLOTTETOWN, PEI (CYYG)

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

CHATHAM-KENT, ON (CYCK)

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

CLARENCE-ROCKLAND, ON

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

COLD LAKE, AB (CEN5)

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

CORNWALL, ON (CYCC)

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

DAWSON CREEK, BC (CYDQ)

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

DRAYTON VALLEY (CER3)

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

ON THE HORIZON

EDMONTON, AB

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

ESTEVAN, SK (CYEN)

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

EXETER, ON

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

FREDERICTON, NB

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

GLOVERTOWN, NL (CYQX)

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

GODERICH, ON (CYGD)

Flight 45 - Monthly meeting 19:30 Clubhouse or terminal check copa45.com for updates

GRAND FALLS-WINDSOR, NL

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

GUELPH, ON (CNC4)

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

HANOVER, ON (CYHS)

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



HAVELOCK, NB (CCS5)

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

HAWKESBURY EAST, ON (CPG5)

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

HINTON, AB (EE4)

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

INNISFAIL, AB (CEM4)

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

IRON CREEK, AB (CEK6)

Flight 157 - Monthly Fly-in for coffee and goodies, 09:00 - 13:00 3rd Saturday. shelley@ccewireless.ca

KAMLOOPS, BC (CYKA)

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

KELOWNA, BC (CYLW)

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

KINGSTON, ON (CCE6)

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

ON THE HORIZON

KITCHENER, ON (CYKF)

Flight 26 - Breslau Flyers monthly meeting 19:00 2nd Tuesday upstairs classroom Waterloo - Wellington Flight Centre. copaflight26.com

LAC LA BICHE, AB (CYLB)

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

LETHBRIDGE, AB (CYQL)

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

LINDSAY, ON (CNF4)

Flight 101 - Kawartha Lakes Flying Club monthly meeting, 19:00 1st Wednesday at LCVI high school, klfc.ca

LONDON, ON (CYQS)

Flight 75 - Wednesday BBQ's from June - September 17:30 -19 :00 Meal and drink \$7. More info: 519.476.8324

MAPLE CREEK, SK (CJQ4)

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

MEDICINE HAT, AB (CYXH)

Flight 171 - Gas City Aviators monthly meeting 19:00 last Thursday lclarkso@telus.net

MELFORT, SK (CJZ3)

Fight 182 - Monthly meeting at 19 :30 3rd Tuesday Terminal building at the airport. Short meeting and then presentation. trent.rae@fyidoctors.com

MIRAMICHI, NB (CYCH)

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

NANAIMO, BC (CYCD)

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

NELSON, BC (CZNL)

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

NORTH BAY, ON (CYYB)

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

OLDS DIDSBURY (CEA3)

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

OKOTOKS, AB (CFX2)

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

OLDS-DIDSBURY, AB (CEA3)

Flight 142 - Old Didsbury Flying Club monthly meeting 19:30 1st Tuesday, 403-701-1600

OSHAWA, ON (CYOO)

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

PONOKA, AB (CEH3)

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

PENTICTON, BC (CYYF)

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

PETERBOROUGH, ON (CYPQ)

Flight 34 - Monthly meeting 19:00 2nd Wednesday tommoore@live.ca

PICTON, ON (CNT7)

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

PITT MEADOWS, BC (CYPK)

Flight 16 - Aero Club of BC monthly meeting 19:30 1st Wednesday aeroclubofbc.ca

PONTIAC, QC

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

PRINCE GEORGE, BC (CYXS)

Flight 79 - Monthly meeting 19:30 2nd Wednesday pilotpg@telus.net

QUALICUM BEACH, BC (CAT4)

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



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ON THE HORIZON

QUEBEC, QC

Flight 168 - Monthly meeting, various locations 19:30 3rd Monday

Club 168 - Rencontres mensuel, lieux varies 19h30 3ieme lundi 418-889-9023

RED DEER, AB (CYQF)

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

RUSSELL, MB (CJW5)

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

SASKATOON, SK (CYXE)

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

SARNIA, ON

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

SEDGEWICK, AB (CEK6)

Flight 157-Iron Creek Flying Club monthly meeting 2nd Thursday 19:30, shelley@ccewireless.ca

SHOAL LAKE, MB (CKL5)

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



SUNDRE, AB (CFN7)

Flight 146 - Sundre Flying Club monthly meeting 19:30 2nd Thursday 403-638-7370 or winnmy@telusplanet.net

TISDALE, SK (CJY3)

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

VAL D'OR, QC (CYVO)

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

VERNON, BC (CYVK)

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

Flight 65 - Vernon Flying Club monthly pancake breakfast 09:00-11:00 4th Sunday. Fly-in, drive-in, or walk in. Everyone is welcome. flyingclubvernon@gmail.com

VERMILLION, AB (CYVG)

Flight 204 - Monthly meeting 2nd Wednesday vrfflyingclub@gmail.com

VICTORIA, BC (CYYJ)

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

WELLAND, ON (CNQ3)

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

WESTLOCK, AB (CES4)

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

WETASKIWIN, AB (CEX3)

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

WETASKIWIN, AB

Flight 51 - Flying Club monthly Fly-in 09:00 - 11:00, 4th Saturday starting January 26th until December 28th. Coffee and treats will be served.

WIARTON-GEORGIAN BLUFFS, ON (CYVV)

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

WHITECOURT, AB (CYZU)

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

WOODSTOCK, NB (CCD3)

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

LIST YOUR EVENT IN COPA FLIGHT

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



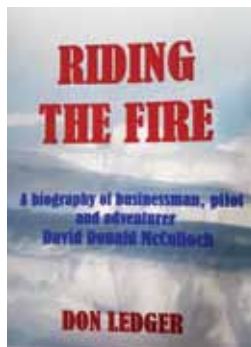
MILES TO MILLIONS

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

dollars. Grenier's ready wit and the many twists and turns of a penniless 19-year-old commercial pilot's career built on perseverance and the willingness to take risks takes readers on an unusual journey, even for the the aviation industry.

By Bill Grenier

Price: \$35.95 \$33.95 (includes shipping)



RIDING THE FIRE

Riding The Fire is the biography of businessman and pilot, David McCulloch, whose adventures around the

world are covered in this book. He stacked up over 180 countries in his travels. All of his trials and tribulations are related in this biography that reads more like a novel; a rags to riches saga.

By Don Ledger

Price \$28.95 \$26.85 (includes shipping)



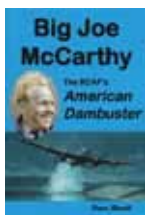
THE BELL 47 HELICOPTER STORY

This huge and important volume is by far the most comprehensive account of the world's first commercial helicopter...

the ground-breaking Bell Model 47. This book is said to set new aviation standards, containing over 1000 quality photographs and diagrams detailed text, and an unsurpassed wealth of information.

Author: Robert S Petite and Jeffrey C Evans

Price: \$89.95 (includes shipping)



BIG JOE MCCARTHY, THE RCAF'S AMERICAN DAMBUSTER

After Joe McCarthy completed a tour of

operations with 97 Squadron, he was personally selected to fly on the Dambusters Raid. He also participated in an additional 33 challenging and varying operations with this "special duty" squadron then flew Nazi aircraft to the U.K following the war.

Author: Dave Birrell

Price: \$38.95 \$36.95 (includes shipping)



QUIETUS - LAST FLIGHT

Generously illustrated, Quietus: Last Flight offers a unique insight into the Second World War on

the home front in Canada, as well as a glimpse into the post-war aviation medicine and present-day aviation accident investigation.

By: Anne Gafiuk

Price: \$51.00 \$47.50 (includes shipping)



SCAMPER AND THE AIRPLANE THIEF

When a student kidnaps the small training plane for a joyride, it is up to the little Luscombe

8F to show courage, determination, and quick thinking to save the day. Will Scamper, the little red seaplane, be able to save himself and his rebellious pilot in Canada's wilderness? Ages 5-8

Author: Danielle Marcotte

Price: \$19.95 (includes shipping)



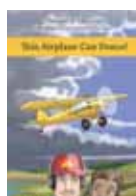
FINDING NIMMO

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

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

Authors: Craig and Deborah Murray

Price: \$44.95 \$42.95 (includes shipping)



THIS AIRPLANE CAN DANCE!

This book tells a story of danger and daring...of a family of pilots who come to the rescue of some injured

children stranded in the woods. This story shows that while some airplane jobs may seem unglamorous, there are many important and satisfying ones. Ages 5 - 8

Author: Danielle Marcotte

Price: \$10.95 (includes shipping)



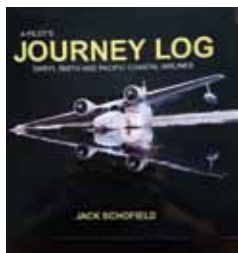
THE NEXT PLANE CRASH

As a regional airline captain, Alan Eugeni had a front row seat to the many ways in which profits sometimes took precedence

over safety. He writes candidly about his real-life experiences in the challenging world of regional airline operations.

By: Alan Eugeni

Price: \$25.00 (includes shipping)

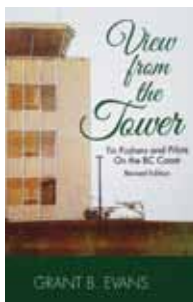


A PILOT'S JOURNEY LOG

Daryl Smith started as a logger and ended as the owner of the only

regional air carrier to remain standing after a succession of take-overs in BC. Pacific Coastal Airlines survived a turf war that changed forever, the coastal flying industry and the domestic air services in all of Canada.

Author: Jack Schofield
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VIEW FROM THE TOWER

The View from The Tower is a combination of humour, history, geography and memoir taking the reader through one adventure after another. An ode to airplanes and flight and a respectful tribute to a special time in BC's history. The reader is transported to a place and time that no longer exists.

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BAZ

S/L Ian Bazalgette was the only Albertan awarded the Victoria Cross during World War II. Based on extensive interviews with his friends,

relatives, crewmembers, and over one hundred letters and other photos and documents that were only recently located by the family, this third edition tells the story of a Canadian hero. Signed by the author.

By Dave Birrell
Price: \$25.95 \$24.45 (includes shipping)



BUSH PILOT'S MAYDAY

This book features journeys far inside the Arctic Circle, including the recovery and repair of his aircraft found upside down on a beach in northern Alberta. Outdoor enthusiasts and adventure lovers will be fascinated by this tale.

Author: Ken Forscutt
Price: \$24.95 (includes shipping)



AIR TO AIR: ULTIMATE AIRLINE PHOTOGRAPHS

This unusual full colour book features over 200 images of classic propliners and jetliners taken by the great air-to-air photo masters of the 20th Century. This title also has an appeal to young children interested in pictures of airplanes.

Author: Henry Tenby
Price: \$23.95 (includes shipping)



THOSE DARNED AIRPLANES

Traveling by plane has its benefits, but it takes a different kind of person with a lot of know-how to design, build, and fly their own plane. That was Elmer Andrews. Of interest to pilots, would-be pilots, aspiring pilots, and anyone looking for a good story of local "feats of daring-do" well told!

Author: Elmer Andrews
Price: \$28.50 (includes shipping)



THEY CALL ME LOEPEY: SAGA OF WILDERNESS FLYING

The stories in this book reflect the life of BC's bush pilots in the days before GPS and Google

Earth. Bill's story will appeal to anyone interested in bush pilots, planes, BC's aviation history and the big projects that shaped the province's northern economy.

Author: William Lopaschuk
Price: \$24.95 (includes shipping)



A WOLF'S MOON, A HELICOPTER PILOT'S STORY

The stories in A Wolf's Moon span several decades and relate Hank's encounters

with a host of northern characters, from diamond drillers and geologists to forestry personnel and biologists. His adventures with bears, wolves and whooping cranes, camp cooks and grizzled prospectors, make this a great read for all aviation buffs.

Author: Hank Sands
Price: \$27.95 (includes shipping)



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2016 ZENITH 750 Excellent STOL abilities w/UL 350 IS - 130 HP, ground adjustable prop. Grand Rapids 7" EFIS, Garmin 327 xpdr, GTR 200 radio, 406ELT, 30-gal. 215 hr TTSN. Fresh annual. Always hangared. \$81,000CDN. skyhillbill@gmail.com (3725.20906)



8/10 SCALE BUCKER JUNGMEISTER Aerobatic +10G -6G. Lycoming O-290G. 100 hrs SMOH. Inverted fuel & oil system. Extra long-range fuel tank. Garmin GNC250XL Radio/GPS. Individual hydraulic toe brakes & steerable tail wheel. C\$14,000 OBO. lindenhb22@gmail.com or 780-910-6562 (3535.20913)



BUSHBY MUSTANG II C-GFEL, 215Hrs since new, Lycoming O320-E2D 160hp w/215 SMOH by Reliable Horsepower. King KY97A, Narco AT150 xpdr and encoder, Garmin GPS100. \$45k obo Russ 905-383-7728 (3368.20008)



1946 STINSON 108 TTSN 1917, Franklin 165 heavy case, McCauley prop 140 hr, Skytech starter, STC's, alternator mags overhauled, new plugs 20 hrs, fully restored 2006, always hangared. Fresh annual Feb 2020, \$49,000 Cdn 613-443-3625 or gildengratt@gmail.com (3849.20929)



1980 BONANZA A36TC 4224 TT, 357 SMOH, Gami's, 220 NEW Prop, GNS430, KX155, Garmin 696, KING HSI, 650A ADF, Collins DME, KFC200, Built in O2 and Intercom, Osborne Tips, Rosin Visors, always hangared. \$188,500USD. Ph: 306-921-7721 or keith752@sasktel.net (3564.20893)



1969 P2B-140 HAM 160 HP Refurbished interior, new titanium paint. TTSN 7291, SMOH 1312. Garmin Aera 660 GPS, KR86 ADF, Bendix/King Nav Com, Narco NCS 812, Nav/Com/DME. Excellent maintenance history. Custom covers. \$53,000 CAD. (3792.20877)



CESSNA A185E 1966 C-FUGX serial# 0991, 3184 TT, Continental IO-520D, 1206 SN, 775 SMOH, 106 O/H. McCauley 2-blade prop, Gami Injectors. All electronic gauges like Insight G2 engine monitor. New P-Ponk landing gear beef-up kit, bubble window. 2 bush seats + 1 large back seat. Wipline 3900 floats w/compartments + wheels. Paint 8/10, int. 8/10. Rigorous maintenance all thru the 15 years of ownership. Payload 1212 lbs w/floats \$155,000 USD. Pierre 514-793-2300 (3710.20910)



1943 GRUMMAN G44 WIDGEON 8909TT, 1616 SMOH w/418 since major engine work. Leavens/2004, Garmin GTN750/GTS800/GDL69/GTX335 Pkg. \$275,000 USD Please Call! Apex Aircraft Sales. 905-477-7900 www.apexaircraft.com (2245.20177)



GREAT RV9A 420TTSN Professional build, exc condition. Lyc O-320, Sensenich prop, mode-c, AP-TruTrack, Lightspeed ignition, D10A, GC Rapids EIS, Garmin 696. Radio IC-A200 x 2, EIS. Carpet and leather upholstery. \$85,000. 613-884-4101 or cwatters@rogers.com (2610.20897)



1977 BONANZA A36 2931 TT 100 SFRM, 3-BL Scimitar prop new 2012, BDS Tip Tanks (30 USG) and 3792 GWT, Garmin G5 AH w/GNS530 GPS/NAV/COM, Fresh Annual May 2020 \$199,900 USD. Apex Aircraft Sales www.apexaircraft.com or 905-477-7900 (2245.20165)



FOSTER REPUBLIC SEABEE Home built Foster 001 GM Engine, Robinson gearbox. TT 70 hrs since construction. GW3800 \$95,000 CDN. Roger 819-336-4181 after 6pm ET (3144.20957)



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2013 Partenavia P.68R, 493 TTSN, GarminGFC950 and Full Delce, Like New!	\$650,000 USD	1979 C185F Amphib, 2849TT, 849SM, GarminPanel,NEWWhip3000AmphFloats!	CALL!
2012 T206H Amphib w/WheelGear! 600TT,GI000/GFC700,Loaded!	\$625,000 USD	1977 Mooney 201, 3525TT,1565SM,Kingw/STEC50/AltHold,GPS150XL!	\$79,900 USD
2012 MalibuMirage,735TTAE,GI000,140USG!	\$700,000 USD	1977 Cessna 172N Skyhawk, 11650TT/1075SM, Garmin 530 GPS!	\$75,000 USD
2007 DA42 TwinStar, 467TTAE, TKS, LRF, GI000!	\$329,000 USD	1977 Cheetah, 4263 TT, 1965 SMOH, All Logs and NDH! Pictures on our website!	\$33,900 USD
2007 Cessna 400, 605 TTAE, GI000/GFC700, GDL69A WX DataLink	\$339,900 USD	1977 Bonanza A36, 2919TT, 885SMH! GarminG5,LRP(104USG),Club/Desk!	\$199,900 USD
2005 SR22, 1809TT,1725SMH,TKS,G430W,Sywatch&Stormscope!	\$370,000 CAD	1977 C152, 28486TT, 956 SM, Garmin COM/TPDR, King KLI35 GPS!	\$27,000 CAD
2005 SR22, 1750 TTAE, Dual G430's, STEC 55X Stormscope, Skywatch!	\$220,000 USD	1976 C172M, 2087TTT, 1690 SM, Commercial Aircraft! Hangared!	\$59,900 USD
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2002 DA20 C1, 3526TT, "O" SMOH, Fresh Annual!	\$160,000 USD	1974 Navajo Panther, 8360TT/552SM, GIN750/G50,STECAs/P,ADSB	\$279,900 USD
1986 Mooney Z52, 4098TT,6935SM,MonroyFuel(100US),TKSDelce,530W!	\$159,900 USD	1974 Cardinal RG, 2927TT, 953SM, "O" SPOH, Hangared!	\$74,900 USD
1981 C206 Amph, 1468TT, 1455NEW Engine! G430W, 3730's, Exc P8H!	CALL	1974 C185 Amph PK3500's, 1859TT, 515 SMOH Lycoming O-540 Upgrade!	\$205,000 CAD
1981 Cessna 414A, 4925TT, 1204 SM, RAMWII, Garmin530/430!	\$399,900 USD	1974 414 6905TT, 1185SM, Full De-Ice	\$125,000 USD
1981 Duke B60, 4507TT, 1092 L8R, G530W, KFC-250 IFCS, Winglets!	\$278,000 USD	1973 T3100, 2965 TTSN, 1965 L8R, GNS520W and GNS430, GTX345 ADS-B	\$75,000 USD
1980 Saratoga, 4660TT/1759SM, KingDigitalw/KAP150AP/HS!	\$115,000 USD	1973 C172M, 14575TT,1585SM,KingAvionics,G2EngineMonitor!	\$68,000 CAD
1980 Cutlass RG, 2547TT, 860 SM, Dual Garmin G5's,696, WX, GTX320A!	\$69,000 USD	1968 C185 Amph,1696TT,637SM,G500/GIN750,GTS800Traffic,Whip3730's!	CALL!
1980 A185F Amphib, 3645/5455NEW/10550/Aerocet3400, GIN750!	\$329,000 USD	1951 Harvard 6386TT, 2825M (Covington) Beautiful!	\$145,000 USD
1979 T210N, 2190 TT, 605 SM, Flint Tips! Loaded!	\$249,900 USD	1946 JS CLUB, w/PAT STC's, 5450TT, 5505SMOH,	\$55,000 CAD
1979 SierraC24R, 2500TTAE, Fresh Annual!	\$39,000 USD	1943 Grumman G44 "Widgeon"8929TT,418SM,GIN750, Summer Ready!	\$275,000 USD

FEATURED LISTINGS FOR JUNE 2020



PIPER J3 CUB REPLICA TTF 140 hours. Zero-time C 90 rebuilt by Aerotec engines. Rebuilt landing gear. New Cleveland brakes, wheels and tires. Recovered wings. New certified Wag Aero sealed wing struts. New custom exhaust. All new glass. New 406 ELT. New electrical system. Float attachments. All new Randolph paint w/ Ranthane finish. \$79,500 Cdn. Brewer Aviation Contact: jbrewer@eastlink.ca or 902-626-5262. (2564.20911)



1971 CESSNA T210K 2817 TT, 1815 SMOH, 435 SPOH, GNS 480, GMX200, STEC55X, GTX327, SL30, GMA 347, SL 30, Sandel SN3500 EHSI, Uvalde, Horton STOL, VGs, Knisley exhaust, 6-place, 02, Dual PTT, 90 gal fuel, 1487 useful, JPI fuel monitor, EI UB16 engine analyzer, WX500 stormscope, Monarch fuel caps, electric trim, paint 8/10, interior original. \$100,000USD Contact: c_frpk@msn.com or 780-205-0534 (3834.20917)



1959 COMANCHE 180 1750 SMOH Prop overhaul due 2021. Exterior & Interior excellent condition. Will come with Feb 2020 annual. Bargain priced \$35,000. Based in Langley BC. Call Brian 604-807-0200 (2445.20918)



1967 CESSNA 172H 3800TT 900SMOH. New tires, new carb. 406ELT. 7/10 in and out. Fresh annual Feb/20 \$59,900 obo. Contact: 780-510-4636 or alwarawa@gmail.com (3808.20932)



PIPER J3/PA11 (1946 J3/PA11 conversion) Rebuilt Dec. 2017. Many STCs fully documented, including PA 18 extended baggage, front seat, tail, dual tanks. Skytec starter, battery, new 406 ELT, ICOM -A6 with external Ant. Headsets and intercom. Wheels and Edo 1400s. C85-12 stroker (Aerotec) TTE-280, TTA-3565, <45hrs since rebuild, hangared, \$75,500. Contact: darenburg@ns.sympatico.ca or 902-749-8547 (3783.20899)



1980 PIPER 228B-236 DAKOTA 1280TT, 105SMOH, 160SPOH. Meticulously maintained, new paint 2014. No accident/incident history, no corrosion, immaculate interior. Always hangared. Collins Micro-Line COM251/NAV351, ADF 650A, DME 451, TDR 950, Autocontrol IIIB, Storm Scope, new 406 ELT, annual completed October 2019. Useful 1178 lbs. \$134,900CAD. Located CYFD (3456.20875)



CHALLENGER LIGHT SPORT XL-65 Amphibious floats, retractable wheel/skis, tundra tires. Go anywhere, in any season, in one of the best Challengers I have seen in 25 yrs as Canadian distributor! Outstanding fit & finish. 10/10 in/out. Aerothane paint. Custom interior. Every option, every accessory. All season kit w/cabin heater. NDH. Always hangared. 92 hrs TT. XL-65 is the ultimate Challenger. Major advancements over earlier models. New tail/aileron design for harmonious handling. Easy entry cockpit. Rotax 582 Bluehead: oil injection, 3-blade adjustable Warpdrive prop. Compared to 503: 30% more horsepower, 23% less fuel. Twice the performance: off the water in 7 seconds! 3-4 US gph, mogas or avgas. Wing tanks w/5 hrs endurance. Baggage compartment. www.challenger.ca/CIXSL \$60,000 CDN FIRM. National Ultralight - Bryan Quickmire bdq@challenger.ca or 705-721-9811 (3830.20927)



1987 ROTARWAY HELICOPTER 150hp. Professionally built, full radios, heater. 140TT. \$39,900 obo Contact: 780-510-4636 or alwarawa@gmail.com (3808.20931)



1974 CESSNA 172M c/w seaplane c/s prop and float kit. 300SMOH. Prop recently overhauled. Nearly new paint & interior & windows & plastics. Horton STOL, 2200 TTSN, Wing X 2699lbs gross. Asking \$105,000 USD. Brian 604-807-0200 (2445.20919)



1976 AERO COMMANDER 112TC IFR TTSN 2640, SMOH 1050, Prop SNEW 0, All 76+. Interior 2016, annual & IFR Dec. 2019, dual ILS, GNS 430 W & KX155, GARMIN stereo, EGT CHT, ELT 406 Mhz. \$124,000 418-806-1475 (3773.20937)



1961 C150A Tail wheel converted, 4724 TTSN, 560 SMOH, 800x6 mains. Hangared. Newer KY97A King com, oil filter, STC. \$25,000 OBO. Call/text 780-618-4798 (3854.20946)

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1963 180-285 HP P-PONK, SM 728 (2000 TBO) SP 108 BIG 3-BLADE, AEROCET 3500L, WHEELS, WING-X, HIGH GROSS, L/R FUEL. 159K CAD



2006 FOUND BUSH HAWK XP TT, 765, SMOH, 765 IO540, SPOH 230, 2016. G530W, EDM 930, STEX55X A/P. AEROCET 3400. CALL FOR PRICE



1981 CESSNA U206G-550, TT 5300, SMOH 450, SPOH "0" 2019. GMA 340, GNX 300 XL, GTX 327, R STOL, TIP TANKS, LR FUEL. UP GROSS. 259K CAD

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1981 C 340A. BOTH 222 SMOH. SPOH 222 (2016) G600 PRIMARY, G750. COLOR RADAR. S-TEC 55X JPI 950 TWIN. FULL DE-ICE. 449K USD



1959 DHC-2. COMPLETELY REBUILT BY SEALAND 2015, 535 SMOH. 150 SPOH. SEALAND 5250 AMPHIBS. UPGROSS. CABIN EXT. ALASKA DOOR. MANY OTHER BEAVERS AVAILABLE.



2009 PIPER WIDE BODY AMPHIB, TT 464.7, 464.7 0-360 180 HP. FULL GYRO PANEL INC, CLAMAR 2200 AMPHIBS, LH AND RH DOOR 160K CAD

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1977 CESSNA 177 RG II 2478 TT, 1181 SMOH. ALWAYS HANGARED, AUTO-PILOT, WELL MAINTAINED 110KCAD



2003 CESSNA 206 TURBINE TT 726.4, SMOH 2441.3, WIP 3450 AMPHIBS, GMA 340, GNS 530 AND 430, S-TEC55. CALL FOR PRICE.

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FEATURED LISTINGS FOR JUNE 2020



FAIRCHILD CORNELL Restored 2003, 1750 TT, 26 SMOH, 22.5 Prop. Last CofA 2013, pristine but low use since. Full logs, spare RANGER engine available. Distributing collection, \$90,000 or "Fair Value" 780-228-2500 (3819.20892)



1976 GRUMMAN AA-1B 1870 TT. 270 hrs since lower end done. New cylinders 40hrs. Joy to fly at 120 MPH burning 5-6 gal/hr. Fresh annual, ELT, 2 radios. \$24,000 Lindsay Airport. Contact: Ray raylou.plante@sympatico.ca or 705-731-0744 (3832.20939)



1970 CESSNA 180H CAP 3000 FLOATS TTSN 2560 TTSOH 1080. New prop 25, Horton STOL wing ext. LRF, EGT/CHT, COM xpdr, 4-pl intercom, GP5500, ACK 406 ELT \$135,000 Ph: 705-753-2184 or 705-498-0736 (3733.20879)



PITTS SPECIAL S-1 Excellent condition. 438.0 hours TT on airframe and engine. Kit built. Always hangared. Show quality paint. Currently out of annual. Accepting offers. Estate sale. 705-818-3143 (3847.20921)



1978 BEECHCRAFT DUKE 2688 TT 990/1228 SMOH. Garmin 530, 430 WAAS. Props overhauled 2015. Annual June 2019 BrantAero. \$195,000USD London, ON Contact: 519-851-7104 or brian@londonfoods.com (3762.20925)



1994 DIAMOND HK36R Super Dimona C-GBPA Serial #36.339 Powered glider. Reliable Rotax engine 912-A2 80 HP (2009). 244 SMOH. Electric variable prop (2017). 28.9 SOH. LR tank (80 lbs), Glider 28:1. Regularly flown. All ADs completed and up-to-date. Always hangared. Like new. Annual due May 8. 2020. Long equipment list. 9.7/10 in and out. To be seen. Only \$136,000 CDN. Contact: Guy Lapierre 418-655-8864, lapierre.guy@videotron.ca or Simon Paquet, info@simonpaquet.ca or 418-208-8596 (2710.20830)



MUSTANG II S SEAPLANE This Mustang II S was redesigned by Bob Bushby for Andy Kramer, a professional engineer and machine shop owner who built it along with aluminum 1400 floats. The wings are 4' longer at the mid-section, the fuselage 18" longer and the empennage is reproportionned according to aviation engineering practices. Span: 28' \$76,500 USD. Richard 579-632-1007 (3857.20953)



2011 MURPHY MOOSE 40 hrs TTSN. M14P 360 HP radial eng. VT530 twin-blade prop. Dynon D60 EFIS plus 6-pack. Garmin SL40 nav/com. GTX320A xpdr. \$145,000 OBO 204-795-2445 Winnipeg, MB evanfisk@shaw.ca (3826.20895)



1994 FRANS COYOTE SE6 HOMEBUILT Rotax 912 TTSN 781. New 72" Warp Drive. Long-range tanks. Cabin & carb heat. Loaded with instruments. Icom 200. Full Lotus, skis, wheels. \$23,900 Mattawa ON. (3480.20894)



PIPER SARATOGA 1980 FG Non-turbo, gorgeous paint, all logs, NDH, club seating. 4700 TT. 1750 on Lyc factory engine, 2000 TBO. Numerous upgrades to avionics for serious IFR flying and redundancy. 1420 lbs useful load, nose and rear baggage, 150 knots and 6-hour 800 nm range. Modern Saratoga wing, panel layout and club seating. 1 of only 6 in Canada. Same owner for 18 yrs \$115,000 USD. Bruce 416-948-2973 (3844.20914)



1980 PEZETEL M18 DROMADER TT 982, 1st run engine. Annual Nov 2018. Pezetel prop TTSO 0 April 2018. Based in St Thomas ON \$60,000 USD Ph: BC 250-738-0056 (2676.20898)



RESTORED DE HAVILLAND TIGER MOTH TTAf 2141, SMOH 23.9, Prop 0, AAIR 2017, Glider hook, canopy. Mice entered right lower wing and chewed limited rib-stitching. Full inspection is warranted. \$80,000 or "Fair Value" 780-228-2500 (3819.20891)



BEAUTIFUL 1956 CESSNA 172 O-300-C. 3401 TTSN. 1250 SMOH. 157 SBOH. 157 hrs on prop and mags. All comps plus 70. New interior. 50 amp alternator, light weight starter, Bendix/King KY 97S, mode C, 4-place intercom, front shoulder harnesses. STC's for all mods. Flies beautifully. May 2020 annual included. \$50,000 firm. Jim. 250-341-5845 (3836.20949)

CESSNA 172 TT2625 Engine 967, 0 top end 160 hp and prop. New interior. MX300 Navcom King KT76A xpdr, JPI EDM 830, Garmin 560 weather, dual GPS receiver. Oversize landing gear. \$75,000CDN. Fresh annual. 204-512-6001 (3612.20902)

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FEATURED LISTINGS FOR JUNE 2020



PA-12 EXPERIMENTAL FLOATPLANE
Built 2000, Annual 4/2020, TTSN 1150, O-320 Lyc SMOH 330. Flaps, Peck Aero 2250 floats, 2 doors, 54 Gal fuel, GW 2500. Gear included. \$105,000 CAD or \$75,500 USD. Located WI 727-644-3817 (3839.20896)



PIPER ARROW PA28R-180
Retractable, injected engine, CS. 3992.7 TT w/409.1 engine hours. Fresh prop overhaul. Excellent compression. Hangared since 1982. 8/10 paint. Interior in excellent condition. Well maintained. Fresh annual. \$69,500 Contact: glennmarchant@yahoo.com or 705-818-3143 (3847.20922)



LUSCOMBE 8F Affordable all aluminum classic aircraft w/3409.8 TT and 274.0 engine hours. Wooden prop. Excellent compression. Hangared since 1982. 8/10 paint. Interior in good condition. Well maintained. Fresh annual. \$30,000 CND glennmarchant@yahoo.com or 705-818-3143 (3847.20920)



1974 CESSNA 172M 4000 TTSN, 200 SMOH. Full panel with GPS. New Paint. \$98,000. 604-869-1111 or joeschachtel@live.ca (2941.20956)



1968 PIPER CHEROKEE 180D 180HP TTSN 5332, SMOH 782, Garmin 430 GPS, Garmin 340 audio, Insight G4 engine monitor, Narco Nav/Com, ADF, DME. New paint and graphics 2017. Wings, tail and fuselage covers. \$50,000USD (3843.20910)



KESTREL HAWK Totally refurbished & paint 2012. Jabaru 2200 engine 120TT. Garmin GNC250XL Radio/GPS. Garmin GTX327 Mode C xprd. Dynon Avionics EFIS-D100. Hydraulic toe brakes/steerable tailwheel. Skis incl. Located Edm AB. C\$29,000obo. 780-910-6562 or lindenhbr22@gmail.com (3535.20912)



1970 LA4-180 AMPHIBIAN 1736 TTAFF, 385 STOH, 115 SPOH. 62 since \$40K rebuild. Straight, fast freshwater Lake w/batwings, spare prop. Nice interior, poor paint. Tight hull, strong engine w/two recent cylinders. \$75,000 Contact: affillingham@hotmail.com or 204-771-7014 (3848.20923)



1981 CESSNA 172P SKYHAWK 160HP Logs since new. Exceptional maintenance to commercial standard using factory parts throughout its life. Paint and interior great condition. Always hangared. At CYAV St. Andrews Airport. \$69,000 Cdn. Bill 204-488-3069 (3856.20950)



1973 CESSNA 172 M TTSN 2064.3, TTE 401.5, OH Jan 2019, TTP 2064.3, Ram 160 HP Power flow exhaust, new custom paint, 8/10 interior, KX155 & Glide Slope, Narco ADF, KT76A xprd, 406 ELT, wheel pants, refuelling steps. All ADs & SBs C/W, no corrosion, no damage. All records complete. Commercially registered & maintained. \$85,000USD. Contact Lavern, lavernross1960@gmail.com or 705-471-8216 (2048.20900)



1999 ULTRALIGHT AEROCRUISER 785 heures, moteur Rotax 912, skis et flottes, 2-places, intercom, excellente condition. 24,900\$. Laisser un message Michel au 819-440-7437 nous vous rappellerons dans les plus bref delais. (3845.20915)



CESSNA 172N Complete reconstruction as amateur built 2008. Current CofA, Lyc O-360, Sportsman STOL wing. Engine/airframe 100, mounts for floats. Com, ELT, GPS, xprd, strobes, LED landing lights, EFIS Fuel 157 L. Annual due Oct. \$70,000 604-220-6020 (3850.20938)



1946 11AC AERONCA SUPER CHIEF TT 1747 120 SMOH Cont O-200 Buzz Wagner. Total rebuild, fabric & interior. New exhaust. Wheels & skis. Log books since new. \$40,000cdn Contact: 306-276-7737 or rob.sus@yourlink.ca (3851.20943)



CESSNA 185 TURBINE AMPHIB ONLY 1 IN THE WORLD! Soly engine PAC w/Rolls Royce Allison 250C20S. turbine 420HP, 0 SMOH. Hartzell 3-blade HC-C3YN-5A, 76.4 hrs. SPOH. MVP-50T engine and system monitor. Dynon electronic flight information system. Garmin audio panel GMA240, 2 x SL40 VHF, 295 GPS, and xprd GTX 327. Sportsman STOL, Wing X extensions, 3500 EDO amphib floats. Extensive upgrades. Certified Amateur Category by TC. \$525,000 USD. May trade for clean DeHavilland Beaver. Contact: baynton58@gmail.com or 204-271-3772 (3810.20905)



1947 PIPER P11 CUB SPECIAL TSMOH 8.3, prop TSN 8.3. Starter, alt, new wheels and brakes, VG's. Excellent fabric & paint. Floats and skis. Mint condition \$50,000 USD Call 306-713-0985 or email wobbelair@shaw.ca (3831.20926)



1968 C150 5148 TTSN, 36 SMOH, GPS, com. Hangared. New battery and plugs. \$31,000 OBO. call/text 780-618-4798 (3854.20947)

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AVIATION ABBREVIATIONS

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



- AC air condition
- A/C aircraft
- AD Airworthiness Directive
- ADF automatic direction finder
- A&E airframe & engine
- alc. alcohol (as in alc. prop)
- AP auto(matic) pilot
- ATS automatic throttle system
- ASI airspeed indicator
- 360CH 360 channel radio
- 720CH 720 channel radio
- CG centre of gravity
- CHT cylinder head temperature
- Comm/com communications
- Cont Continental (engine)
- CS constant speed propeller
- DG directional gyro
- DME distance measuring equipment
- EGT exhaust gas temperature
- ELT emergency locator transmitter
- Enc Alt encoding altimeter
- FBO fixed base operation
- FD flight director
- FREMAN,
- FREM. factory remanufacture
- GEM. graphic engine monitoring
- GPH gallons per hour
- GR glide ratio
- GS Glideslope
- HP horsepower
- HSI horizontal situation indicator
- IFR instrument flight rules
- ILS instrument landing system
- 3LMB/MB. . . 3 light marker beacon
- LOC localizer
- LRF long range fuel (capacity)
- Lyc Lycoming (engine)
- MB See 3LMB
- MK Mark (model of equipment)
- MPH miles per hour
- NAV navigation
- NAV/COM . . navigation/communications
- NDB non-directional beacon
- NDH no damage history
- OAT outside air temperature
- OBO or best offer
- O/Oxy oxygen
- P&W. Pratt & Whitney (engine)
- RMI radio magnetic indicator
- RNAV area navigation
- SCTOH ... since chrome top overhaul
- SCMOH ... since chrome major overhaul
- SFREMANT/
- 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
- xprd transponder

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INDEX

005 Aero Commander	215 Aircraft Wanted
010 Aerona	220 Antique A/C & Parts
015 Aérospatiale	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 Heli 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
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	

040 - CESSNA

1976 CESSNA 182P SIDS completed, engine 0 TSOH, new VFR avionics, new autopilot, new paint, CofA April 2020. Beautifully restored Cessna 182P for sale. ADS-B out. Brand new engine OH. More Details: www.uppervalleyaviation.com. Ph: 604-991-4300 (3579.20246)

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GREAT CONDITION CESSNA 140 TT ~4100, TSO ~1000 on C-85 that is flown regularly. Fabric wings, ~500lb useful, lots of extras/STCs. Exterior/interior 7.5/10. Located CYYJ. More details and pictures: <https://tinyurl.com/cessna140bc> \$32,000cdn. 778-587-3711 or nickabyers@gmail.com (3859.20959)



1977 CESSNA 177 RG II 2478 TT, 1181 SMOH. Always hangared, Auto-Pilot, well maintained. \$110KCAD 613-632-0123, sales@csplane.com or www.csplane.com (2378.20960)

070 - FLEET

1946 FLEET 80 CANUCK TTSN 5231, Cont C-85-12 TTSN 716. Recovered in 1990 and hangared ever since YXH \$27,000 CDN. (3838.20889)

100 - HOMEBUILT



SONEX PROJECT FOR SALE Fuselage, tail feathers, landing gear, panel, all wing parts complete. Wings require assembly. 2180 Aerovee engine. Everything included to complete except paint, prop. \$27,000. Full info package: birdmanisnow@gmail.com (3816.20890)



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115 - MAULE

MAULE M5-235C Floatplane, 1977, IFR, Autopilot. Condition 9/10 int/ext, TTSN 1961, TTSM 926. \$119,000Cdn poissonlaurent733@gmail.com or 418-750-2052 (3853.20945)

135 - PIPER

1977 PA-28R-201T 2642 TT, 950 SMOH w/fresh teardown, IFR, Garman gear, STEC auto pilot. New prop. Newer paint and interior. \$139,900. More details - www.uppervalleyaviation.com. Ken Smith 604-991-4300 or email: salesuva@telus.net. (3579.20234)

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170 - STINSON

1948 STINSON 108-3 on 2425 floats. O-435 Lycoming engine 190HP. 5 SPOH. 1859 TT, 409 SMOH. With annual. \$32,000 on wheels. \$44,000 on floats OBO. Debdon, SK. flyelk@hotmail.ca or 306-961-1150 (3270.20940)

270 - ENGINES FOR SALE

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285 - FLOATS FOR SALE

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285 - FLOATS FOR SALE

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295 - FLY-IN RESORTS



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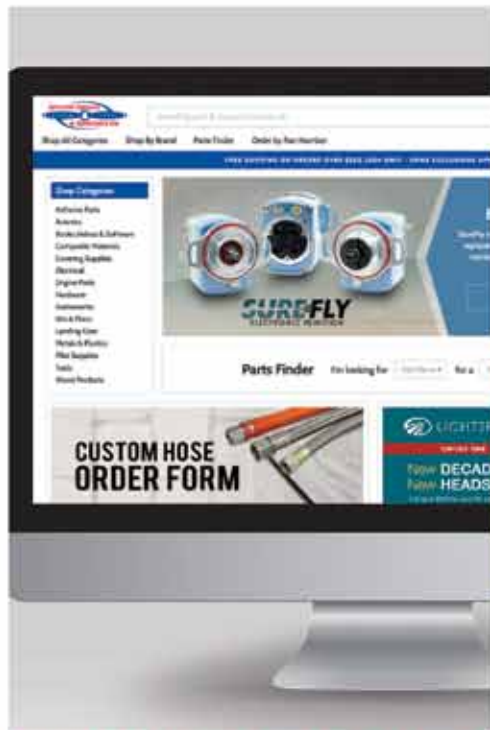
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