

Canada, British Columbia

April-July 2011

For my study Aviation Operations I had to do an internship of 11 weeks. After months of preparations, I managed to arrange an internship place in one of the most beautiful places in the world: British Columbia, Canada. Two years ago I was on holiday in Langley (see Scramble 367 page 106-117) where I got in contact with the airport manager of Langley Regional Airport. As a result of that, it was possible for me to do an internship with the airport management of Langley Regional Airport. I stayed in Langley from 15 April till 20 July.

All mm's mentioned in this article are on a 1.5 crop factor camera.

15 April 2011 Vancouver CYVR

B-6113	Airbus A330-200	Air China
C-GAQZ	Airbus A319-100	Air Canada
C-GHLV	Boeing 767-300ER	Air Canada
HL7531	Boeing 777-200ER	Korean Air
PH-KCB	MD-11	KLM

On Friday 15 April I flew with KL 681 (PH-KCB, MD-11) from Amsterdam to Vancouver. After landing the aircraft above were read off. After waiting for two(!) hours in the queue for the customs/immigration office in order to get my working permit, my internship supervisor drove me to my host family in Langley, a few kilometres away from Langley Airport.

16 April -19 July 2011 Langley CYNJ

Below you can find the results of the many visits to my 'homebase'. The list looks impressive at first sight, but when you realize that all this had been logged for a period of three months, then you know that Langley Airport is just a little but nice community airport.

The only significant airport lay-out difference compared to two years ago was the new asphalt runway 07-25, which was put into service in August 2010. Even though this new runway is the longest of the two, 01-19 is still considered as the main runway because the new runway does not have lights.

Quite a lot of exotic helicopters were noted due to the various maintenance companies based at the airport as well as a huge storage hangar of CHC (hangar 47).

As of May 2011, Harbour Air ceased its scheduled flights (weekdays only) to downtown Victoria Harbour. However, in the near future Island Express Air will add Langley to their Abbotsford-Victoria-Nanaimo schedule. Their PA.31 Navajo will only come in to land if there are any passengers to be picked up/dropped of, which may not be the case every day.

In the list below, the museum aircraft are not noted. The aircraft marked with an "*" are related to the fly-in from 24 till 26 June, organized by the Canadian Owners & Pilots Association and the Langley Aero Club. There were some 100 visiting airplanes from all over Canada, but mostly small single-engine ones.

12408	CH-124A Seaking	Canadian Navy	
146448	CH-146 Griffon	Canadian AF	
146476	CH-146 Griffon	Canadian AF	
C-FBXR	Robinson R22	Heli-College Canada	
C-FCCB	Robinson R44	Chinook Helicopters	
C-FETL	Cessna 421	private	<i>stored</i>
C-FFYZ	Hughes 369HS	Bajo Reef Helicopters	
C-FGCJ/"61672/16"	Nanchang CJ-6A	private	*
C-FGOK	Robinson R22	private	
C-FGTI	Robinson R44	private	
C-FGXI	Robinson R44		

C-FHAS	DHC-3T Turbine Otter	Harbour Air	
C-FHZV	Robinson R44	Miller Time Aircraft Division	
C-FJJO	Hughes 369HS	Hunter Helicopters	
C-FKCH	Robinson R44	BKC Multi Endeavours	*
C-FKMG	Robinson R22	Heli-College Canada	
C-FKPM	Bell 206B	Airspeed Technologies	
C-FLBI	Schweizer 269C1	Bakerview Aviation	
C-FLDA	Robinson R22	Heli-College Canada	
C-FLIE →N901VH	EC-135P2+	Vancouver Island Helicopters	
C-FMPG	AS350B3 Ecureuil	RCMP	
C-FNPY	Robinson R44	private	*
C-FNPZ	Piper PA.23-160	private	
C-FRSC	Beech 95-B55	Daedalus Aviation	
C-FRSR	Bell 204B	Resource Helicopters	
C-FTMA	Beech A100	Alpha Assets	
C-FXUN	DHC-2 Beaver	TSR Investments	*
C-FYHM	Cessna 320	private	
C-FZHS	Hughes 369E	Versatile Helicopters	
C-GALT	Robinson R44	private	
C-GDJN	Robinson R22	Heli-College Canada	
C-GEFA	Beech 1900C	Northern Thunderbird Air	
C-GEWZ	Nanchang CJ-6A	private	
C-GGML	Bell 206B	Terminal Forest Products	
C-GHVK	EC-120B	Chinook Helicopters	
C-GIHK	Bell 412	CHC Helicopters	
C-GIKS	Bell 206B	Metro Helicopters	
C-GILD	Lake LA-4-200	private	
C-GIYV	DHC-2 Beaver	Tyax Air	
C-GJSG	Bell 206B	Alpen Helicopters	
C-GJUP	AS350B1 Ecureuil	Quantum Helicopters	*
C-GLAL	Robinson R44	Lortie Aviation	
C-GLGY	Bell 206B	private	
C-GLHI	Hughes 369D	Langley Helicopters	
C-GLVT	Robinson R44	BC Helicopters/Leavitt Machinery	
C-GOAC/"9"	Nanchang CJ-6A	private	
C-GOHN	Robinson R44	private	
C-GPTX	Piper PA.34-200T	private	*
C-GQZA	Piper PA.23-250	private	
C-GRDR	DHC-2 Beaver	private	*
C-GROJ	Piper PA.31-350	Hangar 13 Aviation	
C-GTAC	Cessna 320	private	
C-GTME	Yak-18T	private	
C-GTOK	Bell 206B3	TRK Helicopters	
C-GTPK	AS350B Ecureuil	TRK Helicopters	
C-GTRH	Bell 212	Resource Helicopters	
C-GTRK	AS355NP	TRK Helicopters	
C-GTYG	Beech 76	Sky Quest Aviation	
C-GTYV	Bell 206B	Valley Helicopters	
C-GURW	Piper PA.34-200	Langley Flying School	
C-GWRY	Hiller UH-12E	DK Heli-Cropper	
C-GWWQ	Bell 206L4	Ascent Helicopters	
C-GYBA	AS355F2	Blackcomb Aviation	
C-GZBL	Bell 206B	Sumas Helicopter	
CF-GME/"YR-I"	Harvard 2	Canadian Museum of Flight	
CF-GQA	DHC-2 Beaver	Jesleran Holdings	
CF-PWH	DC-3-227B		<i>gateguard</i>
CF-RFS/	Harvard 4	private	

"20325/PR-325"			
CF-ROA/"2866/43"	Harvard 4	Vintage Wings of Canada	*
CF-WBS/ "28608/LTA-608"	Harvard 4M	private	<i>temp. based</i>
D-HCHS	Hughes 369E	Nordcopters	
D2-EXH	Sikorsky S-76A	CHC Helicopter	
G-AYOY	Sikorsky S-61N	British International Helicopters	
G-BHOG/"PT-YEK"	Sikorsky S-61N	British International Helicopters	
G-BTUX	AS365N2 Dauphin	CHC Scotia	
HS-HTI	Sikorsky S-76A+	Thai Aviation Services	
HS-HTR	Sikorsky S-76A	Thai Aviation Services	
N119N	Twin Navion	private	
N408UH	Bell 407	Air Med / University of Utah	
N420DP	Bell 412EP	Mitsui Bussan Aerospace	
N491KQ	Quest Kodiak 100	Spokane Turbine Center	*
TJ-SAY	AS365N3 Dauphin	CHC Helicopter	
VT-AZJ	Bell 412HP	CHC Helicopter	
VT-HGG	Bell 412HP	United Helicharters	
XA-VVD	Bell 412EP	Helivan	
ZK-HDA	Bell 412	Helicopters NZ	
ZK-HNI	Bell 412	Helicopters NZ	
ZK-HNK	AS350B2 Ecureuil	Helicopters NZ	
ZK-IBH	AS350B2 Ecureuil	Helicopters NZ	
ZS-RNG	Sikorsky S-76A+	CHC Helicopters Africa	

During my internship I was also able to visit some other airports. Those logs can be found below.

20 April 2011 Pitt Meadows CYPK

C-FVVA	Piper PA.31-350	Venture Aviation Services
C-GCMT	Beech 1900C-1	Northern Thunderbird Air
C-GMDK	Piper PA.46-310P	private

On the evening of 20 April my internship supervisor and I had to go to Pitt Meadows to attend a meeting of the Canadian Owners and Pilots Association, COPA. I was able to log a few aircraft.

22 April 2011 Chilliwack CYCW

C-FBRN	Piper PA.31	Pro Wings Aviation
C-FZXG	BN-2B-26 Islander	BN Aircraft Leasing
C-GCVP	Bell 212	Coldstream Helicopters
C-GDJR	Piper PA.31	private
C-GEAA	Piper PA.31	Emil Anderson Air
C-GJGS	Short SC-7 Skyvan	Summit Air
C-GMPT	EC-120B	RCMP
N4913V	DH104 Devon 5A	J&D Expeditors
N6008V	Lake LA-4-200	private
N626JB	Cessna 401	Sands Realty Group

This Good Friday turned out to be one of my best Fridays I've ever had. I had the unique opportunity to join a training flight of the Fraser Blues demo team. My internship supervisor, who is besides airport manager also the leader of the Fraser Blues, and three other team members flew with three Navion aircraft to a training area between Langley and Chilliwack. There we did some close formation flying, including steep dives, rolls, and so on. Of course I did not forget to bring my camera on this flight, so I was able to take some great air-to-air photos of the gorgeous coloured Navions in a mountainous area. An experience I'll never forget.

Between the two training missions we enjoyed a nice lunch at the airfield of Chilliwack. The restaurant at this airfield is famous for its delicious pie.

Walking around at the apron resulted in the abovementioned aircraft.

23 May 2011 Boundary Bay CZBB

5N-BGF	AS365N3 Dauphin	CHC Helicopters
C-FCFZ	Piper PA.44-180	Canadian Flight Centre
C-FIMC	Beech 76	Pacific Professional Flight Centre
C-GAKJ	Piper PA.34-220T	Canadian Flight Centre
C-GGVJ	AS365N3 Dauphin	CHC Helicopters
C-GIFR	Beech 76	Pacific Professional Flight Centre
C-GIND	Piper PA.34-200T	Pacific Professional Flight Centre
C-GIXD	Beech 76	Pacific Professional Flight Centre
C-GOMG	Piper PA.34-200	Pacific Flying Club
C-GPIR	Beech 76	Pacific Professional Flight Centre
C-GVMO	Piper PA.60-602P	private
C-GXUX	Beech 76	Pacific Professional Flight Centre
N680JW	Aerocommander 680FL	
N702BB	Piper PA.46-310P	Kingsway Aviation

23 May 2011 Chilliwack CYCW

C-GGZB	Piper PA.34-200T	Montair Aviation
VH-BWC	GA8-TC320 Airvan	Gippsland Aeronautics

Monday 23 May was Victoria Day, a national holiday in Canada. Things turned out quite a bit different than expected, but I had a wonderful day. One of the private airplane owners at Langley Airport had just washed his Piper PA.28 Cherokee and he was going for a flight. As he was alone, it was possible for me to join him. First we flew from Langley to Boundary Bay. I had never been to Boundary Bay before, and as a European guy I couldn't believe my eyes: hundreds of Cessnas, Pipers and other light aircraft of the various flying schools parked on the apron. Mostly single engine planes, but a couple dozen were twins. Just incredible compared to European standards. Too bad I didn't bring my camera... Boundary Bay is one of the busiest airports in Canada and it should be a paradise for civil/GA number writers and photographers if you are able to get airside access.

We walked down the whole northern apron to have a chat with some people. After a while, we took off again and headed towards Chilliwack. Highlight here was the Australian Airvan. After some delicious apple pie it was time to return to Langley. Many thanks for this great afternoon Gary!

3-5 June 2011 Nanaimo CYCD

C-FCKZ	Beech 95-A55	Liptrot Enterprises
C-FEYT	Beech A100	Northern Thunderbird Air
C-FGBG	Aerocommander 520	Aurora Northern Contractors
C-FIPV	Piper PA.31-350	Dorman Air Services
C-FLRA	Piper PA.31-350	Orca Airways
C-FMDW	Dash 8-300	Air Canada Jazz
C-FNJB/9	PBV-1A Canso	Aero Service <i>stored</i>
C-FSPC	Harvard Mk.4	Spencer Aircraft
C-FTKL/"63"	Nanchang CJ-6A	private
C-FTUP	Piper PA.31-350	Orca Airways
C-GBPC	Beech 1900C	Pacific Coastal Airlines
C-GEWQ	Dash 8-300A	Air Canada Jazz
C-GGRP/"30"	L-29 Delfin	Classic Wings Adventures
C-GHJT	Sikorsky S-76A	Helijet
C-GIEA	Piper PA.31-350	Island Express Air
C-GIKA	Piper PA.31-350	Canadian Air Charters
C-GKND	Lake LA-4-200	private
C-GLTA	Dash 8-300	Air Canada Jazz
C-GMGG	Robinson R44	BC Mountain Helicopters

C-GMON	Dash 8-300	Air Canada Jazz
C-GMPF	AS350B3 Ecureuil	RCMP
C-GNAZ	Piper PA.31-350	Orca Airways
C-GNCV	Beech 100	North Cariboo Air
C-GOAC/"9"	Nanchang CJ-6A	private
C-GQKG	Piper PA.30	private
C-GRDG	Piper PA.34-200T	RDG Aviation
C-GROJ	Piper PA.31-350	Hangar 13 Aviation
C-GSTA	Dash 8-300	Air Canada Jazz
C-GVTA	Dash 8-300	Air Canada Jazz
N108RJ	Beech 200	private
N1213S	Cessna 208	Wright Caravan
N20KA	DHC-2T Turbo Beaver	Alpha Distributors
N249N	DHC-2T Turbo Beaver	M&B Beaver
N6188V	Lake LA-4-200	private
N8539A/"710/D"	T-28D Trojan	MX Aerosport

During the weekend of 3-5 June, the Nanaimo Flying Club organized the Wings & Wheels 2011. Since the Fraser Blues demo team was invited for this event to give a flying display, we flew to Nanaimo on Friday after lunch. En route I had another opportunity to photograph several Navions air-to-air in sunny circumstances.

The airport is located south of the city of Nanaimo and has one north-south oriented runway. All activities are on the west side of the airport. On the east side, there is a golf course. Traffic consists mainly of Air Canada Jazz Dash 8s, bizprops (Navajos, King Airs) and some GA.

For photography, it's advised to be there in the afternoon, because you'll have backlight in the morning. I assume that possibilities from the outside are limited, so arranging airside access via the flight service station ("control tower") or the flying club is probably the best way to go. As a 'member' of the Fraser Blues, I had airside access all weekend. I positioned myself along the taxiway just south of the main apron. The (late) afternoon/evening light combined with a forest background resulted in marvellous pictures.

Visitors for the Wings & Wheels consisted of a Trojan and John Mrazek's Harvard and Delfin, besides the small GA stuff. Some of the visitors arrived Friday afternoon, but most of them Saturday morning.

Saturday would be the highlight of the event, with both a static show (cars and planes) and airshow. Unfortunately, the very first performer of the airshow, Mr Bill Phipps, crashed his Steen Skybolt Biplane during his flying display in front of the 5000 people crowd. Although Phipps survived the crash, he was severely injured and taken to hospital by the Helijet Air Ambulance. The plane was badly damaged and written off. Due to the crash, the airport was closed for a few hours and the airshow was cancelled.

The next day around noon, I flew back to Langley with the Fraser Blues without performing at the event. An air-to-air photo shoot was a nice opportunity to burn some of the show smoke. All in all I had a great weekend, although it was obviously spoiled by the crash.

22 June 2011 Squamish CYSE

C-FELE	AS355N	Blackcomb Aviation
C-FSAI	AS350B2 Ecureuil	Black Tusk Helicopter
C-GSEE	Bell 206B	Black Tusk Helicopter
C-GSKI	AS350B2 Ecureuil	Blackcomb Aviation
C-GTTO	Robinson R44	

Because my internship supervisor is also the airport manager of Squamish Airport, we had to go to there on this Wednesday for a meeting with two people from the District of Squamish. As an airport manager, you have to arrive in style, so after a 40 minute flight with a gorgeous view on downtown Vancouver we touched down on runway 32 in the Navion C-GYIY.

The airport hasn't really changed since my visit two years ago. It's still very quiet and photo opportunities are only good in the morning.

Around 13.15h. we flew back to Langley. I was at the controls for most of the trip: after the climb-out till short final. A wonderful experience: flying above downtown Vancouver myself.

2-3 July 2011 Texada-Gillies Bay CYGB

C-GMVV	Piper PA.44-180	private
C-GNJL	Piper PA.31	John Lovelace
C-GPCA	Piper PA.31	KD Air

On the first weekend of July, it was time for another Fraser Blues trip. This time we went to Texada Island because of the annual fly-in on Sunday. As we were with only three team members, we did not do a flying display.

The island has one tiny airport with a north-south runway and a small apron on the northeast side. Photography opportunities are favourable in the morning/early afternoon. KD Air is the only scheduled air service. They have two or three flights to Vancouver (via Qualicum Beach) per day, seven days per week.

The weather was quite nice this weekend and about 30 aircraft showed up for the fly-in.

15 July 2011 Chilliwack CYCW

C-FIPV	Piper PA.31-350	Dorman Air Services
C-GGQL	Bell 206B	Far West Helicopters
C-GZFT	Bell 206L1	Far West Helicopters

Another training flight with the Fraser Blues and lunch at Chilliwack.

On 20 July my time in Langley came to an end. Saying goodbye to British Columbia is not easy, but life goes on.

I would like to thank all the Canadian people for the great time I had. A special thanks to George and Guy Miller, the Fraser Blues and Peter and Jackie van Huizen.