

Canada, Ontario

July-August 2011

The second part of my stay in Canada last year was a holiday with my parents. We stayed in Brampton, Ontario for a few weeks, from 20 July till 15 August.

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

20 July 2011 Abbotsford CYXX

101035	CF-101B Voodoo	Canadian AF	<i>gateguard</i>
C-GDFR	Piper PA.31-325	Island Express Air	
C-GWCT	Boeing 737-600	Westjet	
C-GWSJ	Boeing 737-600	Westjet	
C-GWXL	Piper PA.31-350	Orca Airways	
C-GXHK	Piper PA.31-350	Orca Airways	

Before my flight to Edmonton (Westjet 510) I noted the above at Abbotsford Airport. In the terminal there's a limited view on the apron through the glass. When you enter the terminal, just walk all the way to the left and you'll see the place.

20 July 2011 Edmonton CYEG

C-FWCN	Boeing 737-700	Westjet
C-GSTA	Dash 8-300	Air Canada Jazz
C-GWCM	Boeing 737-700	Westjet
C-GWCT	Boeing 737-600	Westjet
C-GWSU	Boeing 737-700	Westjet
N937XJ	CRJ 900	Delta Connection

Because my connection flight to Toronto (Westjet 340) was delayed for half an hour, I had some time to write down a few tailnumbers.

20 July 2011 Toronto-Lester B Pearson CYYZ

C-FTCZ	Boeing 737-800	CanJet
N181PQ	CRJ 900	Delta Connection
TF-FIX	Boeing 757-300	Icelandair

After my second Westjet flight I arrived in Toronto around 19.30h. LT. Flying with Westjet is rather cheap and the service is surprisingly good. It can be compared with companies like Air Berlin. The route network is great, they offer domestic flights and flights from Canada to Florida and California as well as to Mexico and the Caribbean. While taxiing to the gate and after deboarding I noted the above listed aircraft. I picked up my luggage and together with my parents I went to Brampton, about 15 minutes away from Toronto-Pearson Airport. Brampton would be our home for the next few weeks.

21 July 2011 Brampton CNC3

C-FROL	Piper PA.30	Hogan & Greenfield Design-Build
C-GBYV	Cessna 421A	Quest Steel
C-GPHK	Piper PA.44-180	Brampton Flight Centre / Air Caledon
CF-PSL	Piper PA.23	

The airfield of Brampton is located northwest of the town. It's a small general aviation airfield and the Brampton Flight Centre is the main user here. There are two runways: 08-26 and 15-33. All activities are located in the northwest corner. There is one main apron, a lot of hangars and a tiedown area.

The best time to be here for photography is the morning till noon, or in the late afternoon. I walked together with one of the employees of the flight centre at the main apron to take some photos.

23 July 2011 Holland Landing CLA4

C-FDEM	DHC-2T Turbo Beaver	private
C-FTVB	Robinson R22	Outcom Systems
C-GTCQ	Robinson R44	Silverline Helicopters

Holland Landing is a small town located between Toronto and Barrie. The local airfield can be found just south of the village. It is easy to miss, because it is elevated and therefore hardly visible from the road. Silverline Helicopters is based here and only its R44 was outside this Saturday morning. In another hangar two more interesting aircraft were noted.

24 July 2011 Toronto-Lester B Pearson CYYZ

B-KPE	Boeing 777-300ER	Cathay Pacific
C-FBNA	Cessna 650	Image Air Charter
C-FDJC	Cessna 650	Chartright Air
C-FEMT	Learjet 36A	Fox Flight
C-FFBC	CL-300	Chartright Air
C-FJTN	Raytheon 390 Premier 1A	Air Georgian
C-FLEN	Boeing 737-400	Flair Air
C-FPEP	IAI 1124A Westwind	Chartright Air
C-FPWD	Airbus A320-200	Air Canada Jetz
C-FTIU	Raytheon 390 Premier 1A	Air Georgian
C-FTJH	Boeing 737-800	Sunwing Airlines
C-FWUT	CL-300	Chartright Air
C-GAAS	Beech 1900D	Air Canada / Air Alliance
C-GBBB	Gulfstream III	Chartright Air
C-GBIS	BAe 125-800A	Chartright Air
C-GFTL	CL-605	Partner Jet
C-GGFP	Falcon 50	Chartright Air
C-GHYD	IAI 1124 Westwind	Flightexec
C-GMFP	Piper PA.31T	Novajet
C-GMGB	BAe 125-850XP	Image Air Charter
C-GMLH	Falcon 900EX	Flightexec
C-GOJC	Falcon 10	Novajet
C-GPGA	Cessna 550B	Air Georgian
C-GRGE	Falcon 50	Chartright Air
C-GRTB	CL-601-3A	Image Air Charter
C-GSMR	Falcon 2000	Chartright Air
C-GSQC	BAe 125-700A	Novajet
C-GTAU	BAe 125-800SP	Chartright Air
C-GUSM	Learjet 45	Wal-Mart Canada
C-GXPZ	CL-601-3R	Chartright Air
C-GZGZ	Pilatus PC-12/45	Image Air Charter
JY-CMC	Embraer 135BJ	Arab Wings
N16151	Embraer 145XR	United Express
N311FE	MD-10-30F	FedEx
N656RW	Embraer 170SE	United Express
N7MR	Falcon 7X	SCB Falcon
VP-BPZ	Boeing 727-17	Peter Nygard

As the roads are not that busy on Sundays, this was a perfect time to explore the several spotting points at Canada's busiest airport. On the Scramble website one can find a good airfield guide.

Runway usage is even worse than at Amsterdam-Schiphol, there is no logic at all. A radio scanner is therefore recommended in order to listen to the ATIS (120.825 MHz). The entire airport is fenced with a 3 meter high fence (at least), but the approaches offer acceptable opportunities, be it with some effort.

If runway 05-23 and 06-24 (L and/or R) are in use, the light is good from approximately 0800-1300 and in the evening. Photo opportunities for runway 15 (L and R) are probably OK for both sides and runway 33L is only good in the afternoon.

On the north side of the airport, north of runway 05-23, the General Aviation area is situated. Many bizzers on the aprons and inside the open hangars could be written down. It's a shame though that photography is only possible through the fence.

All Air Canada (A319/A320/A321/A330/B767/B777/E175/E190), Air Canada Jazz (CRJ 100/200/705/Dash 8), Air Transat (A310/A330) and Westjet (B737) aircraft are omitted in the logs of Toronto-Pearson.

25 July 2011 Toronto-Lester B Pearson CYYZ

B-6508	Airbus A340-600	Hainan Airlines
C-FEXB	Cessna 208B	FedEx Feeder
C-FEXF	Cessna 208B	FedEx Feeder
C-FPWE	Airbus A320-200	Air Canada Jetz
C-FYQO	Boeing 737-800	CanJet
C-FZCC	Gulfstream G150	Skyservice Business Aviation
C-GGOY	Dash 8-400	Air Canada Express
C-GORF	Beech 1900D	Air Canada / Air Alliance
C-GORZ	Beech 1900D	Air Canada / Air Alliance
C-GSLL	CL-850	Image Air Charter
C-GTDE	Learjet 35	Skyservice Business Aviation
F-GITD	Boeing 747-400	Air France
G-CIVG	Boeing 747-400	British Airways
N365PH	Dash 8-200	Continental Connection
N634XJ	CL-605	XOjet
N654RW	Embraer 170SE	United Express
N681AE	Embraer 145LR	American Eagle
N781CA	CRJ 100ER	Delta Connection
N8869B	CRJ 440LR	Delta Connection
N902VP	Cessna 750	CitationShares Sales
OH-LBT	Boeing 757-200	Finnair
SP-LPG	Boeing 767-300ER	LOT Polish Airlines

In the evening I spent some two-and-a-half hours near the approach of runway 23, along Airport Road. This runway was in use for both landings and take-offs. Do not park your car along the perimeter fence, because the cops may give you a fine. Park your car at the Tim Hortons parking lot instead.

The evening side of runway 23 is probably the best spot at the airport for photographers. A 70-200mm lens is adequate for this place, although smaller bizjets require 300mm. Light is good from 1630h till sunset. It's a bit of a 'trial-and-error' to find a good spot along Airport Road because of the trees and lampposts, but it will work out. If you want an unobstructed view, you should go to the top-level of the multi-storey car park (see Bing Maps, coordinates N43.6985 W79.6330). However, don't be surprised if you are sent away by security because this building is private property.

26 July 2011 Kitchener-Waterloo CYKF

130343	CC-130H Hercules	Canadian AF
C-FDJP	Jet Provost T4	private
C-FGFL	Pilatus PC-12/45	Airsprint
C-FIPT	Piper PA.46-500TP	private
C-FLLV	Robinson R44	Great Lakes Helicopter
C-FNIF	Bell 206B	Great Lakes Helicopter
C-FOHX	T-33AN	Heritage Jets
C-FORQ	Robinson R44	Great Lakes Helicopter
C-FPMH	Piper PA.44-180	Waterloo-Wellington Flight Centre
C-FPZZ	DHC-2 Beaver	Reidco
C-GAFQ	SA227DC Metro	Bearskin Airlines

C-GHMN	Piper PA.23-250	Aerophoto	
C-GLHC	Robinson R22	Great Lakes Helicopter	<i>gateguard</i>
C-GMMS	Bell 206B	Great Lakes Helicopter	
C-GPOU	Piper PA.44-180	Waterloo-Wellington Flight Centre	
C-GTJF	Piper PA.31-350	Peninsulair	
C-GVAR	Robinson R22	Great Lakes Helicopter	
C-GXDC	Robinson R44	Great Lakes Helicopter	
C-GYTL	SA227CC Metro	Bearskin Airlines	
N294RT	Cessna 560 Ultra	Rock Tenn Converting	
N40AM	Mitsubishi MU-2B-40	Scope Leasing	
(N446RS)	T-33AN	Red Star Aviation Museum	

Today I paid a visit to the Region of Waterloo International Airport. This regional airport is located east of the city of Kitchener. The airport has two runways, 14-32 which is used by the smaller planes (mainly flight training) and 08-26, used by the larger aircraft.

All aprons and hangars are located on the southwest-side. Inside the terminal you can see part of the main ramp. Next to the terminal and near the hangars there are several possibilities to photograph the parked aircraft. You will need stairs (2-3 steps) to photograph over the fence, or be creative with gates that may have some wider spaces. Of course, you can also ask at the different hangars if you can photograph the planes that are outside. For me, this was very worthwhile as I was able to photograph two black T-Birds this way (among others). The American one, which has no tailnumber painted on it, is registered with a flying warbird museum in Hackettstown, New Jersey.

Near runway 32 there's actually a spotting hill, requiring at least 300mm for the small single engine planes and less for the larger ones.

If runway 08 is in use, the restaurant/bar of the Waterloo-Wellington Flight Centre is the place to be. They have a nice terrace outside and a low fence.

Besides General Aviation and flight training, there are a few scheduled flights per day operated by Westjet (B737) and Bearskin Airlines (Metroliner). The Hercules came in for a lunchstop, a very nice surprise. It departed to Trenton again with callsign Tiger 343. The Jet Provost was noted in the hangar of an avionics maintenance company.

26 July 2011 Guelph CNC4

3416/X9	NA-64 Yale	Canadian AF	<i>preserved</i>
C-GFFT	Piper PA.34-200	Aviation International	

Guelph Air Park is a typically do-it-yourself airfield with no fences and no people that bother you. It's located east of the town of Guelph, along road 7 (to Acton/Georgetown/Brampton). The airfield has two paved runways, but since the flight school Aviation International is closed, those runways are not used very often... The preserved Yale can only be photographed with very few mm's, but as it's standing very close near two hangars, the shadows of these building will probably be in the way. All in all I wouldn't waste time at this airfield and visit it only when you're in the vicinity and have nothing else to do.

27 July 2011 Niagara Falls Heliport CPQ3

C-FLYD/1	Bell 407	Niagara Helicopters
C-FLYF/2	Bell 407	Niagara Helicopters
C-FLYG/3	Bell 407	Niagara Helicopters
C-GOTU/5	Bell 407	Niagara Helicopters

Today I visited one of the highlights in Ontario, the Niagara Falls. It's typically North-American to commercialize the falls with a lot of entertainment and attractions, like boat trips, observation towers (Skylon Tower: 160 meters), hotels, casinos and of course... helicopter flights. As the falls are located right on the border between Canada and the United States, one can make a pleasure flight from either country. As I didn't cross the border today, I only visited the heliport at the Canadian side. Niagara Helicopters offer a 12 minute pleasure flight in a Bell 407 for 132 CAD. Their fleet consists of 5 nicely coloured Bells (they look all the same). The operating hours are from 0900h till sunset (depending on the weather).

The heliport is located north of the city, near the intersection of Niagara Parkway and Victoria Avenue. There's enough parking space here and the People Mover bus (public transportation) stops nearby. The heliport is surrounded by a two meter high fence, so stairs (two steps) is advised if you want to photograph the helicopters on the ground. There are a few helipads for helicopter parking and one main helipad where people board and disembark the helicopter for their flight. For photography, the best time to be here is the morning, after 1300h the light is not good anymore. Depending on the departure/arrival route, the field between the heliport and Niagara Parkway (the big road) offers good opportunities to photograph the choppers in the air. This is outside the perimeter fence and offers somewhat better opportunities than from the terrace next to the 'terminal'.

30 July 2011 Hamilton CYHM

1577	CS-2F2 Tracker	Canadian Navy	
9825/Z-DB	Canso A	Canadian Navy	
18506	CF-100 Mk.5 Canuck	Canadian AF	
101045	CF-101B Voodoo	Canadian AF	
104641/"12641"	CF-104D Starfighter	Canadian AF	<i>gateguard</i>
104790/"104756"	CF-104 Starfighter	Canadian AF	<i>tiger c/s</i>
116757	CF-116A	Canadian AF	
136272	CH-136 Kiowa	Canadian AF	
811/"115461"	DHC-5D Buffalo	Sudanese AF / United Nations	
J-1145/"AA-P"	Vampire FB6	Swiss AF	
C-FCJI	Boeing 727-200	Cargojet	
C-FFGA	Cessna 208B	Skylink Express	
C-FGAJ	Boeing 767-200F	Cargojet	
C-FKCJ	Boeing 757-200F	Cargojet	
C-FPQL/"9754"	PBY-5A Canso A	Canadian Warplane Heritage	
C-FUND	Sikorsky S-92A	AIC Global Holdings	
C-GBDG/ "VH142/BD-G"	Firefly AS6	Canadian Warplane Heritage	
C-GCJB	Boeing 727-200F	Cargojet	
C-GDAK/"KN563"	DC-3	Canadian Warplane Heritage	
C-GJKF	Boeing 727-200	Kelowna Flightcraft / Purolator	
C-GKFB	DC-10-30F	Kelowna Flightcraft / Purolator	
C-GKFD	DC-10-30F	Kelowna Flightcraft	
C-GKKF	Boeing 727-200	Kelowna Flightcraft / Purolator	
C-GSKM	Beech 1900C	Skylink Express	
C-GSKT	Cessna 208B	Skylink Express	
C-GSKU	Beech 1900C	Skylink Express	
C-GUWS	Boeing 737-700	Westjet	
C-GVOC	Robinson R44	Technisonic Industries	
C-GVRA/ "KB726/VR-A"	Lancaster B10	Canadian Warplane Heritage	
C-GWSI	Boeing 737-600	Westjet	
C-GYNG	AW 139	Ornge	
CF-UUU/"20213"	Harvard 4	Canadian Warplane Heritage	
CF-VMG/"20412" (N303WL)	Harvard 4 DC-10-30F	Canadian Warplane Heritage Kelowna Flightcraft	<i>#104</i>
N806DH	DC-8-73F	DHL	
VP-BAJ	Boeing 727-30		

Aviation history is still alive at Hamilton airport. The airport is dominated by cargo airplanes of Cargojet and Kelowna Flightcraft. It's a great sight to see all those B727s, DC-10s and even a DC-8 still operational. As a rule, cargo traffic is very slow, so Hamilton is a typical airport for quality over quantity.

Besides the cargo traffic, Hamilton is served by Westjet and there is some General Aviation as well. And last but not least, the Canadian Warplane Heritage museum is

located at the airport. They have lots of airworthy warbirds and people can make pleasure flights in them. As it was Saturday, there was quite some flying activity at the museum.

When I first arrived at the airport, I did a tour by car at the south side of the airport. All hangars and aprons are located here, so a lot was read off and some aircraft were photographed as well. At the whole airport, you need stairs (at least two steps). The morning, till noon, is best for photographers.

After I had finished my tour, I went to spot 2 of the Scramble Airfield Guide and stayed there all morning along the fence. It's a great place to photograph the taxiing museum aircraft as well as some other traffic. The parked cargo aircraft at this apron require very few mm's. For taxiing traffic, a 70-200mm lens is fine.

Then, when the sun was turning worse, I paid a visit to the museum. The entrance fee is \$11 and was well worth it. The museum collection is located in a huge hangar and some planes are outside on the apron. As said before, a large part of the exhibition aircraft is also airworthy. Airplanes were pulled in and out the hangar all the time. On top of the hangar, there's a terrace from where excellent pictures can be taken of the (museum and cargo) airplanes on the apron. It was a great sight from above to see a Firefly taxiing in and folding its wings in front of my lens. The light is good here from noon till about 1700h.

Another possibility to photograph the airplanes on the apron is to join a small guided tour along the aircraft that are on display outside. The Tiger Starfighter is the star of the exhibition here. As the apron is shared with operational cargo planes, you can also photograph those when joining the guided tour (if there are any parked nearby).

Some notes about the log above:

*The Canuck (without wings and tail) is now stored at the museum apron, so it's not preserved on a pole anymore.

*The Kelowna Flightcraft DC-10 with fleet number 104 on the nose wheel door is the former N303WL and has been at Hamilton since September 2010. There is no registration painted on it.

*Only the museum aircraft that were flying, parked or on display outside were noted. There's a lot more in the museum hangar.

30 July 2011 Toronto–Lester B Pearson CYYZ

N767MW Boeing 767-200 MLW Air

This VIP B767 was logged while driving home. I wanted to spend the evening at Pearson, but since runway 23 was only in use for departures, I decided to go home.

31 July 2011 Toronto-Lester B Pearson CYYZ

AP-BGZ	Boeing 777-200LR	PIA
C-FSXL	Cessna 560XLS	Airsprint
C-FTXL	Cessna 560XLS	Airsprint
C-GBCI	Falcon 20F-5	Novajet
C-GGOK	Dash 8-400	Air Canada Express
CS-TFS	Boeing 767-300ER	Sunwing Airlines
CU-C1703	Tupolev Tu-204SE	Cubana Cargo
G-CIVB	Boeing 747-400	British Airways
N359CF	BAe 125-800A	S&W Aircraft Leasing
N374PH	Dash 8-200	Continental Connection
N603FE	MD-11F	FedEx
N617AE	Embraer 145LR	American Eagle
N859AS	CRJ 200ER	Delta Connection
N915AN	Boeing 737-800	American Airlines
N982AN	Boeing 737-800	American Airlines
UR-VVF	Boeing 767-300ER	Aerosvit

Another evening at the approach of runway 23. As it was Sunday, security was less tight than last time, so I could stand on the multi-storey car park for hours without being

bothered. The security car came just as I was about to leave. So they didn't send me away today.

31 July 2011 Malton

18619 CF-100 Mk.5 Cancuk Canadian AF

The reason why I was leaving Pearson was because I wanted to photograph this Canuck before sunset. It's located in the Wildwood Park, along Derry road. The coordinates are N43.7112, W79.6327. Light is best in the evening.

1 August 2011 Toronto-City Centre CYTZ

C-FPBJ	Dash 7-100	Trans Capital Air
C-FSRZ	Dash 8-400	Air Canada Express
C-FUND	Sikorsky S-92A	AIC Global Holdings
C-GGAZ	Bell 206B	Four Seasons Aviation
C-GKQA	Dash 8-400	Porter Airlines
C-GNUY	Dash 7-100	Trans Capital Air
C-GYTZ	Dash 7-100	Trans Capital Air

On this national holiday I went to downtown Toronto. First of all I visited the famous CN Tower. From a height of 446 meter you have a great view over Toronto and especially its city centre airport. All of the above was logged from this tower.

Because runway 26 was in use, I wanted to go to spot 3 of the Scramble Airfield Guide once I was on the ground again. From this spot you should be able to take beautiful approach shots with the Toronto skyline in the background. Spot 3 can only be reached by ferry, but when I arrived at the docks, there was a long queue, thanks to the national holiday. So the plans were changed and we would visit some other airports in Toronto. The first one was Downsview.

1 August 2011 Toronto-Downsview CYZD

116746	CF-116A	Canadian AF	<i>gateguard</i>
C-GIUP	Bombardier BD-700-1A10	Bombardier	
C-GJFI	Bombardier BD-700-1A10	Bombardier	
C-GJKA	Bombardier BD-700-1A11	Bombardier	
C-GJKO	Bombardier BD-700-1A10	Bombardier	
C-GJKZ	Bombardier BD-700-1A10	Bombardier	
C-GJLH	Bombardier BD-700-1A11	Bombardier	
C-GKLX	Bombardier BD-700-1A10	Bombardier	
C-GKMO	Bombardier BD-700-1A11	Bombardier	
C-GKNB	Dash 8-400	United Express	
(SU-SMI)/C-GJFP	Dash 8-400	Smart Aviation	
VT-SUB	Dash 8-400	Spicejet	
(VT-SUC)/C-GKLF	Dash 8-400	Spicejet	
(VT-SUE)/C-GKMS	Dash 8-400	Spicejet	

The airport of Downsview is only used by Bombardier. On the northeast side of the field there's a preserved F-5 on a pole. After this catch I went to spot 1 of the Scramble Airfield Guide. Things were quiet at the Bombardier factory, so that gave me the opportunity to walk around and read the abovementioned planes on the staff parking lot without any trouble. Photography is not ideal from here and standing in the approach all day is too boring, so I headed towards another airport in Toronto.

1 August 2011 Toronto-Buttonville CYKZ

C-FASP	Pilatus PC-12/45	Airsprint
C-FBNW	Falcon 10	Flightexec
C-FGWA	Piper PA.31T	Flightexec
C-FLWB	Robinson R44	LR Helicopters
C-FMDI	Bell 206B	
C-FRIK	Piper PA.60-601P	private
C-FSLD	Cessna 340A	KWD Airways

C-FTLL	Mitsubishi MU-2B-40	Memento Mori Investments
C-GAEA	Cessna T310R	GAEA Airlines
C-GCGA	Cessna 208	Cameron Air
C-GCJX	Piper PA.31-350	Lidar Aviation Services
C-GMSZ	Cessna 208	private
C-GOKU	Piper PA.23-250	private
C-GPMF	Piper PA.46-500TP	private
C-GQKQ	Piper PA.23-250	Desert Stream Christian Fellowship
C-GRKM	Lake LA-250	private
C-GTMN	Cessna 421C	
C-GTTS	Cessna 510	Centura
C-GUFZ	Piper PA.46R-350T	private
C-GVJV	Piper PA.46-500TP	private
C-GVKK	Piper PA.31T	Flightexec
C-GWAG	Piper PA.23-250	Lidar Aviation Services
C-GYRP	EC-120B	York Regional Police
C-GZGZ	Pilatus PC-12/45	Image Air Charter
C-GZVA	Piper PA.23	
N200TR	Beech C90A	Taylor-Ramsey Enterprises
N30DF	Piper PA.31-310	DAE Aviation Enterprises
N352TV	Learjet 35A	Craig Air Center

Buttonville is the General Aviation airport of Toronto and is located on the north side, near the town of Markham. The airport has two runways, but because runway 15-33 is longer than the other one, this runway is used by most, if not all, traffic. The terminal and the main apron are located on the north side of the airport and it's very hard to see anything from here. On the east side, there are various hangars and aprons (stairs are necessary) and on the southwest side Flightexec has its base. I was lucky because runway 33 was in use. This runway is excellent for photographing departing and arriving traffic all day long. A 70-200mm lens is fine here and at the afternoon side (coordinates N43.8560, W79.3649) you don't need stairs. I didn't check out the morning side personally, but according to a local spotter you don't need stairs there either. I just missed the Learjet from Jacksonville, Florida on arrival, but fortunately it departed only an hour later. After dinner at the nearby Wendy's I spent some time again along runway 33. Then, at 1830h. I went over to hangar 17 on the east side for my appointment with the York Regional Police. Their beautiful Colibri was pulled outside just as I arrived, so I could photograph it in a perfect evening light. Because the helicopter usually operates at night only (from 6PM till 6AM.), chances for us aviation photographers to catch this chopper in good circumstances are very rare. Many thanks for the very friendly crew for this unique opportunity!

2 August 2011 St. Catharines-Niagara District CYSN

C-FAYV	Piper PA.23-250	private
C-FBOY	Beech A65	Hal Air
C-FLYC	Bell 206L1	National Helicopters
C-FTES	Cessna 337G	private
C-GCCF	Cessna 421B	
C-GJKL	Cessna 421C	Toolneeds/Niagara Tools
C-GKAS	Cessna T310R	private
C-GKOL/"146260"	T-28C Trojan	private
C-GSZZ	Bell 206B	National Helicopters
N13817	Piper PA.23-250	
N629CS	Cessna 680	Citation Air

This regional airport is located east of the town of St. Catharines, not far away from Niagara Falls. The airport has three runways, of which 06-24 is used most of the times because it's twice as long as the other runways. All aprons and hangars are located on the south side of the airport. Photographing the aircraft on the main apron is no problem, because the fences (if any) are low. Best time to be here is the morning, because the

light is bad after 1300h. Inside the terminal National Helicopters offers flights to the Niagara Falls.

The Trojan just came in as I arrived (good timing for a change!) and departed a while later for a local flight. It's painted in dark blue US Navy colours and even has a big tailhook. A great sight and sound!

4 August 2011 CFB Borden CYBN

1507	CS-2F1 Tracker	Canadian Navy	
18194/HG-194	CF-100 Mk.4A Canuck	Canadian AF	
21079	CT-133 Silver Star 3	Canadian AF	
21100	CT-133 Silver Star 3	Canadian AF	<i>Red Knight cs</i>
23228	CL-13A Sabre 5	Canadian AF	
100493	CF-100 Mk.5D Canuck	Canadian AF	
101011	CF-101B Voodoo	Canadian AF	
104792	CF-104 Starfighter	Canadian AF	
116759/912B	CF-116A	Canadian AF	
116768	CF-116A	Canadian AF	
116769/845B	CF-116A	Canadian AF	
116835	CF-116D	Canadian AF	
133443	CT-133 Silver Star	Canadian AF	
136247/"136228"	CH-136 Kiowa	Canadian AF	

Today I woke up early to visit CFB Borden, an airbase without active runways. After a one-hour drive I arrived at the base. To my surprise, I could pass the entrance gate without any trouble.

CFB Borden hosts the 400 sqn which operates a few CH-146 Griffons. They are located along Mitchell Street (spot 1 of the Scramble Airfield Guide). Unfortunately, there was no flying activity this morning because there was nightflying the night before. Nevertheless, the visit to this base was worthwhile, because there are a lot of preserved aircraft scattered all over the base. All of them are perfect for photography in the (early) morning. You need some time though to catch them all. I spent about two hours here. Nobody bothered me while walking around and photographing the planes. Even with marching troops walking nearby, nobody paid attention to me. There's also a small museum with a CF-116 inside. Entrance is free and the building is located along Ram Street.

Places where you can find the preserved aircraft:

*Caen Circle.

*Ram Street near the museum.

*Maple Leaf Drive.

*Intersection Lundy Lane and Argus Crescent.

*Intersection Cambrai Road and Road 10 (outside the base).

*Intersection Rafah Crescent and Wellington Road.

*Hangar Street just south of the control tower.

*Intersection Ortona Road and Dieppe road. Here are two CF-116s located at the Radiation Training Centre. I didn't read these aircraft myself, but found the numbers on the internet.

4 August 2011 Kleinburg-Bolton CNB2

C-FNAR	Robinson R22	National Helicopters
C-FNHG	Bell 206L1	National Helicopters
C-FOHL	Bell 430	Flying Penguin
C-GFTE	Bell 206L4	
C-GIGS	Bell 206B	National Helicopters
C-GTCE	Bell 206B	Trans Canada Pipelines
C-GTCP	Bell 206L4	Trans Canada Pipelines
C-GTMI	Agusta A109S	National Helicopters
C-GVOC	Robinson R44	Technisonic Industries
C-GWRD	Bell 429	

C-GXSE Bell 206L National Helicopters

On the way back home I stopped at the heliport of Kleinburg-Bolton, located along Albion Vaughan Road. National Helicopters has its headquarters here as well as a maintenance facility. I wasn't allowed to take any pictures, but one of the employees showed me around in their hangars, so I could write down the abovementioned helicopters. The nice and big Bell 429 was a new type for me.

8 August 2011 Barrie-Orillia CYLS

N7TD Beech E90 Ascension Aviation

This Monday afternoon I paid a short visit to the airport of Barrie-Orillia, also called Lake Simcoe Regional Airport. The airport is located between the two towns, close to highway 11. Take exit 7 Line North and you'll see the airport on your left side. The apron is located south of the runway and you'll need stairs to photograph over the fence.

9 August 2011 Toronto-Lester B Pearson CYYZ

C-FBUR	BAe 125-800A	Skycharter
C-FIQF	BAe 125-800SP	Chartright Air
C-FJCB	CL-300	Chartright Air
C-FJGG	Learjet 60	Image Air Charter
C-FMEP	Boeing 757-200F	FedEx
C-FSBC	Cessna 650	Image Air Charter
C-GDGD	Pilatus PC-12/45	Pilatus PC-12 Centre Canada
C-GFOX	Piaggio P.180 Avanti	RCMP
C-GGHZ	IAI 1125SPX	Chartright Air
C-GMRO	Learjet 45	Chartright Air
C-GSTG	CL-605	Image Air Charter
EC-LGV	Falcon 2000LX	Corporate Jets XXI
G-CIVI	Boeing 747-400	British Airways
N1128B	Falcon 2000	NextEra Energy
N29CL	IAI 1124A Westwind	Shammach Air
N312FE	MD-10-30F	FedEx
N920FD	Boeing 757-200F	FedEx
XA-BRE	Learjet 60	
XA-GIE	BAe 125-800XP	

I spent another few hours in the evening at Pearson. This time runway 05 was in use. Unfortunately the photo opportunities are worse than if runway 23 is in use. You can park your car on the parking lots of companies along Director Gate/Davand Drive and find yourself a position along Dixie Road. Light is good from around 1830h.

Another possibility for both take-offs and landings is spot 5 at the Scramble Airfield Guide, next to the FedEx building along Bramalea Road. However, you need very large stairs here. There used to be a spotting hill, but it's now gone.

I visited the General Aviation area again and found quite some new bizzers. But be careful and keep low-profile in this area. Writing numbers should be OK, but I wouldn't even try photographing here. Within no-time there are people asking what you're doing here.

10 August 2011 Toronto-Downsview CYZD

1600	CS-2F2 Tracker	Canadian Navy
C-FWZZ	AS350B2 Ecureuil	Four Seasons Aviation
C-GJLY	Bombardier BD-700-1A10	Bombardier
C-GKLC	Bombardier BD-700-1A10	Bombardier

This morning I went to Downsview again to visit the Canadian Air & Space Museum (spot 4 at the Scramble Airfield Guide). The museum is located in an old DeHaviland factory. On some days, part of the collection (which includes the Avro Arrow) is being pulled outside which should be nice for photography. Today this was not the case and only the Tracker was outside. It's parked behind a high fence between the museum and the runway. Fortunately one of the museum volunteers had a key and let me in for a minute

(which was barely enough with the cloudy weather this morning) so I could take a picture.

Four Seasons Aviation has its helipad next to the museum.

10 August 2011 Toronto-Lester B Pearson CYYZ

C-GIWZ	Cessna 750	UYJ Air
C-GKUK	Dash 8-400	Air Canada Express
C-GPFC	CL-604	Execaire
C-GRCC	Cessna 560XL	Skyservice Business Aviation
CS-TGV	Airbus A310-300	SATA Internacional
N640RW	Embraer 170SE	United Express
N801AE	Embraer 140LR	American Eagle
N818BA	Gulfstream IV	M-51
N846NN	Boeing 737-800	American Airlines
OH-LBO	Boeing 757-200	Finnair

Again a nice evening spent at Pearson. Runway 23 was in use and I wasn't bothered by security at the multi-storey car park.

11 August 2011 Toronto-City Centre CYTZ

C-FKCA	Cessna 208	Cameron Air
C-FSRJ	Dash 8-400	Air Canada Express
C-FSRN	Dash 8-400	Air Canada Express
C-FSRW	Dash 8-400	Air Canada Express
C-FSRY	Dash 8-400	Air Canada Express
C-FXAB	Pilatus PC-12/45	Air Bravo
C-GGXS	Dash 7-100	Trans Capital Air / United Nations
C-GYNF	AW 139	Ornge
N161SL	Piaggio P.180 Avanti II	AvantAir
N7293R	Beech 58	Drake Aviation

Plus more than 20 Dash 8-400s of Porter Airlines. Today the weather was fine and the wind was blowing from the west, so I went by ferry from downtown Toronto to Hanlan's Point at Toronto Island (make sure you pick the right boat!).

At Hanlan's Point there's a nice park with trees and benches which offers you a great view on the approach of runway 26. You can take amazing pictures here of the aircraft landing with the Toronto skyline in the background. Light is good from 1100h till 1530h and no stairs are needed. For a Dash 8-400 you need at least 200mm, for anything smaller you need 300-500mm or even more.

12 August 2011 CFB Trenton CYTR

10732	CP-107 Mk.2 Argus	Canadian AF
11315	CH-113A Labrador	Canadian AF
12145	CP-121 Tracker	Canadian Navy
12963/"FZ658/P"	CC-129 Dakota 3N	Canadian AF
18774	CF-100 Mk.5 Canuck	Canadian AF
23257	CL-13A Sabre 5	Golden Hawks
101040	CF-101B Voodoo	Canadian AF
104646	CF-104D Starfighter	Canadian AF
114015	CT-114 Tutor	Canadian AF
116721	CF-116A	Canadian AF
118101	CH-118 Iroquois	Canadian AF
130313	CC-130E Hercules	Canadian AF
133190	CT-133 Silver Star 3	Canadian AF
133435/"21435"	CT-133 Silver Star 3	Red Knight
134213	CT-134 Musketeer	Canadian AF
135102	CH-135 Twin Huey	Canadian AF / United Nations
136204/EQ-408	CH-136 Kiowa	Canadian AF
188911	CF-188B Hornet	Canadian AF

gateguard

23+45/"776"	MiG-21MF	East-German AF
J-4029	Hunter F58	Swiss AF

Today I drove all the way to CFB Trenton, where I paid a visit to the National Air Force Museum of Canada. The museum is located along the RCAF Road where the gate guard can be found as well. Part of the collection is on display outside (the ones mentioned above). Between 1000h. and 1200h. you can photograph nearly everything in good light conditions.

As I was here together with my family, I did not have time to do some operational spotting. A real shame because the weather was just perfect with clear blue skies...

13 August 2011 Toronto-Lester B Pearson CYYZ

9Y-JMA	Boeing 737-800	Air Jamaica
C-GAAR	Beech 1900D	Air Canada / Air Alliance
C-GGGA	Beech 1900D	Air Canada / Air Alliance
C-GKTM	Learjet 55	
N151GJ	CRJ 701LR	United Express
N166PQ	CRJ 900	Delta Connection
N195WQ	Dash 8-400	United Express
N434AW	CRJ 200LR	US Airways Express
N636RW	Embraer 170SE	United Express

This Saturday evening was rather quiet and only one runway was in use for landings: runway 24L. I positioned myself along Silver Dart Drive. There's a private car park that I used, because you are not allowed to park along the road. I kept low profile here as numerous police cars were passing by, but fortunately nobody bothered me. I used 200-300mm for the regular aircraft, but you need some more for the smaller ones (i.e. the Beech 1900 and the Learjet today). You could walk along the road towards the runway, but as the aircraft were not that low, I decided not to do so and stayed near the car. This spot is obviously not as nice as the one for runway 23, but the great coloured Air Jamaica was worth it for sure.

15 August 2011 Toronto-Lester B Pearson CYYZ

9Y-SLU	Boeing 737-800	Caribbean Airlines
B-KPL	Boeing 777-300ER	Cathay Pacific
C-GORA	Beech 1900D	Air Canada / Air Alliance
CS-TGU	Airbus A310-300	SATA Internacional
PH-BFP	Boeing 747-400SCD	KLM Asia

All this was read from terminal three in the hours prior to my flight to Amsterdam with KL 696.

And hereby the four wonderful months of living, working and spotting in Canada came to an end. I would like to thank all the Canadian people who gave me these unique experiences. It's not hard to imagine that I would love to go back to this country some day, but then for a much longer stay... Well, time will tell!