

North Bay, Ontario, Canada

September 2016

An (aviation related) business trip was the reason for my third visit to Canada. It all started at my home airport on a Saturday morning.

10 September 2016 Amsterdam-Schiphol EHAM

G-EUYT Airbus A320-200 British Airways
Flight BA 429 brought me in less than an hour to Europe's busiest airport.

10 September 2016 London-Heathrow EGLL

A6-EDG	Airbus A380-800	Emirates
A6-EFO	Boeing 777F	Emirates Sky Cargo
A7-BEE	Boeing 777-300ER	Qatar Airways
B-KPS	Boeing 777-300ER	Cathay Pacific
C-FIVW	Boeing 777-300ER	Air Canada
D-ACNP	CRJ 900LR	Eurowings
D-AEAC	Airbus A300B4-600RF	DHL
EI-DEI	Airbus A320-200	Aer Lingus
HB-IJK	Airbus A320-200	Swiss
N1603	Boeing 767-300	Delta Air Lines
N225UA	Boeing 777-200ER	United Airlines
N26910	Boeing 787-8	United Airlines
N718AN	Boeing 777-300ER	American Airlines
N798AN	Boeing 777-200ER	American Airlines
N845MH	Boeing 767-400ER	Delta Air Lines
N966AM	Boeing 787-8	AeroMexico
OD-MEE	Airbus A330-200	MEA Middle East Airlines
OE-LBI	Airbus A320-200	Austrian Airlines
OY-KBP	Airbus A319-100	SAS
PH-BGN	Boeing 737-700	KLM
SX-DGS	Airbus A321-200	Aegean Airlines
TF-ISO	Boeing 767-300ER	Icelandair
VH-OQA	Airbus A380-800	Qantas
VQ-BNS	Airbus A330-300	Aeroflot
VT-ANL	Boeing 787-8	Air India
YU-APF	Airbus A319-100	Air Serbia
ZK-OKQ	Boeing 777-300ER	Air New Zealand

Plus: various types of British Airways / Virgin Atlantic

I had a couple of hours to change planes and therefore some time to spare to log the above from Terminal 5. Then it was on to BA 93 (B747-400) for a seven-hour flight to Toronto.

10 September 2016 Toronto-Pearson CYYZ

C-FFBE	CL-350	Chartright Air
D-AIKQ	Airbus A330-300	Lufthansa
EI-EJJ	Airbus A330-200	Alitalia
G-CIVN	Boeing 747-400	British Airways
LY-VEQ	Airbus A320-200	Avion Express
N11535	Embraer 145LR	United Express
N686AE	Embraer 145LR	American Eagle
N758XJ	Cessna 750	XOjet

Plus: various types of Air Canada / Air Canada Express / Air Canada Rouge / Westjet / Air Transat / Sunwing Airlines

After arrival in the afternoon and the usual waiting to pass customs, I got a ride on the hotel shuttle to the Comfort Inn (6355 Airport Road), just a few minutes away from the terminals. Besides the convenient location, free breakfast and the complimentary 24h-shuttle, the rate was reasonable and the room & bed were OK. On this night the hotel was fully booked though, so I was glad that I had made my reservation well in advance.

After check-in I decided to walk along the Airport Road to my favourite spotting place: the multi-storey car park which is located between the Petro-Canada gas station and the Tim Hortons. Unfortunately most traffic was landing on the 24's in stead of runway 23. Moreover, the weather was bad with approaching thunderstorms. So after an hour (when it started to rain) I headed back to the hotel, ordered a pizza next door and watched some American Football.

11 September 2016 Toronto-Pearson CYYZ

XA-AMS Boeing 737-800 AeroMexico

Around 7 AM the hotel shuttle brought me to the airport where I checked in for flight AC 8675 (Dash 8-100) to North Bay. Before departure I was able to log some planes, but mostly it was just regular Canadian stuff. I also saw approximately ten stored Dash 8-400s of United Express, but unfortunately I could not read them.

11 September 2016 North Bay-Jack Garland CYYB

100500	CF-100 Mk.5D Canuck	Canadian AF
101054/"101067"	CF-101B Voodoo	Canadian AF
C-FABA	Dash 8-100	Jazz Aviation
C-FACD	Dash 8-100	Jazz Aviation
C-FGRC	Dash 8-100	Air Canada Express
C-FGSL	Bell 206L-1	Essential Helicopters
C-FJMG	Dash 8-100	Air Canada Express
C-FNCU	Dash 8-300	Voyageur Airways
C-GAFQ	SA227DC Metro 23	Bearskin Airlines
C-GANK	Dash 8-100	Voyageur Airways
C-GCDM	Bell 206B	Essential Helicopters
C-GGGC	Robinson R44	Essential Helicopters
C-GIXU	CRJ 200ER	JetLite
C-GIXY	CRJ 200ER	JetLite
C-G(JKF)	Boeing 727-200F	Kelowna Flightcraft/Canadore College
C-GJSX	Dash 8-100	Jazz Aviation
C-GJVH	SA227DC Metro 23	Bearskin Airlines
(C-GLOL)/360	Dash 7-100	Voyageur Airways
C-GMCT	Robinson R44	Essential Helicopters
C-GTCB	Piper PA.46-350P	
C-GVYZ	Robinson R22	Essential Helicopters
C-GXEG	Robinson R22	Essential Helicopters
N34NG	Dash 8-400	United Express

Around 10 AM I arrived at North Bay Airport. As I had this day off, I decided to explore the airport a bit with my rental car (Toyota Camry).

Overall the airport is fairly quiet with about five to ten visitors each day (including scheduled airlines Air Canada Express, Bearskin Airlines and Porter Airlines). There is also a military airbase located at the airport, although there are no more flying assets based here (only an occasional military visitor). Nowadays the base consists mainly of radar facilities.

Coming from the town of North Bay, you will arrive at the airport on Airport Road. You will see the preserved black Voodoo on your right hand side. Photographing this plane should be done early morning or late afternoon/evening. Taking a left on Airport Way and then the first road to the right will lead you to the terminal. There is ample of paid parking here. Inside the terminal views are limited, but on the left and right side next to

the terminal you can have a look at the main apron. For photography, you will need a small ladder to overlook the fence or you can use the "crashgate" left of the terminal. Here a 70-200mm or smaller lens will fit. Depending on where exactly the planes are parked and their direction of taxiing in and out, you will have the sun in your back for most of the day.

Continuing on Airport Way, take a right on to Terminal Street to end up at the control tower and old terminal building. This building is now in use as an FBO and airport management office. Looking left and right of this building might give you an additional view on the main apron. Also the hangar and apron of Helicopters Canada can be found across the street.

Back on Airport Way, you can take a left on Aviation Avenue to the most western part of the airport. Here you will find the Canadore College with a Boeing 727 parked outside (go all the way to the right). Unfortunately the plane is not suitable for a decent photo. Left of the college you will find the two helicopter companies Essential Helicopters and Sunrise Helicopters. All the way to the left at Aviation Avenue, you will have views on runway 08.

Back to the Airport Road, continue northeast-bound until the stop sign. Turning left will bring you to Voyageur Airways. During my visit there were approximately twenty stored aircraft (Dash 7, Dash 8, CRJ 200) on their aprons, but unfortunately I only managed to read some of them. When turning right at the stop sign and then right again on Manston Crescent, you will see the preserved Canuck. Photography would be best late afternoon/evening. Continuing straight on at the aforementioned stop sign will bring you to some smaller GA aircraft and the aero club.

My hotel for the week would be the Travelodge North Bay Airport. Don't be fooled by the name: it's actually a 15-minute drive from the hotel to the airport. The hotel itself was fine though and it also offers free breakfast.

In the southern part of town, there is another Canuck preserved near the intersection of Main Street, Memorial Drive and Judge Avenue.

12 September 2016 North Bay-Jack Garland CYYB

C-FEXY	Cessna 208B	FedEx Feeder
C-GJVW	SA227DC Metro 23	Bearskin Airlines
C-GSKM	Beech 1900C	Skylink Express

13 September 2016 North Bay-Jack Garland CYYB

C-FXHC	CRJ 200LR	Voyageur Airways
C-GRDL	Robinson R22	Helicopters Canada
C-GUCA	Piper PA.31-350	Flightexec
N276A	Gulfstream G550	Anadarko
VP-FBQ	Dash 7-100	British Antarctic Survey

14 September 2016 North Bay-Jack Garland CYYB

C-GHOY	AS350B3 Ecureuil	Hydro One
C-GHQZ	Dash 8-300	Voyageur Airways
C-GJSV	Dash 8-100	Jazz Aviation

15 September 2016 North Bay-Jack Garland CYYB

C-GILM	Robinson R44	Helicopters Canada
C-GJVB	SA227DC Metro 23	Bearskin Airlines

In the afternoon there was also an unidentified Air Canada Boeing 777-300, which diverted to North Bay en route from Vancouver to Toronto.

16 September 2016 North Bay-Jack Garland CYYB

C-GHUG	Bell 206L	Sunrise Helicopters
N1228	Piper PA.46-310P	

17 September 2016 North Bay-Jack Garland CYYB

C-GKON	Dash 8-100	Air Canada Express
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All of the above aircraft were logged during my daily lunch break. On Saturday I flew back to Toronto on flight AC 8678.

17 September 2016 Toronto-Pearson CYYB

B-7368	Boeing 777-300ER	China Eastern
D-ABVY	Boeing 747-400	Lufthansa
D-AIKE	Airbus A330-300	Lufthansa
EI-EJM	Airbus A330-200	Alitalia
EI-LBR	Boeing 757-200	Aer Lingus
F-GSPF	Boeing 777-200ER	Air France
G-CIVJ	Boeing 747-400	British Airways
G-YMML	Boeing 777-200ER	British Airways
PH-BQE	Boeing 777-200ER	KLM
PH-BQO	Boeing 777-200ER	KLM
TF-FIN	Boeing 757-200	Icelandair
TF-SON	Airbus A321-200	Wow Air
VT-JWU	Airbus A330-300	Jet Airways

Plus the regular Canadian stuff. Again I had some time to kill at Pearson before flying back to Europe on BA 98 (B777-200).

18 September 2016 London-Heathrow EGLL

EC-ITN	Airbus A321-200	Iberia
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Inside Terminal 5 I only logged some BA aircraft with the exception of above Iberia Airbus.

18 September 2016 Amsterdam-Schiphol EHAM

G-EUPE	Airbus A319-100	British Airways
TC-OBU	Airbus A320-200	Onur Air

Flight BA 434 (A319) brought me home to Amsterdam.