
RED BEACON AERONAUTICAL

Aircraft Information Package

C-GDRL

2021 Chandler / BBI Aviation PA-14

Amateur-Built (CAR Std. 549) · 3-Seat · 180 HP Lycoming O-360 · 2,400 lb Gross



Hangared at CSY3 — Sorel-Tracy, Quebec, Canada

Asking \$195,000 USD OBO

Prepared by Frederic Boivin · Red Beacon Aeronautical

Report date: May 2026

Executive Summary

Red Beacon Aeronautical is pleased to present C-GDRL, a 2021 BBI Aviation experimental PA-14 in the desirable 3-seat configuration. The aircraft was professionally constructed by John Gordy in Springfield, Ontario, and is registered to its current owner, Dennis Lock of Kuujuaq, Quebec, who has flown and maintained it as a serious northern backcountry machine.

Built around a freshly-overhauled 180 HP Lycoming O-360 and a Whirl Wind ground-adjustable composite prop, GDRL combines a strong useful load (~1,100 lb on the 8.50 tires, slightly less on Bushwheels), a Dynon SkyView VFR glass panel, ACME Black Ops suspension with reinforced landing gear, AWB 2500 hydraulic skis, a Stinger tail with baby bushwheel, an extended baggage compartment, and welded float fittings — a true multi-surface bush aircraft on tires, skis, or (with floats added) water.

Total time since new is approximately 362 hours on the airframe and engine. All logs are complete, the annual inspection was completed October 14, 2025 at AD Air Service, and the ELT was overhauled, tested, and re-batteried at Handfield Aviation in November 2025 (next performance test due 10 NOV 2027, battery due FEB 2030).

Reason for sale: the owner is moving into a larger aircraft (Levitation 4) to better accommodate family needs. Serious inquiries only — viewing by appointment at CSY3 (Sorel-Tracy, QC).



Highlights at a Glance

- 2021 BBI Aviation experimental PA-14 — 3-seat configuration, professionally built by John Gordy
- Airframe & Engine TTSN: ~362 hours
- 180 HP Lycoming O-360-A1D (engine overhauled new at Aero Atelier C. M. Inc., November 2020)
- Whirl Wind GA200L-816 ground-adjustable composite propeller (Mfg 09/2020)
- Dynon SkyView EFIS — VFR glass panel
- Empty weight 1,297 lb · Gross weight 2,400 lb · Useful load ~1,100 lb
- Reinforced landing gear (Aviation BL) with ACME Black Ops suspension
- ACME Stinger tail suspension with baby bushwheel
- 31" Alaska Bushwheels (with own set of wheels) included
- 8.50 tires (with own set of wheels) for ski use included
- AWB 2500 hydraulic skis + tail ski assembly — all included
- Welded float fittings — ready to accept floats
- Extended baggage compartment
- Wing & engine covers included
- Annual inspection completed October 14, 2025 (AD Air Service)
- ELT (ACK E-04) overhauled, tested and re-batteried November 2025 — battery due FEB 2030
- Hangared at CSY3 (Sorel-Tracy, QC, near Montreal)

Aircraft Registry (CCAR)

Mark	C-GDRL
Common Name	Dennis Lock
Model Name	Chandler PC14
Serial No.	52
Basis for Eligibility	CAR Standard 549 – Amateur-Built Aircraft
Category	Aeroplane
Engine	1, Piston
Max Take-Off Weight	1,179.34 kg (2,600 lb)
24-Bit Address	Hex C04E5A · Octal 60047132
Manufacturer	Dennis Lock
Country of Manufacture	Canada
Year of Manufacture	2020
Type of Registration	Private
Owner Registered Since	2020-10-13
Latest C of R Issued	2025-01-24
Regional Office	Dorval
Base of Operations	Tillsonburg, Ontario, Canada
Registered Owner	Dennis Lock — P.O. Box 88, Kuujjuaq, QC J0M 1C0

Note: CCAR lists builder/registrant Dennis Lock with Common Name and Country of Manufacture per Transport Canada record. The airframe was physically built by John Gordy in Springfield, Ontario (BBI Aviation PA-14 kit) and registered under CAR Std. 549 Amateur-Built.

Airframe Specifications

Make / Model	BBI Aviation PA-14 (Chandler PC14, experimental)
Configuration	3-seat (1 + 2 bench, PA-12 style)
Builder	John Gordy, Springfield, Ontario
Year Completed	2021
Serial Number	52
Airframe TTSN	~362.1 hours
Empty Weight	1,297 lb (on 8.50 tires)
Gross Weight (operating)	2,400 lb
Useful Load	~1,100 lb
Gear Configurations Available	31" Alaska Bushwheels · 8.50 tires · AWB 2500 hydraulic skis
Float Provisions	Welded float fittings installed
Baggage	Extended baggage compartment

Engine

Make / Model	Lycoming O-360-A1D
Rated Power	180 HP
Serial Number	L-6256-36
Specification	Homebuilt
Time Since Overhaul (TTSO)	~362.1 hours
Overhaul / Build	Complete dismantle, inspection and overhaul by Aero Atelier C. M. Inc., Shawinigan, QC — November 12, 2020 (reference WR171, Charles Toupin)
Prop Strike Compliance	Following a minor prop strike at ~85 hours (sandbar takeoff), Aero Atelier C. M. Inc. performed the full Lycoming prop-strike tear-down and inspection. Engine returned to service with all SBs and inspections complied with; insurance claim closed.

Propeller

Make / Model	Whirl Wind GA200L-816 — ground-adjustable composite
Hub Serial No.	GA200L-816-H-1525
Blade Design	CUB 82
Blade Serial Numbers	949, 950

Date of Manufacture	September 2020
Diameter	82 in
Max RPM	2,700 (engine RPM)
Initial Pitch Setting	20° (set with supplied blade paddle)
Construction	Carbon graphite composite blades with nickel leading-edge erosion shields; billet-aluminum hub

Avionics & Panel

Primary EFIS	Dynon SkyView (VFR)
ADS-B In / Out	Not installed
Comm / Nav	VFR-suitable; see panel photos
ELT	ACK E-04 (406 MHz) — S/N 32474. ELT overhauled & re-battered by Handfield Aviation (AMO 26-09) under work order 22510174 in November 2025. Battery due FEB 2030. Next performance test due 10 NOV 2027.

Panel and instrument photos are included in the gallery section.

Equipment & Backcountry Configuration

- Reinforced landing gear (reinforced by Aviation BL)
- ACME Aero Black Ops suspension
- ACME Stinger tail suspension with baby bushwheel
- 31" Alaska Bushwheels — included with their own set of wheels
- 8.50 tires with own set of wheels — used in conjunction with the skis
- AWB 2500 hydraulic skis + matching tail ski assembly
- Welded float fittings on the airframe
- Extended baggage compartment for true backcountry load-carrying
- Wing covers and engine cover included with the sale

Maintenance & Logbook Summary

All logbooks are complete and current and travel with the aircraft. The following is summarised from the original Aerotransport binders that have been scanned in full and are appended to this package.

Airframe Log

- Original Aerotransport airframe log binder, R6.00C — opened at first flight 2021.
- October 14, 2025: Annual / 100-hour inspection completed in accordance with CAR 625 Appendix B & C by AD Air Service (Licence #909842). Time Run 132.6 h, TTSN 347.4 h.
- Compass swing carried out, results recorded in JLB and posted in the aircraft.
- Fire extinguisher and first-aid kit inspected.
- Maintenance release signed; aircraft returned to service.

Engine Record

- Lycoming O-360-A1D, S/N L-6256-36 — first installation as homebuilt powerplant.
- November 12, 2020 — Engine completely dismantled, inspected, and overhauled per attached parts list by Aero Atelier C. M. Inc. (Shawinigan, QC). TTSO 0.0 at release. Reference WR171. Signed Charles Toupin.
- Following the ~85-hour prop strike, full Lycoming prop-strike tear-down and inspection were performed by Aero Atelier and the engine was returned to service with all applicable inspections and SBs complied with. The event is fully documented in the engine log.
- Engine TTSO at listing: ~362.1 hours.

Propeller Log

- Whirl Wind GA200L-816 — ground-adjustable composite, Hub S/N GA200L-816-H-1525, Blade S/Ns 949 & 950.
- Manufactured 09/2020; installed with engine at first flight.
- Inspected and refurbished as part of the post prop-strike work; returned to service alongside the engine.
- All Whirl Wind owner's-manual inspections compliant.

Installations, Modifications & ADs/SBs

- Record of Engine & Propeller Installations binder present and continuous.
- Modifications captured: reinforced landing gear (Aviation BL), ACME Black Ops suspension, Stinger tail with baby bushwheel, AWB 2500 hydraulic ski installation, Dyonon SkyView panel build, extended baggage.
- No outstanding SBs or ADs noted at the most recent annual.

Journey Log & Miscellaneous Documents

- Journey log is current and accompanies the aircraft.
- Miscellaneous documents binder includes ELT Form One (Handfield Aviation, 10 November 2025) and ELT performance-test data card.
- Insurance documentation for the prop-strike event is retained.

History & Provenance

C-GDRL was completed in 2021 by John Gordy of Springfield, Ontario, as a BBI Aviation PA-14 — an experimental refinement of the classic Piper PA-14 "Family Cruiser" design with the desirable 3-seat (one front, two rear bench) cabin layout. It was first registered in October 2020 and has been operated since by its current owner, Dennis Lock, primarily out of Kuujjuaq, Quebec and the Sorel-Tracy region.

The aircraft has been used as a true year-round northern bushplane, exploiting all three of its gear configurations — 31" Alaska Bushwheels for soft-surface bush ops, 8.50 tires for normal hardpack, and AWB 2500 hydraulic skis (with matching tail ski) for winter. The welded float fittings allow a straightforward conversion to floats should the next owner wish.

At approximately 85 hours the aircraft experienced a minor prop strike on a sandbar takeoff. The insurance claim was opened immediately, the engine was removed and fully torn down by Aero Atelier C. M. Inc. of Shawinigan in accordance with Lycoming prop-strike service procedures, all applicable inspections and components were addressed, and the aircraft was returned to service with paperwork complete in the engine log.

Since return to service the aircraft has flown without incident. The owner is selling to move into a larger aircraft (Levitation 4) to better accommodate his family's mission needs.



Photo Gallery

A curated selection from the full media library. Additional high-resolution photos and 20+ in-motion videos are available with this package.

Exterior — Profile & Three-Quarter



Cabin & Panel



Landing Gear, Tail & Bushwheels



In Service



Additional Walkaround





Price, Terms & Reason for Sale

Asking Price	\$195,000 USD OBO
Hangared at	CSY3 — Sorel-Tracy, QC (near Montreal)
Viewing	By appointment — serious inquiries only
Reason for Sale	Owner moving into a larger family aircraft (Levitation 4)
Title / Registration	Clean Canadian title, Private registration, C of R re-issued 2025-01-24
Insurance History	Single prop-strike claim closed with full Lycoming prop-strike compliance

Contact

Red Beacon Aeronautical — Aircraft Brokerage

Frederic Boivin · Broker

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Aircraft location for viewing: CSY3 (Sorel-Tracy, QC)

This information package is provided for buyer evaluation. Specifications and times are believed accurate at the date of issue and are subject to verification against the original logbooks at viewing. The aircraft is offered subject to prior sale, withdrawal, and on the terms of an executed Aircraft Purchase Agreement.