



Pilots brush up on flying skills in Vernon

The Vernon Flying Club hosted its annual Rust Remover training session Saturday

[Brendan Shykora](#), Vernon Morning Star Staff



Pilots from all over B.C. and Alberta descended on the Vernon Airport Saturday to shake off the rust and get into flying shape.

The Vernon Flying Club and COPA Flight 65's annual Rust Remover spring training session allows pilots to brush up on their flying skills and get ready to take to the skies.

Doug MacKinnon, past president and Rust Remover coordinator for the Vernon Flying Club, said

Transport Canada requires all pilots to have recurrent training every two years, and the Rust Removers session is a way for pilots to fulfill that requirement.

A total of 146 pilots attended the training, coming from B.C. and Alberta, including Calgary, Grand Prairie, Prince George, 100 Mile House, Grand Forks and beyond.

The pilots sat in on a training session inside the Aurora Aviation Academy hangar, hearing from a Class 1 flying instructor, a Canadian aviation medical examiner and a Canada Customs professional.

MacKinnon said part of the training included how to fly when visibility is diminished due to wildfire smoke. The pilots learned where smoke might be sitting in lower areas, and how to factor in the wind.

Some of the training was for the "aging pilot," MacKinnon said, explaining that as pilots get older, their eyesight and hearing



decreases, and they are at a greater risk of heart problems and other health issues while in the air.

MacKinnon said the training is essential, as private pilots who are only flying less than 100 hours a year may be forgetful or unaware of new rules in the airspace.

“In other words, don’t take it for granted, don’t be complacent,” MacKinnon said of the pilots. “It’s about safety, so they’ll fly safe and come home alive.”

MacKinnon thanked the volunteers who made the Rust Removers training session possible.

As Doug MacKinnon said, it takes many volunteers to put on a successful event and so, thank-you to everyone who stepped up to help, including the ones who put in so much effort and attended the seminars as well.

The food was top-notch and delicious from the pre-seminar coffee and muffins, fruit, and croissants; morning coffee break with plates of goodies; and the barbecued burgers with all the fixings served at lunch, no one went hungry!

And a special shout-out to everyone who made cookies and squares for the event.



Dianne Usher with Carolyn Hoffmann, Food & Beverage Coordinator



Connie MacKinnon, Melissa Brown, Sally Harrison, Del Desrosiers, Dianne Usher, Pauline Readner, Sherrie MacPhee



The Chow Line



Sherrie MacPhee directing lunchtime traffic



Tom Glover, grill master



Hugo Moura with Connie MacKinnon and Del Desrosiers



Art Ratte, COPA Captain at the dessert table

Thanks to Our Very Generous Sponsors

Brandon Jeppesen and The Flower Spot for the beautiful hanging baskets and planter flowers.



Don and Dianne Usher planted the flowers donated by The Flower Spot to beautify the clubhouse in time for the Rust Remover



Jonathan and Wyatt McMurray from the A&W Group for the delicious hamburger patties and buns

Bill More's nephew, **Tod Culter, from SW Event Technology**, Kelowna, for the screen and audio/visual equipment

Special mention and thanks to **Curtis Linton, Airport Supervisor**, for his assistance and cooperation.

And to the **Landing Plaza Tim Horton's** and **Buy-Low Foods** for giving us a discount on our purchases for the Rust Remover; every little bit helps

Aircraft On-the-Ramp at the Vernon Rust Remover



Credit for pictures in this issue goes to Bob Marsh and Edie Schleiss, our official photographers. Additional photos are from Marion Ross, Melissa Hewson, and Bill More.



2024 Vernon Rust Remover

By Alison Crerar



VFC President, Pauline Readner greeting attendees

Our Vernon Flying Club Rust Remover held on Saturday, May 4th, was a resounding success! After a very well attended (67) “pulled pork on a bun” dinner the night before, the perfect flying weather on Saturday brought 12 aircraft to the field from places all over BC and Alberta. About 2/3 of the almost 150 attendees were from out of town and some drove long distances to get here.

Everyone was warmly welcomed by a very efficient group of volunteers and check-in was quick and easy. Many had prepaid by eTransfer and that simplified the process. People were able to quickly sign in and go straight to the Aurora hangar to enjoy morning coffee, fresh muffins, croissants and a

selection of fresh fruit. The hangar was well set up and the seminar started on time.

Emcee Bill More thanked everyone for coming and introduced the first speaker, **professional pilot and instructor Kelly Collins**, who is experienced in many aspects of aviation.



Kelly first spoke on Pilot Decision Making, which is a skill not often taught and not in the training manuals. Without experience, students don’t know just what they should be aware of so instructors should ask questions so that the students start to ask themselves. Some points made were that pilots should read (and sign up for) CADORS and Safety Reports, and the Transport Canada website. Students should be encouraged to be assertive and challenge situations that don’t feel right. Always get proper pre-flight information from all sources and set your limits before you go.

The second speaker, **Andrew Graham from NavCanada**, talked us through challenging weather situations. In summer, thunderstorms and forest fires create instability, with fires often creating their own weather patterns. Turbulence is common due to uneven surface heating and cold fronts can create mountain waves. Forest fires in particular are the cause of hazardous situations with rising thermals and reduced visibility, and current information can be found on the website www.firesmoke.ca Airspace is restricted around active forest fires within 5 NM and below 3,000 ft. AGL. Always check multiple weather products, know how to read each and know the downsides of each. Before taking off, know your route and research terrain, the permanent stuff and the temporary stuff (NOTAMS & TFR’s). Ensure the thoroughness, accuracy and correctness of all information.





Dr. Sean Ebert, an Aviation Medical Examiner (CAME) addressed the crowd with a talk on Aviation and the Aging Pilot, which many (most??) of us are! Healthy aging is particularly important - it's all about safety! We need to be aware of changes in our health and recognize the changes, both cognitive and physical. Cognitive changes affect our perception, planning, interpretation, reaction time, rules, memory, senses and problem solving. Physical changes affect joints, performance of complex tasks, rest, sight, hand-eye coordination, dexterity, eyesight, hearing and smell. All these things are critically important to flying safely. Any changes may be sudden or might be subtle and not readily noticeable. A pilot's cumulative experience, how long they've flown and how often they fly will all have an effect on these changes and their effect. It's important to stay both physically and mentally active

(exercise both body and brain) but also important are healthy eating, sleep, managing stress, and social connections - especially with family! It's important to maintain strength, flexibility and endurance. Correct any sight and hearing deficiencies - loss of hearing is connected to cognitive decline. Self-awareness is important and know which of your medications affect flying. Don't let ego get in the way - contact your CAME if there is a serious health issue. Sean's advice is to drink lots of water, eat until you're 80% full, have regular check-ups and prevention screening, and have fun!

The last speaker of the day, **Linda Matthews is with Canada Border Services Agency**, which monitors all traffic by highway, air, mail and rail. Linda explained how to navigate CANPASS, which is for non-commercial travel, and the basics of return travel to Canada. Even though you have notified CANPASS, do NOT get fuel and don't even exit the aircraft until you've been given a clearance number.



Each of the speakers was given a token of our appreciation and most received top marks on our survey forms at the end of the session. The Flying Club was given very high scores in every category and there were many compliments overheard, notably for the endless trays of homemade cookies and the generous lunch! Everyone appreciated the coffee break and extended lunch time (1¼ hrs.) that gave everyone a chance to chat and socialize, and they had time to admire Terry Elgood's beautifully restored Tiger Moth and Ted Malewski's amazing homebuilt Seawind that were parked on site. The consensus was that it was well worth the money!

The success of the event was primarily due to the countless hours of hard work put in by many volunteers to pull it off without a hitch, and of course our generous sponsors: Jonathan and Wyatt McMurray and A&W for the delicious hamburgers and buns; Brandon Jeppesen and The Flower Spot for the beautiful flowers that make the clubhouse look outstanding; Ryan Cecchini and Aurora Aviation for providing the hangar space; and Tod Cutler and SW Event Technology for the audio system.

The Vernon Flying Club can be immensely proud of presenting another first-class event and for maintaining our status as, arguably, the best and most successful flying club in the valley!

Friday Night Social

It is tradition that members and guests get together the evening prior to the Rust Remover for a delicious meal (pulled pork on a bun) and socializing at the clubhouse. It is always great to see the out-of-towners come early to the Rust Remover and “make a weekend” of it. We were almost overwhelmed by the turnout of 67! It was an event enjoyed by all!



Dave and Alison Crerar prepare the pulled pork



It was a lovely evening to spend at the airport!



Aurora Aviation Academy donated their hangar for the Rust Remover



50/50 Winner



Diana Birrell and Melissa Hewson present the cash to Ryan Cecchini

Congratulations to **Ryan Cecchini** who took home the prize of over \$300.00.

Ryan works at Aurora Aviation and was the one who moved all the equipment and washed the hangar floor so the volunteers could set-up for the Rust Remover.

Winners of the 2024 Vernon Flying Club Scholarship. Congratulations!**Hugo Moura Vieira**

My name is Hugo Moura Vieira, and I've always wanted to be a pilot. While growing up in Brazil, I watched my older sister learn to fly and eventually become a professional pilot. Seeing the opportunities and joy that flying has given her, I decided, at a very young age, that I had found my passion, and it was flying. I asked my sister what I had to do to become a pilot, and she directed me to learn English (my first language is Portuguese) and never stop studying.

After studying English on my own in Brazil for about one year, I decided to move to Canada in 2014 on my own, even though nobody from my family had ever left Brazil. I attended a year-long ESL (English as a Second Language) program in Vancouver, and since I've always known that I wanted to work in the aviation industry, I decided to move to the Okanagan to start the Aircraft Maintenance and Engineering program at Okanagan College in Vernon. Taking this course was a great

learning curve for me since I had no previous mechanical background. I studied and did my best to develop my skills. I also always worked while going to college to support myself. Eventually, I graduated from college and started my career in aviation as an Aircraft Maintenance Engineer apprentice performing heavy maintenance on the type of aircraft that I fell in love with at a young age, the Boeing 737.

Despite enjoying my career as an AME apprentice, somehow, I was missing something in my life, so I decided to pursue my purpose in life and started taking flying lessons in Vernon back in 2021. I have been flying and studying for my commercial pilot license every day off from work for nearly three years, while keeping my full-time job as an aircraft mechanic.

While taking my flying lessons in Vernon, I found out about CASARA (Civil Air Search and Rescue Association), and, since search and rescue is something that I have always found really rewarding, I started volunteering as a spotter and navigator. I have learned a lot about aviation since joining CASARA, and I learn something new every time we fly in a SAREX (Search and Rescue Exercise) or on a real search mission. I do want to stay with this organization as long as possible.

In the fall of 2023, I successfully passed my Transport Canada Commercial Pilot License written exam and, a few weeks later, passed the Commercial Flight Test exam.

Throughout my flight training, I have encountered great flight instructors that have helped me develop my airmanship and flying skills. I honestly would like to use the funding of this bursary to continue my flight training and start my flight instructor rating course, because I really want to share the knowledge that I have received from the professionals that have taught me and guided me in aviation.

Thank you for allowing me the opportunity to apply for this bursary and I hope that my application will be considered.

Kensington Hewson



I grew up in Vernon and started flying in 2018 when I was 13. I completed most of my flight training when I was 15 and did my recreational pilot permit flight test so that I could get my RPP signed off when I turned 16. The following year, I did my PPL flight test and got my private pilot license. I am now in my second year in the Mount Royal University Aviation Diploma Program, and I will finish my training by the end of April 2024. So far at MRU I have done both my commercial flight test and written test and my instrument written exam. Right now, I'm working towards my Group 1 flight test and multi-flight test.

Growing up in the Okanagan I have lots of typical Vernon hobbies, such as dirt biking, surfing, snowboarding up at Silver Star and of course flying around the valley. I have been a member of the VFC since I started flying in 2018, and I have found some great ways to be involved with the club. I have been a pilot in COPA for Kids for two years in a row which was an awesome experience and I plan to continue volunteering for this. I also run the Instagram page for our club, which I have grown to 730 followers, and I frequently help my mom, Melissa Hewson, make posters for fly-breakfasts and other events. On multiple occasions, I have also taken local kids whose parents have contacted the flying club for their first flights in a small plane. I have also been a member of the Canadian Rockies Chapter of the 99s for several years now.

During my time at MRU, I have gotten very involved in mentoring and leadership roles. In my first year, I was the first-year student representative for the Aviation Safety Advisory Group which dealt with occupational health and safety. In both years, I have been in the PPL mentorship program as a mentor to new PPL students just starting their training at MRU. In my second year I was nominated by my fellow classmates to be the WestJet Student Ambassador which has been an awesome experience.

I am paying for my tuition, flight training, rent, and all other expenses with no financial aid from my family so this award would mean a lot to me and I would put it to good use. Especially as I enter the workforce and have to start repaying my student loans in the next few months. The VFC holds a special place in my heart and it would mean a lot to me to be awarded this scholarship.

Question of the Month

The question from March/April was:

What is the best way to do a crosswind landing on glassy water?

Well, the answer is, of course, if it is windy, there won't be glassy water!



Chuck Ross' Fleet Canuck C-FDPH in the NWT

This month's question:

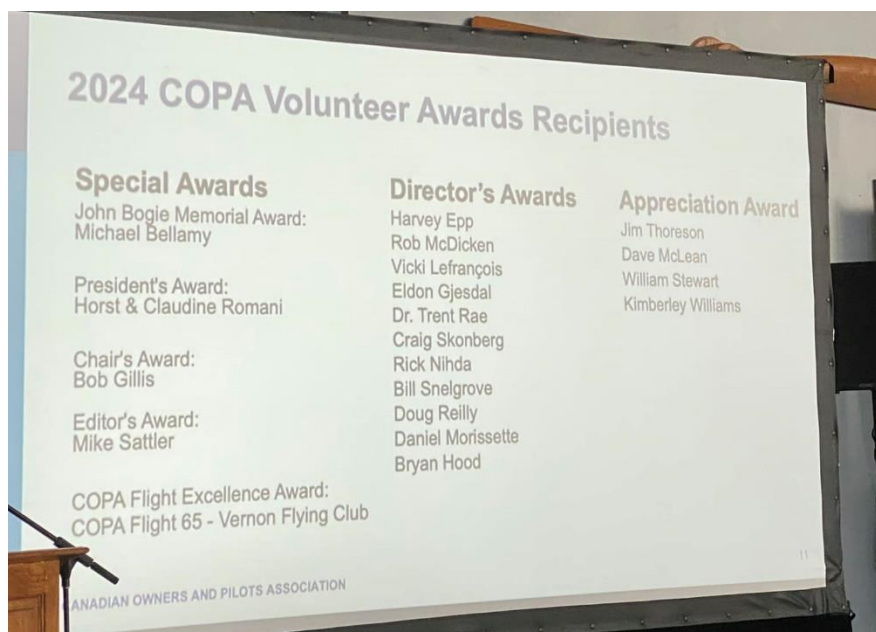
What aircraft type holds the record for longest flight (time in the air)?

Bonus Question: What was the first aircraft to land at the Vernon Airport?

Congratulations to us!

COPA Flight 65 / Vernon Flying Club received the ***COPA Flight Excellence Award*** at the 2024 COPA Annual General Meeting.

Rob McDicken received one of the ***Director's Awards***. Rob has been our Discover Aviation Coordinator for several years and it is terrific that his hard work has been acknowledged and recognized.



Vernon Ground Search and Rescue Tour

By Alison Crerar

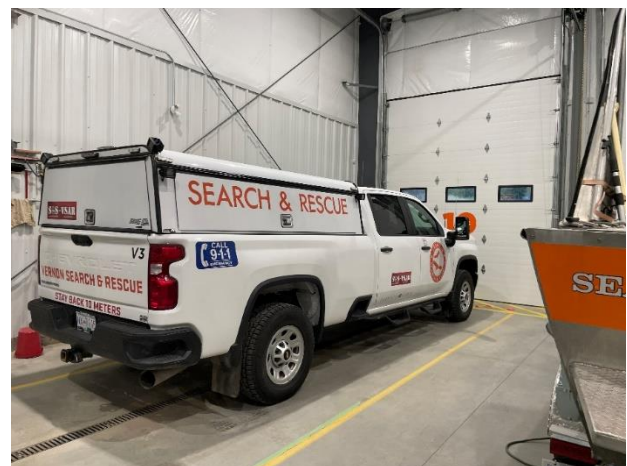


On May 22, 17 members of the Vernon Flying Club were happy to take part in a very thorough tour of the new Search and Rescue headquarters on Silver Star Road. For those who watch North Shore Rescue on TV, you'll have a good idea of the vast array of equipment necessary for providing efficient rescue services.

Our local facility may not be quite as extensive as that in Vancouver, but we don't have the same variety of challenges they do. Nevertheless, the vast array of equipment here is very impressive indeed! The many types of vehicles include mobile command centers, equipment trucks of various types, medical assistance trucks and different types of 4x4's to suit any terrain. There are trailers that carry an array of mountain bikes, snowmobiles and sea-doo's as well as boats and inflatable boats.

The equipment held on site and in some of the vehicles covers every type of emergency. Part of the facility is set up for training, including a climbing wall. There are meeting rooms of various sizes and of course the command centre, which is well-equipped with radios and telephones, maps and tracking devices. We were advised that the meeting rooms are also available to other organizations for a nominal fee. SAR member Matt Hoffsink was a personable and knowledgeable guide and the tour was enjoyed by all in attendance.

If you missed it, I'm sure he'll be happy to arrange another tour. Just let me know via the club email!



BC Emergency Health Service (BCEHS) Partners with Carson Air

Founded in 1990, Carson Air is the primary provider of fixed-wing airplane services in B.C. The company also provides air cargo services and operates a flight school. These services are collectively provided from its five bases of operations in Kelowna, Vancouver, Calgary, Prince George and Fort St John.

BCEHS has been working with key partners on an aviation fleet renewal program to upgrade and replace the existing air ambulances. **Carson Air became the sole provider of air ambulance airplane service in B.C. as of May 1, 2024.**

Patients requiring emergency travel for medical care will benefit from a new state-of-the-art fleet of air ambulance airplanes.



“When someone you love is critically ill or injured, they deserve the best and fastest care possible,” said Premier David Eby. “Throughout this vast province, we are building new hospitals, cancer-care clinics and urgent primary care centres. By deploying new air ambulances, we are ensuring patients get the quality care they need quickly.”

BC Emergency Health Services (BCEHS) is replacing its existing fleet with 12 new Beechcraft King Air 360CHW air ambulances. Nine of the airplanes will be in regular operation and three will be backups. The first of these new airplanes went into service on May 1, 2024. This is possible due to a provincial investment of \$673 million over 10 years.

“B.C.’s air ambulances make sure that patients, often with the most critical-care needs, can quickly access the health care they need,” said Adrian Dix, Minister of Health. “Upgrading B.C.’s fleet with next-generation airplanes means patients will have improved comfort and care during transport, while paramedics benefit from consistent features and layout across the fleet.”

Air ambulances allow patients to be treated by highly trained paramedics while they are being transported. These airplanes are the fastest way to travel to a health-care facility, especially for patients in hard-to-reach areas. These aircraft are used both in emergency medical response and to transfer patients between health-care facilities.

The new aircrafts have several features that will benefit patients across the province, including:

- the ability to land on gravel runways;
- expanded capabilities for specialized care;
- improved patient and paramedic safety through power stretcher compatibility; and
- uniform layout and design that will improve patient outcomes and expanded flight crews.

Air ambulances will remain stationed in their current locations with three airplanes each in Vancouver and Kelowna, two in Prince George and one in Fort St. John.

These new air ambulances build on historical progress to improve ambulance services for patients by adding more paramedics, adding more vehicles and updating fleets of vehicles used by paramedics.

In 2023-24, paramedics, dispatchers and call takers responded to 596,014 emergency medical events and completed 71,198 interfacility patient transfers throughout the province, including 8,290 patient transports

involving air resources, 6,177 of which were by airplane. Approximately 70% of calls for air ambulances use airplanes and 30% use helicopters.

Since 2017, spending on emergency health services has increased by more than \$475 million, reaching close to \$1 billion in 2023-24. These investments have helped to increase BCEHS staffing, training and mental-health support, as well as access to ambulance services across B.C., especially in rural and remote communities.



Left Chest
1 color
screen printed
4 inches wide
Black

Full Back
1 color
screen printed
12 inches wide
Black

Our latest fundraising initiative – **Okanagan Flight Clubs**. This is a joint fundraiser for Vernon, Salmon Arm, Kamloops, Penticton, South Okanagan (Oliver), and Kelowna.

Fleece hooded sweatshirt (pull-over hoodie) \$60.00

Softstyle T-Shirt \$35.00

Zippered hoodie (shown below) \$65.00

The funds raised by the Vernon Flying Club have been earmarked for the Scholarship Fund.

eTransfers are being requested because orders must be pre-paid.

It is important that you specify quantity and size in the message section of the eTransfer for example:

2 Hoodies size M, XL, \$120 2 Tees size M and L \$70



Melissa Hewson, our Hats and Apparel Coordinator, at the Merch table, May 4th, Vernon Rust Remover.

Hats, t-shirts, and flying club stickers are available to purchase in the clubhouse.

Feel free to contact us via email if you have any questions.

flyingclubvernon@gmail.com

June	18	Tuesday	BBQ + Regular Meeting
	23	Sunday	Pancake Breakfast (Team A)
	21	Friday	Set-Up and All-Volunteer Briefing for Discover Aviation (4:00 p.m.)
	22	Saturday	Discover Aviation
July	16	Tuesday	Barbeque / Picnic (no meeting)
	28	Sunday	Pancake Breakfast (Team B)
August	20	Tuesday	Barbeque / Picnic (no meeting)
	25	Sunday	Pancake Breakfast (Team A)
September	17	Tuesday	ANNUAL GENERAL MEETING / ELECTION OF DIRECTORS and OFFICERS
	22	Saturday	2 nd Annual Experimental Aircraft Fly-In

SCHEDULE OF ACTIVITIES

VERNON FLYING CLUB / COPA Flight 65
2023 / 2024

PRESIDENT: Pauline Readner
VICE PRESIDENT: Derek Riphagen
TREASURER: Betty Lee Longstaff
SECRETARY: Marion Ross
DIRECTOR: Alison Crerar

COPA CAPTAIN: Art Ratte
COPA Co-CAPTAIN: Derek Riphagen
COPA Navigator: Keith Readner



Temporary Newsletter Editor: Marion Ross

VFC Meetings are held the third Tuesday of each month at 7:00 p.m.

e-mail: flyingclubvernon@gmail.com

website: www.vernonflyingclub.org

Facebook: <https://www.facebook.com/flyingclubvernon>

Instagram: <https://www.instagram.com/vernonflyingclub/>