



2024 Discover Aviation Vernon is an Outstanding Success

“This is my daughter holding her little toy crocodile named Guacamole Junior. I didn’t tell her about the flight until we got confirmation she was accepted off the wait list. She was SO upset. She did not want to go for a flight by herself with a stranger and she was scared. We encouraged her to try and she went. I think her smile explains it all! I really wanted to thank this pilot in person. She said he was a funny dude that made her feel relaxed and she had a BLAST! She came back beaming from ear to ear and now says she wants to be a pilot! What an experience for our kids. Thank you SO much!!

❤️ Julie Taylor

Thank-you to all our photographers and contributors to this issue of Hangar News!

Edie Schleiss, Bob Marsh, Les Isted, John Gallant, Bill More, Alison Crerar, Rob McDicken, Chuck Ross, Dan Cook

Good things come to those who wait

By Rob McDicken, Discover Aviation Vernon Event Coordinator

Wow, what a return!

After two disappointing cancelations due to wildfire smoke the previous year, June 22nd 2024 brought great flying conditions for the Vernon Flying Club and COPA Flight 65's Discover Aviation Day.

The day produced calm winds, great visibility, favourable temperatures and a high thin overcast to shield our eyes from the sun. We had been given a chance to make up for 2023, and did we ever take advantage of that chance! In the space of about 4 ½ hours, 160 excited and eager guests were smoothly and efficiently moved through the process of registration, briefing, ground school, boarding lounge and finally to the aircraft and pilot that was to take them on their aerial adventure.

Then on return pictures were taken, certificates presented, and refreshments had while at the same time our future Junior Aviators took a "flight of the imagination" around the airport in the barrel plane formation (future Snowflakes, perhaps?).



It took the dedication, tenacity and sheer love of flying by the 54 volunteers and 12 planes who assembled that day to pull it off while at the same time making our guests feel informed, safe and welcome. It is no surprise that to have an event such as Discover Aviation run smooth and efficiently relies heavily on those on the ground to assist those in the air. I am amazed at how well we all worked together and the almost Zen like atmosphere at Discover Aviation Vernon. What an amazing group of volunteers!

This year the usual team consisting of members and friends of the Vernon Flying Club/COPA Flight 65 were back in force along with a few members of the Kelowna Flying Club who provided a Cessna 172, pilot and loadmaster, accounting for a significant number of those flown that day! We also added a few new members to our volunteer roster in both air and ground ops.

A special thanks as well to our non-flying club members who came to help, or anyone new joining us for the first time! I must inform you however, that you have received a high enough dose of whatever it is that's "in the air" at Discover Aviation. Symptoms that you have caught something will start in a few months from now when things are again starting to get warm and you will have an inexplicable urge to find out if "that flying thing is happening again". I guess we should have warned you. LOL.

A huge "Thank you!" to all involved as it could not have been done without all your collective efforts.

And if you are reading this and have never volunteered for a Discover Aviation event, I whole heartedly encourage you to do so. If you don't live in the Okanagan, you can seek out a flying club in your area, see if they are hosting one and offer your help. I am confident you would find the experience very personally rewarding!

Cancelling twice in 2023 created some thoughts I wanted to share that have been rattling around in my brain ever since then. It's true that 2023 was a bit of a disappointment for COPA Flight 65, and in all honesty, after all the replanning followed by a second cancellation, my personal bag of motivation was seriously depleted. As ridiculous as it might seem, I was beginning to wonder how I would handle it if we had to cancel in 2024.

This to me began to feel a little silly as I can't even count the number of times I personally have had to cancel or change flying plans due to weather. Some of the conditions were hazardous enough that had I NOT cancelled, diverted to an alternate or otherwise changed my plans I might not be here! Just like that I would have been a statistic.

Remembering back (before I had accumulated any real experience of my own) I would talk to and seek the advice of these individuals who had already accumulated decades of experience; In my eyes, true gurus in all things aviation. They would attempt to pass along any and all knowledge they thought was useful. I listened eagerly to it all.

However, one common "lesson" was consistently "taught" by all and the best version of this lessons I heard while working on my private license.

It was at that point in most pilots' development stages where I began to think that I could have taught Chuck Yeager a thing or two about flying. Cresting the first peak of a true Dunning-Kruger arch, I was so inexperienced that I didn't know how inexperienced I was, but this particular weather lesson stayed with me. I can't recall who gave the advice but all they said was, "One of the most important things you can learn as a pilot can be summed up into three words 'DON'T PUSH WEATHER!'" Brilliant in its simplicity, for whatever reason that statement stuck.

I can not tell you how many times those particular three words seemed to surface in my mind when the weather was taking a turn, and my own inner dialogue was starting to say things like "are you sure?" and "this might not be all that smart." Recalling these things, I began to realize that although 2023 handed us lemons we had all the ingredients to make some really good lemonade in the form of laying the groundwork for some good aviation decision making. I also realized that the

wonderful thing about all this is we have already been doing this by demonstrating good safety practices at our events and sticking to procedures and policies that are designed to enhance safety.

One of the main reasons for Discover Aviation is to try to “ignite a spark” of interest for flying things within our Junior Aviators that may turn into a lifelong love of aviation. However, it occurred to me that it was equally important for us to try to pass along what we could that might one day help a fledgling pilot choose a path that would avoid dire and unfortunate consequences.

In 2023 we were able show our charges that sometimes one of the hardest things to say in flying is “no”. That even after months of planning and anticipation with many people involved, the safest choice is to cancel, even if it is right at the very last minute. And that is a valuable lesson indeed.

Those of us who aviate know that out of all the variables present when taking a flying machine skyward, the one thing we have no control over is weather and the myriad of flight conditions it can present. We can plan routes, altitudes, fuel stops and passenger and cargo loads, along with many other things that we have almost complete control over. When flying we manipulate and balance all these variables to ensure our flight between points A and B is as safe and efficient as it can be, however with weather we must constantly adapt and react to its ever-changing conditions. It is exceptionally important as pilots we learn early on that weather is to be respected as is the one thing we cannot manipulate or control.

Weather will always have the final say. Weather will cause us to change routes, altitudes, carry extra fuel to fly around weather, divert to alternate airport and, if the conditions (in the case of 2023, the visibility) are bad enough, cancel flights altogether because the safest decision is not to fly at all.

Pilots must also consider the risk presented by weather and the necessity of the mission itself. Being that the intent is to give a good and positive flight experience to our guests, the threshold for cancelation for a Discover Aviation event must be very low. Admittedly, what can be accomplished at a Discover Aviation event in the way of helping our junior aviators make good flying decisions in the future is very limited.

However, I feel that the way we gain safety knowledge is a little like painting something using a paint gun with a very fine spray. The first coat is barely noticeable, as are the second and even the third. But, over time, the layers of paint begin to thicken, and the item slowly changes colour. I'd like to think that, maybe just maybe, by taking part in Discover Aviation any future pilots in the group might acquire their first light dusting of “safety paint”, or at least something that could be considered the start of a primer coat. A little “pie in the sky” thinking? Perhaps. But then again, I know from personal experience that sometimes it can be something as trivial as three little words that can leave a lasting impression.

Because of 2023 we were able to pass along to our attendees the idea of *“Don't push weather!”* There are other age-old aviation anecdotes that come to mind as well such as *“It's better to be on the ground wishing you were flying than to be flying wishing you were on the ground”* and, *“Every pilot starts with a full bag of luck and an empty bag of experience. The trick is to fill the bag of experience before the luck runs out.”*

These cautionary statements, and many like them, have been around and quoted since humans learned to fly. Passed down from senior to junior pilots over the years, these cautionary statements will undoubtedly continue to be passed along for quite some time to come. However, due to the success of Discover Aviation Vernon 2024 we can pass along one more:

“Good things come to those who wait!”



Three of the five photographers with Ryan Cecchini, the Safety Boss (lifeguard or eye in the sky)

John Gallant, Bob Marsh, Les Isted, Ryan, the man with the big horn.

Safety Marshalls



Phil Symmans Cirrus GTSM being pulled into position by Dave Crerar, Tom Glover, and John Mogensen, the Safety Marshalls

The Pilots



Steve Abbey



Scott Campbell



Karla Dunn (in the red) C172



Steve Foord - Van's RV9A





Franz Fux - RV7A



Mike Hewson - Super Cub



Rob Kennett Van's RV6A



Darcy MacPhee - Van's RV9A



Tyler Schwarz - Piper Arrow



Phil Symmans - Cirrus

The Snowflakes Presented with Medallions by Okanagan Wildfire Response

Presentation at the AGM, Tuesday, September 17, 2024

Representatives from the Okanagan Wildfire Responders presented The Snowflakes with medallions as a token of thanks for the fly-over they did for their 2023 Gratitude Event held in West Kelowna on April 27, 2024.

The Gratitude Event was held to recognize first responders from local fire halls, police, ambulance crews, BC wildland firefighters, and emergency support services and thank them for their efforts during last summer's destructive McDougall Creek wildfire.



Members of the The Snowflakes on hand: Stu McLean, Rob Kennett, Steve Swallow, and Steve Foord.

The rest of The Snowflakes (Chuck Ross, Ron Townson, Dave Fish, Hammy McClymont, Mike Hewson, and Franz Fux) will receive their medallions from Steve Foord.

COPA Captain, Art Ratte in the background

Photos by Betty Lee Longstaff

2024/2025 VFC BOARD OF DIRECTORS and COPA FLIGHT 65 EXECUTIVE

- | | | | |
|-----------------|---------------------|------------------|------------------|
| PRESIDENT: | Pauline Readner | | |
| VICE PRESIDENT: | Cameron Bottrill | COPA CAPTAIN: | Art Ratte |
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Bill and Geoff's Excellent Adventure

Bill More



Geoff making final checks

After a couple visits to Geoff Pritchard's hangar and several messages back and forth, my flight was finally set for Friday. September 13, 2024 at 12:45. The weather looked good, finally; almost CAVOK. I would be flying in a 94-year-old Fleet Model 2, lovingly restored by a master craftsman, Geoff himself. We were airborne shortly after 1:00 for about a one-hour flight. Open cockpit flying is exhilarating!

It is a two-seat trainer aircraft with standard, staggered wing biplane design. It is a steel-tube construction with a fabric covering over the entire aircraft.

During its production run, 203 were manufactured in Canada and the United States.

I think that our late friend John Swallow, had it right when he said *"The amount of work required to put this beauty back in the air was astonishing. And, having a hangar around the corner from Geoff, I was able to watch the restoration as it proceeded. For retrieving the odd dropped tool and holding the end of a tape measure, I was rewarded with trip to Salmon Arm for coffee in this lovely aircraft...Bravo Zulu, Geoff!"*



Heading northwest in farm country



Heading for Otter Lake

For more information on the restoration, go to <https://generalaviationnews.com/2018/08/22/canadas-only-flying-fleet-takes-wing/>

(Photos by Bill More)



Downwind for landing CVYK



CF-BBF headed for the hangar

Membership Dues Payable October 1st

Quarter	Month	Amount
1	Oct	\$100.00 – Student \$50.00
	Nov	
	Dec	
2	Jan	\$75.00
	Feb	
	Mar	
3	Apr	\$50.00
	May	
	Jun	
4	Jul	\$25.00
	Aug	
	Sep	



July & August Pancake Breakfasts

One of the first things that Pauline did when she became President of VFC was to create a Team A and a Team B which meant that there were more opportunities for our members to work at the breakfasts and the workload could be shared. By alternating everyone can enjoy a delicious breakfast every other month without the stress of cooking and serving. What a great idea!



Some members of Team B – Pauline Readner, Bev Bonner, Darcy MacPhee, Sally Harrison



We love it when guests fly-in -



Keith and Pauline Readner grab a bite to eat and take a break from the kitchen



David Arbuthnot, Don & Dianne Usher



The Dangers of Hand-Propping an Aircraft By Yourself



Oops! Luc Mailloux's Cessna 150 1971 C-GCXR was damaged August 21, 2024 while parked at the Vernon Airport.

This is the result of "name withheld" attempting to hand-prop his C150 parked two-spots away that "got away from him".

Both aircraft suffered substantial damage.

Luc has just come off a month on the fire line (fighting wildfires) and was looking forward to spending time in the air for some R&R.

Luc's C152



The offending C150 – note the damage including a big gouge out of the propeller – GVBB was parked between the two 150's and luckily avoided any damage.



More Discover Aviation Vernon June 22, 2024



The Welcome Desk

Rob McDicken, Event Coordinator

Del Desrosiers and Lynn Hewson.

This was the initial check of paperwork and confirming reservation time.



The Check-In Desk

Pauline Readner, Kathy Jorimann,
Sherrie MacPhee

Boarding Passes were issued and paperwork received the final check.



Ground School / Safety Briefing

Betty Lee Longstaff and Norbert Pfefferkorn took turns to give the guests safety reminders while at the airport and a walk-around of the aircraft.



Norbert Pfefferkorn points out something important to a group of eager Junior Aviators



Boarding Gate / Departure Lounge

Marion Ross and Diana Birrell assign Junior Aviators to aircraft while Dianne Usher and Bill More, Flight Attendants, wait to accompany the Junior Aviator to the aircraft



Certificate Makers

Bev Bonner and Alison Crerar receive the Boarding Passes and create the Discover Aviation Certificate

And More Discover Aviation Vernon



Air Boss

Keith Readner handles the radio



Merch Table

Merch for Sale, swag bags and a homemade airplane shaped cookie given to the Junior Aviators after their flight.

(l) Tanya Barnard, Karyn Bonnough holding Poppy Hewson, Cara Hewson

Thanks to Dianne Usher for making all the cookies!

The Barrel Aeroplanes



Cal Paley prepares to "lead the formation" of Barrel Aeroplanes with John Madsen as out-rider.



Wheel Chocks

Contact: Vern Heinrichs 250-262-9428.

Your name, phone number and aircraft registration is printed on the chocks.

Darcy MacPhee ordered a set and said they fit nicely under the wheel pants of his Van's RV9A.

The maker of these is a 13-year-old young man from Fort St. John, BC.

New Aircraft on the Field

Hi all, here is the Kitfox series 7 Super Sport bush plane C-FIOX waiting for MDRA final inspection and registration marking. She will be operating out of the Vernon airport.

Project build started 6 months ago by Richard Visscher, Dan Cook and Rob Seaton.

Powered by a Rotax 916 iS (dyno @163.5 hp), and has Garmin G3 touch screens, and 3 axis auto pilot with yaw damper. Hoping for climb rate of 1500+ fpm solo and max cruise of 125 mph. The Alaska bush tires to be installed may slow us down a tad!

Dan Cook
VFC member



The question from May / June was:

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

The Guinness World Record was set in 1958 in a Cessna 172 that flew nonstop for 64 days, 22 hours, and 19 minutes and covered 150,000 miles (240,000 kilometers).

[https://simpleflying.com/robert-timm-john-cook-endurance-record-cessna-172/#:~:text=The%20Guinness%20World%20Record%20was,150%2C000%20miles%20\(240%2C000%20kilometers\).](https://simpleflying.com/robert-timm-john-cook-endurance-record-cessna-172/#:~:text=The%20Guinness%20World%20Record%20was,150%2C000%20miles%20(240%2C000%20kilometers).)

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

The Vernon airport was initially located south of the city at the Vernon Army Cadet Camp. The camp parade square and baseball field now occupy the exact spot. In 1919, a Curtis "Jenny" from Kamloops was the first airplane to land there.

Every Day is Coffee Day at VFC!

There is usually at least one or two hanging out at the clubhouse between 10:00 and 11:00!



**VERNON FLYING CLUB / COPA Flight 65
2024 / 2025**

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TEMPORARY Newsletter Editor: Marion Ross

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

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

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