



## Vernon Flying Club

6210 Tronson Road  
Vernon, B.C. V1H 1N5  
Est. 1946

# HANGAR NEWS

December 2019 / January 2020



Flight 65

*To Advance, Promote, and Preserve the  
Canadian Freedom to Fly*

Not much flying around  
Vernon these days! But  
members still faithfully  
brave the elements to  
meet at 10:00 to solve  
the world's problems  
(and do a bit of hangar  
flying!)

These three photos by Marion Ross



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- ➔ 2019 Christmas Dinner and Party
- ➔ Folklore of Icing
- ➔ 2020 Schedule of Activities

# HANGAR NEWS

## Member Profile: Rick Thorburn

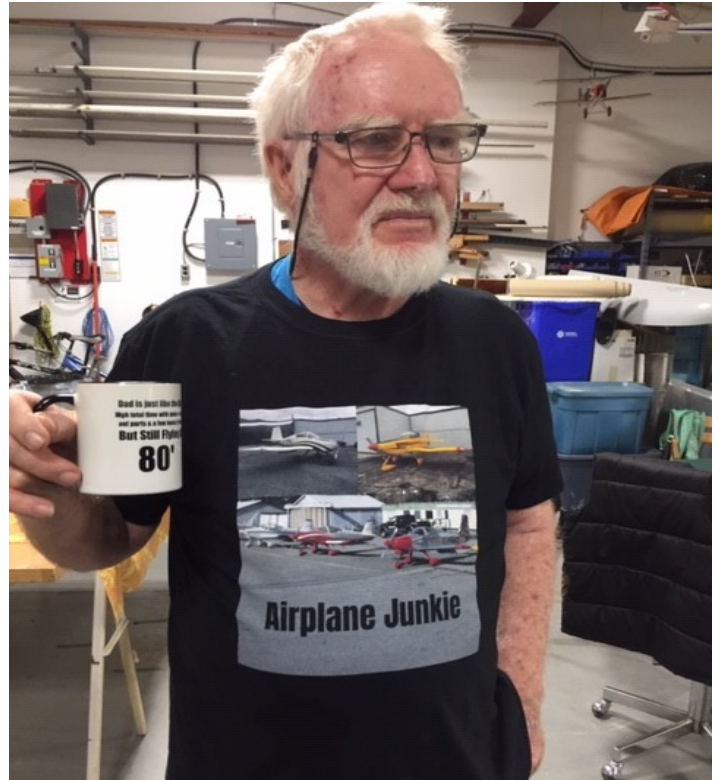
Text & Photos by Bill More

### The Younger Years

Rick has been a valued member of the flying club since 1971; the longest continual member we have. He has been on the executive many times serving in all the positions at one time or another including President at least five times over the years.



RV #5 IDent ending in J for his son, Jay, a Captain with Jazz



Rick celebrated his 80th birthday in September 2019. His t-shirt shows all the RV's that he has built!

Rick was born in Vernon, BC in 1939 and has had a passion with airplanes as far back as he can remember.

At least one of his model aircrafts has several hundred hours of flight. Most of his radio-controlled models are hanging now from the rafters of his hangars.

Rick spent the war years in Edmonton and Calgary, with his father in the air force training radio operations. This gave Rick numerous opportunities in Edmonton to closely observe air staging operations of numerous aircraft en route via Alaska and Russia to the eastern front.

Rick is very proud of the rest of his family. There have been Thorburn's in Vernon for over a century.

- His paternal grandfather was a civil engineer
- His older brother was an engineer
- His maternal Uncle was Mayor of Nanaimo
- Had an Aunt who was a director of the Banff School of fine Arts
- Had an Uncle, Stan Hodson, who was an Architect in Edmonton and also President of the Edmonton Flying Club
- And an Uncle who was a Canadian champion marksman (rifle)
- And he is very proud of his son, Jay Thorburn, Bombardier Dash 8 Captain for Jazz Airlines based out of Vancouver.



Jay Thorburn

# HANGAR NEWS

## Aircraft Builder

Rick has completed 5 Van's RV projects and others in his 2 hangars (3rd hangar rented) and is assisting Stu McLean on his RV9.

His last manufactured aircraft was a PA 12 on floats.

His latest RV 7 A with fully integrated Glass Cockpit



His latest RV 9 underway – Zero time engine in



## The Designer

Rick attended the University of British Columbia for seven years transferring from a Bachelor of Science to Bachelor of Architecture in 1966 and set up his own business back home in Vernon. His projects took him all over BC and northern Alberta, frequently flying to supervise his building projects. The Vernon and District Performing Arts Centre and the People Place in Vernon are just two of his designs.

Rick officially retired in 2012 and received a life time honorary membership in the AIBC – Architectural Institute of British Columbia.

## The Educator

Rick taught "Ground School" for 13 years in Vernon to the Air Cadets (now the 223 Red Lion Squadron Royal Canadian Air Cadets). Our COPA for KIDS Coordinator, Rob McDicken, was one of his students.

# HANGAR NEWS

## Getting the flying “BUG”

In 1970 Rick had to get home from Penticton in a hurry and called Geoff Arlington of Arrow Aviation to pick him up. While airborne Geoff offered the controls to Rick with just a few explanations and he was thrilled to actually land the Piper Cherokee back in Vernon and that ignited his life-long passion for flying! Rick started flying lessons with Geoff soon after. Rick bought a PA Cub on floats that he flew out of his front yard which was Okanagan Lake.



The propeller on his office wall is from a 1934 Anson that his mother acquired for \$10 at a surplus sale to give to his father. We all know that Rick wears many hats but he sure has a lot of hats!

## The Contributor

Rick designed, rebuilt and added to our VFC building including the “sundeck” and extra office space and storage room we currently enjoy. The history that is on our website

<http://www.vernonflyingclub.org/vernon-airport-history/> was co-authored by Rick, but more importantly he managed and worked to realign the runway



He received recognition for his success in getting the airport moved from the Regional district to the current status owned by the City of Vernon partially due to the expansion of boundaries and the fuel sales and tax benefits.

He was President of the Airport Commission for Vernon for a number of years



## Rick’s Famous Relative

World Snooker Champion Cliff Thorburn taken during the Snooker Legends Tour of 2010. This was held at The Crucible Theatre in Sheffield England

# HANGAR NEWS

## 2019 Christmas Dinner and Party



John Swallow tickling the ivories



Cynthia Markson and Alison Crerar



Dave Crerar and Heather try out the appetizers



Desrosiers, MacKinnons, Edwards enjoy a pre-dinner drink



Kathy & John Jorimann; Dave Crerar, Craig Munro

Kathy making sure that everyone has a door prize ticket.



Dianna Birrell "I'm Here At Last! "

The Annual Christmas Dinner and Party is the highlight of the VFC social calendar. About 60 members and guests enjoyed a delicious pot-luck dinner featuring club-provided turkey and gravy. (The gravy was personally served by Dave Crerar so everyone got to enjoy some!) The appetizers, homemade buns, salads, vegetables and a wonderful variety of desserts provided a colourful supper appreciated by all.

And a special mention and thank-you must go to those wonderful volunteers who stayed to help clean up!

Our Charity of Choice was the Vernon Salvation Army. Members donated more than \$725.00!

Photos by Edie Schleiss

# HANGAR NEWS



Doug MacKinnon Welcomes All the Good Little Boys & Girls



Lining up for the buffet table



Don Usher and Bill More



Chris Castle, Rhys Perraton and son, Robert (Happy Birthday, Rob!)



John McClintock and Luc Mailloux



Hammy and Liz McClymont, Steve Swallow, Rob Kennett – their table was #1 but they ended up last to the buffet table! Good thing there was plenty of delicious food to go around!



Kerry Kucy and Diane Usher



Edie Schliess, Club Photographer with Kathy & John Jorimann

# HANGAR NEWS



Cameron Bottrill and Heather



Glenn & Debbie Scheske, Geoff Pritchard & Mychelle



Anne & John Olsen (the beautiful poinsettia over John's shoulder was given to the club by the Olsen's)



Ted Malewski & Lynne Smith



Dave & Alison Crerar (Social Convenor)



Stu McLean (COPA Captain) & Carolyn Hoffman

# HANGAR NEWS

The Gift Exchange under the direction of Alison Crerar and Kathy Jorimann.

There were a lot of laughs and good natured “stealing” and some “what the heck is it?”

All in good fun and plans are already under way for next year!



Luc Mailloux with the MOT Approved Stress Test for Pilots – 1997 – just try and get at the rye!



Dave Crerar rips into the gift bag – will he be able to keep it??



John Eaton & the gargoyle – don't think he actually went home with it!



Whatever it was, it was funny!

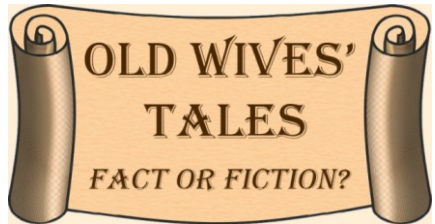


Cal Desrosiers and Greg Markson try to figure out how did they get it inside the container??



## Icing Folklore, Avoid flying by rules of thumb

Scott C. Dennstaedt, Plane and Pilot



Icing is already a terribly complex topic without the many old wives' tales and rules of thumb making it even more difficult. Rules of thumb generally plead ignorance. Ignorance often leads to bad decisions. When the weather is on its worst behavior, rules of thumb rarely apply and can actually be dangerous. Here are a few of my pet peeves when it comes to icing folklore.

**Folklore: It's possible to collect ice at a temperature greater than zero degrees Celsius.**

It's common to hear pilots say that they've picked up ice at temperatures above freezing—even as warm as 5 degrees Celsius. Induction icing, sure; but structural icing—it can't happen. Typically this is attributed to a faulty or inaccurate outside air temperature (OAT) probe that's reading a few degrees too warm.

Assuming the OAT probe is accurate, the other possible explanation is that the pilot descended into a super cooled liquid cloud while the temperature just above the cloud was a degree or two above freezing. It's not uncommon to see a temperature inversion (an increase in temperature with altitude) immediately above a cloud deck. The pilot may notice that the OAT is 2 or 3 degrees Celsius just before entering the cloud and jump to the quick conclusion that the remainder of the descent has to be above freezing. He or she is then astonished to witness ice form on the wings, being completely unaware that the temperature was actually colder in the cloud than above it.

Cold soaking is another possibility, though it's rare. Imagine an aircraft quickly descending from very cold conditions into a cloud deck where

the temperature is slightly warmer than zero degrees Celsius. There may be just enough thermal momentum to keep part of the aircraft's surface below freezing, causing ice to accrete briefly.

**Folklore: A layer of clouds a couple thousand feet thick isn't a serious icing hazard.**

This definitely isn't the case for a stratocumulus cloud deck. These clouds are often found in the wake of strong cold fronts. Stratocumulus clouds can produce some nasty icing and typically are only a few thousand feet thick. They have characteristics of both stratus clouds and cumulus clouds. They can cover a large geographic area like stratus, but are associated with instability like cumulus. These clouds are "capped" by a strong temperature inversion, which acts as a lid on their growth. Instead of the smooth appearance of the tops of most overcast stratus decks, stratocumulus clouds have a quilt-like appearance.

On January 13, 2006, stratocumulus clouds crippled a Cirrus SR22 southeast of Birmingham, Ala. The pilot departed Birmingham and attempted to climb on top of this "thin" deck of clouds. Just as he broke out on top, he had to activate the Cirrus Airframe Parachute System (CAPS) after losing control of the aircraft because of significant ice accumulation.

According to the NTSB, "The airplane entered the clouds at 5,000 feet on autopilot, climbing at 120 knots. Upon reaching 7,000 feet, the airplane encountered icing conditions. The pilot informed the controller that he'd like to climb to 9,000 feet, which was approved. As the airplane reached the cloud tops in visual flight conditions at 8,000 feet, the airplane began to buffet."

It's common to have the highest liquid-water content at the very top of these clouds, where the drops are normally the largest and the temperature is the coldest. In this case, the cloud-

top temperature was minus-10 degrees Celsius—perfect for a nasty icing event.

**Folklore: Flying into a cloud that’s producing snow isn’t an icing risk.**

Snow falling from a cloud base is a good sign that ice crystals exist in the clouds producing them. Thus, it’s easy to conclude that super cooled liquid water doesn’t exist in them, and therefore, there isn’t an icing risk in these clouds.

While there are important exceptions, precipitation falling from a cloud can lessen the icing threat within that cloud. Moreover, if the precipitation is snow, the threat of icing is even less—but not zero. Snowfall can scour out the super cooled liquid water in the cloud, but a snow-producing cloud may still be a mixed-phase cloud. That is, it will contain both ice crystals and super cooled liquid water.

This is especially true when the snow falling is “showery.” Aircraft flying into weather that’s producing snow showers will often report rime ice accretion. Normally, the most significant accretion isn’t from the clouds producing the snow, but from those around the snow-producing clouds. Those normally contain the highest liquid-water content.

**Folklore: Climbing is usually the best option when flying through freezing rain or freezing drizzle.**

If you’re collecting ice and you’re below the clouds or between layers, then you likely are flying in freezing rain or freezing drizzle. Pilots are taught to climb to a higher altitude if this happens. That’s making a dangerous assumption that there’s an altitude above you that contains air that’s warmer than zero degrees Celsius.

In the case of freezing rain, there might actually be a warm layer above. Freezing rain is produced when snowfall from a cloud enters a layer of air that’s above freezing. The warmer air in this layer melts the snow into rain drops, which then fall into a subfreezing layer below and deposit on your aircraft. In this particular case, a warmer layer aloft does exist.

For freezing drizzle, this often isn’t the case. There likely will be warmer air above you, but often the temperature aloft doesn’t rise above the

freezing mark. Freezing drizzle is normally the result of an all-liquid process as small drops in the cloud collide and coalesce into drizzle-sized drops large enough to fall out of the cloud as freezing drizzle.

The best strategy in this case is to turn around and go back to where you were not accreting ice. If you don’t know the temperature profile above you, it may not be wise to attempt a climb.

**Folklore: Using the standard lapse rate is a good way to estimate the freezing level.** For example, if the temperature at the surface is 4 degrees Celsius, the freezing level is 2,000 feet above ground level.

Many pilots apply the standard lapse rate of 2 degrees Celsius per 1,000 feet. This means that the temperature decreases 2 degrees Celsius for every 1,000-foot gain in altitude. Therefore, with a temperature of 4 degrees Celsius at the surface, flying in the clouds at, say, 5,000 feet AGL would be a bad idea. Correct?

Actually, you can’t rely on these estimates, especially when Mother Nature is at her worst. In an unstable situation, such as that discussed with stratocumulus clouds, the lapse rate near the surface is often greater than standard—often reaching 3 degrees Celsius per 1,000 feet. At the other extreme, in a stable environment, there often is a temperature inversion that may put the freezing level as high as 10,000 feet AGL.

Estimating the freezing level using the standard lapse rate is like dividing 19 by 95 and getting 1/5 by crossing out the 9s. The method worked well for this particular example, but it’s less likely to work when applied to other situations.



When it comes to icing, there are very few rules of thumb that a pilot can apply successfully. However, one of my personal favorites is called a "glory." As you fly over clouds, you may see your airplane's shadow cast on the top of the cloud, assuming the sun angle is perfect and there are no clouds above you blocking the sun. If there's liquid water in the cloud, you may also have witnessed a glory. A glory is a halo (or rainbow) around your aircraft's shadow. A glory is an excellent indicator that the cloud is dominated by liquid water. When the OAT is below freezing, it may be an excellent indicator that there's icing potential in the clouds below. If you see the shadow of your airplane and you don't see a glory, you may see what look like sparkles around the shadow. This typically means that the cloud is glaciated. In other words, the cloud is dominated by ice crystals.

My best advice with respect to icing is to put aside old wives' tales and avoid using rules of thumb. If you want to know the freezing level, for



example, look at a temperature profile of the atmosphere using a forecast temperature sounding instead of guessing with a formula that works only when the atmosphere fits the formula. If you want to

know if a snow-producing cloud is an icing threat, look for the presence of AIRMET Zulu or examine the Current Icing Product (CIP) probability analysis. If you want to know if you'll encounter freezing drizzle aloft, use the CIP SLD (super cooled large drop) analysis. In other words, attack the problem directly by utilizing weather products that depict the current icing environment instead of relying on folklore.

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Three retirees, each with a hearing loss, were playing golf one fine March day. One remarked to the other, 'Windy, isn't it?' 'No,' the second man replied, 'it's Thursday.' The third man chimed in, 'So am I. Let's have a beer.'

Arguing with a pilot is like wrestling with a pig in the mud, after a while you begin to think the pig likes it. — *Seen on a General Dynamics bulletin board*

It was 1977 and we were on an old DC8 Air Ceylon coming in to Colombo, Ceylon from Bangkok. The landing approach was pretty bumpy, but the biggest bump was saved for when we hit the tarmac - a massive shudder and shake - at least I hoped it was the runway. We were soon however airborne again and climbing steeply when a voice with a heavy Indian accent came over the PA as follows: I am sorry about the landing ladies and gentlemen, the pilot will now take over. — *Tim Stuart, Great Aviation Quotes reader*

**Schedule of Events / Activities 2020**

- Board meetings first Tuesday @ 12:00
- Ladies Day every Wednesday @ 1:00
- Regular Meetings – Third Tuesday of Every Month @ 7:00 p.m. *If there is a meal prior to the meeting it is served at 6:00 p.m.*

January	Saturday 25	Robbie Burns Day
	Tuesday 21	Meeting
	Sunday 26	Pancake Breakfast
February	Tuesday 18	Meeting (Meal?)
	Sunday 24	Pancake Breakfast
March	Saturday 14	Pi Day
	Tuesday 17	Meeting (Meal?)
	Sunday 22	Pancake Breakfast
April	Tuesday 21	Meeting (BBQ?)
	Sunday 26	Pancake Breakfast
<b>May</b>	<b>Friday 1</b>	<b>Friday Evening Social</b>
	<b>Saturday 2</b>	<b>Rust Remove</b>
May	Tuesday 5	Cinco de Mayo
	Tuesday 19	Meeting (BBQ)
	Sunday 24	Pancake Breakfast
June	Tuesday 16	Meeting (BBQ)
	Saturday 20	1 <sup>st</sup> day of Summer Party? Beef on a Bun?
	Sunday 28	Pancake Breakfast
<b>July</b>	<b>Saturday 11</b>	<b>COPA for Kids (BRIEFING &amp; SET-UP on July 10<sup>th</sup>)</b>
	Tuesday 21	Summer BBQ (no meeting)
	Wednesday 22	Pi Approximation Day – Ladies?
	Sunday 26	Pancake Breakfast
August	Tuesday 18	Summer BBQ (no meeting)
	Sunday 23	Pancake Breakfast
September	Tuesday 15	Annual General Meeting, BBQ
	Sunday 27	Pancake Breakfast
October	Tuesday 20	Meeting, BBQ
	Sunday 25	Pancake Breakfast
November	Tuesday 17	Meeting (Meal?)
	Sunday 22	Pancake Breakfast
December	Tuesday 15	Christmas Party

**Other Dates To Be Determined**  
 Spring & Fall            Club Clean-up  
 Summer                    99s Poker Run

**Fly-Outs (weather permitting)**

Tuesdays	YKA (Take-off Tuesdays) Kamloops
Wednesdays	ZAM Salmon Airport
Thursdays	YYF Penticton
Fridays	YLW (Fearless Fridays)
Sundays	Somewhere for Brunch

**Regularly Scheduled Use of Clubhouse**

First Wednesday	RC Aeromodellers Club
Third Thursday	CASARA

## One of the Trusted

By Gill Robb Wilson

You are at cruising altitude.  
The westering sun in pink on the disc.  
Your eye flicks the gauges. The engines are  
contented.  
Another day - another dollar.

You look down at your hands on the wheel.  
They are veined and hard and brown.  
Tonight you notice they look a little old.  
And, by George, they are old. But how can  
this be?

Only yesterday you were in flying school.  
Time is a thief. You have been robbed.  
And what do you have to show for it?  
A pilot - twenty years a pilot - a senior pilot.  
But what of it - just a pilot.

Then the voice of the stewardess breaks in  
on your reverie.

The trip is running full - eighty-four  
passengers  
Can she begin to serve dinner to the  
passengers?

The passengers - oh yes, the passengers.  
You noticed the line of them coming aboard -  
the businessmen, the young mothers  
with the children in tow, the old couple,  
the two priests, the four dogfaces.

A thousand times you have watched them  
file aboard and a thousand times disembark.

They always seem a little gayer after the  
landing  
than before the take-off. Beyond doubt  
they are always somewhat apprehensive  
aloft.

But why do they continuously come up here  
in the dark sky despite their apprehension?  
You have often wondered about that.  
You look down at your hands again  
and suddenly it comes to you.

They come because they trust you -  
you the pilot. They turn over their lives  
and their loved ones and their hopes and  
dreams  
to you for safekeeping.  
To be a pilot means to be one of the trusted.  
They pray in the storm  
that you are skillful and strong and wise.  
To be a pilot is to hold life in your hands -  
to be worthy of faith.

No, you have not been robbed.  
You aren't "just a pilot." There is no such  
thing  
as "just a pilot." Your job is a trust.  
The years have been a trust.  
You have been one of the trusted.  
Who could be more?



1998 Beech King Air  
200 paid a visit to  
Vernon January 2<sup>nd</sup>



### **VERNON FLYING CLUB / COPA Flight 65 2019 / 2020**

PRESIDENT:	Doug MacKinnon
VICE PRESIDENT:	Dennis McLeod
TREASURER:	Bill More
SECRETARY:	Marion Ross
DIRECTOR:	Alison Crerar
DIRECTOR:	Tom Glover
DIRECTOR:	Albert Bueckert

COPA CAPTAIN:	Stuart McLean
COPA Co-CAPTAIN:	Stan Owen
COPA Navigator:	Eric Hiebert



Newsletter Editor:	Bill More
Newsletter Publisher:	Marion Ross

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

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