



## Vernon Flying Club

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

# HANGAR NEWS

February / March 2020



Flight 65

To Advance, Promote, and Preserve  
The Canadian Freedom to Fly

## A Surprising Part of the Aviation Industry Right here in Vernon

By Bill More

Marty and Lorna Dickau purchased, GSC systems, just 2 years ago, from the original owner who retired. Marty's extensive background in construction is a material (pardon the pun) part of the process of handcrafting propellers to exacting standards.



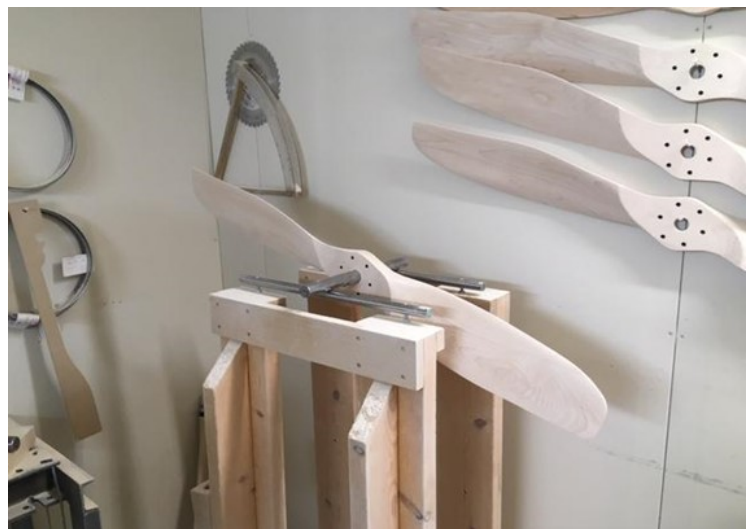
**GSC Systems**, founded in 1984, is a Canadian manufacturer of wooden propellers for homebuilt and ultralight aircraft. The company headquarters is located in Vernon, British Columbia. They ship all over the world!

The company was originally part of Aircraft Sales and Parts (ASAP was based out of a hangar on the Okanagan Landing Road side of the airport.) GSC Systems was purchased by an employee in 2000. Originally producing fixed pitch wooden propellers, the company expanded into ground adjustable designs.

Their propeller blades are all made from selected maple hardwood from Ontario that has been air-dried 2 years. It is then laminated using special glue imported from the United Kingdom. Carbon Fibre would be twice the price

Marty hand-crafts powered paraglider propellers. GSC Systems is one of the oldest and most globally-renowned propeller manufacturing companies for the light aircraft and airboat industries today. Using the combination of expensive computer-controlled equipment and software is critical to the precision and hand finishing.

Expansive propeller options - handmade hardwood fixed-pitch propellers and ground adjustable TECH II and TECH III. With the TECH series, customers are able to replace single blades rather than changing the complete propeller; particularly for 3 blade props.



[Critical Manual Balancing](#)

The engines are mostly Rotax and Volkswagen and reference the technical records of 70 different motors that have different RPM's that control the spin and pitch to exactly manufacture to specs. Blades range from 26" to 72".

A very large advantage is that they have a CNC in house, which means if an aircraft owner has a unique or damaged prop, it can duplicated from the original. Even better, GSC Systems can even modify it as necessary to get the optimum RPM and thrust that is required.

See website for more complete information and contact information <https://www.gsc-systems.com/>

GSC Systems Ltd.

#8 2440B 14th Avenue,

Vernon, British Columbia



Finished Prop with Plastic Leading Edge for Hub Mount



Raw Material - Maple Laminating



Templates for Computer Rough Cutting



Hub for 3-bladed Prop

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## Member Profile: Dennis McLeod

Text by Alison Crerar

Dennis McLeod was born in the gold mining town of Kirkland Lake, Ontario, but he only lived there for his first year. His dad was a professional mining engineer, so there were many moves over the coming years, notably Wawa, ON, Chatham Head and Newcastle NB, Elliot Lake, Atikokan and Sudbury, ON, and North Vancouver, BC. The latter two were where Dennis attended High School. This was followed by one year at Western University in London, ON, where Dennis was enrolled in General Honours Arts with the aim of going into Computer Sciences. For a few summers, and six months following this, he worked as a heavy equipment operator building roads into the wilderness in northern BC for logging and mining access. One of the companies he worked for had a Bell 47 on the job, and this tweaked an interest in obtaining a helicopter licence some time in the future.

University lost its appeal and Dennis had always been interested in flying, largely inspired by the fact that his uncle had flown Harvard's in the Air Force Reserve. Getting his own licence had always been financially out of reach until the 1970's when he gained full time employment. He began working on a Private Pilots Licence with Harrison Airways until money ran out. After a number of years driving city transit in Vancouver and highway charter tours to the southwestern United States, he began working in the trucking industry. He began with one



truck as a lease operator, then bought a second, formed his own highway transport company and eventually had 6 drivers working for him while holding it together from his home office. During this time he was able to juggle his income and free time to complete his flight training and obtain his fixed wing Private and Commercial Licences. He then began working towards a Helicopter Licence at International Heliflight in Langley until funds started to thin out again.

Dennis soon noticed a Cessna 337 for sale at a pretty good price parked on the grass at Boundary Bay Airport so, with a loan from a friend and a mortgage on his townhouse, Dennis soon owned his first airplane. When another airport tenant, who had a helicopter business, wanted to buy the 337 from Dennis, they came to an agreement.....Dennis sold him half the C337, took out a second mortgage, and bought himself an Enstrom F28C helicopter.

After buying the helicopter, Dennis proceeded to form another company, got his own Operating Certificate and hired a Chief Pilot because he didn't have the required hours himself. Unfortunately this was at the time of one of those major aviation accidents that sends insurance rates to the stratosphere – Tenerife. The valid OC was suspended for lack of activity and then was cancelled. The owner of the helicopter company and half the C337, with a photocopy of Dennis' signature, sold the 337 without Dennis' knowledge. The helicopter was given needed and expensive repairs and leased to an Ontario company, after which it was sold.



Things changed when, in 1991, Dennis offered to sell his trucking company to one of his drivers. When the transaction was completed, he sold or stored everything he owned in Canada and went to Costa Rica for three months of Spanish immersion, living with a family there. On his return to Canada he attempted to locate the DVD of Peter Pan in Spanish language for one of his teachers. He contacted an agent in Mexico City who assured him she could find one. After a trip back home, he returned again just to enjoy Costa Rica. The agent for the DVD in Mexico City said she hadn't been able to send it internationally so Dennis stopped in Mexico City overnight to pick it up on his return trip south. To his surprise, the agent delivered it personally to him at his hotel. Her name was Mayte and she was drop-dead gorgeous! They enjoyed talking, exchanged phone numbers, and subsequently kept in touch.

On Dennis' return trip to Canada from Costa Rica, he stopped to see Mayte. While there, he saw an ad for a townhouse on the beach in Cancun. It was being sold because interest had gone up over 100% on mortgages. Mayte helped arrange purchase and, in a leap of faith, Dennis put it in Mayte's name (it couldn't be put in his own) and they moved in. No more Costa Rica and the rest is history!

Mexico is too hot in the summer for this Canadian boy so Dennis alternately spent 6 months in each country. He and Mayte have travelled all around Canada and, in a motorhome, all around BC. The Okanagan was the most appealing and, when a chosen location to build fell through, Dennis chose an ideal location close to a mall and the airport, and walking distance to town. On his daily walks, Dennis discovered the Vernon Flying Club and has been at home here ever since. Mayte is kept busy with many business interests in Cancun and Mexico City, but she too has become a valued member of the club and, along with Dennis, we always look forward to her return!

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## **Rob Kennett, RV Builder**



I finished building my RV-6A in August 2002 and currently have about 1200 hours on it. It is equipped for day/night VFR and is an absolute joy to fly. I was a relatively low time pilot when I started flying it, but found the transition from the Cessna 172 to be very easy. My wife and I have found it to be a very capable cross-country aircraft and have completed several long-distance trips including a cross Canada adventure and two visits north to the Yukon, Northwest Territories,

and Nunavut. Recently, we also had a very memorable vacation from our home base in British Columbia to St. Vincent and the Grenadines in the Caribbean. In addition to using it for travel, I fly regularly with the local RV formation group (the "Snowflakes") and enjoy some light aerobatics. Both of these are great ways to build confidence and improve flying skills. Regular maintenance costs are quite low as I am able to do most of the work myself. Upgrades that I have completed over the years include installation of ADS-B, a 406 ELT and a Dynon D10-A EFIS to replace the original gyros. In summary, I couldn't imagine selling it unless I were to build another RV.

## John Olsen Scholarship Winner

March 13, 2020 Jared Torgrimson



Doug MacKinnon presents Jared with \$500 plus one year membership in the Vernon Flying Club



John congratulates Jared and passes on some sage advice

## Little Bit About Me

By Jared Torgrimson

Hello, my name is Jared Torgrimson, I'm 20 years old and I will be graduating from Okanagan College this spring. I was born in Dawson Creek and raised on a dairy farm in Creston, BC. Growing up in a small town, we didn't have a great selection for recreational activities so my hobbies naturally leaned more towards fishing, dirt biking, and I've always had a great passion for camping. What peaked my interest in aviation was my neighbor, he was a helicopter pilot and he seemed really well off and happy. I was initially interested in becoming a pilot but after I saved up some money working up north when I was 18, I gave him a call and he pretty much talked me out of it for the time being because that's such a hard career to get started in. I've decided to obtain my aircraft maintenance license as a good first step to get into the industry and reaching my ultimate goal of obtaining my helicopter pilots license. Within 5 years, I am going to have my full AME-M license and make a good name for myself in the field while having a steady career maintaining helicopters and learning them inside and out. Within 10 years, my goal is to start working on obtaining my commercial pilots license to build a career operating the machinery, as well as doing regular maintenance on them. Most of my previous jobs involved doing some sort of maintaining on equipment. I have done a lot of farming and hands on tasks such as when I was a swamper on the hydrovac truck. My employers always trusted me with doing the up-keep on the equipment so I'm confident I will excel in my path to success. I believe I am a good candidate to receive this reward because I am in great academic standing and so far, I have made it this far 100% on my own working on weekends and after school at the mills to get by (I'm not looking for sympathy, I am actually quite proud of this accomplishment). Thank you for your consideration and I look forward to hearing which student is the winner of this generous award, on graduation day.



Doug MacKinnon, Jared Torgrimson, John and Anne Olsen, Okanagan College Aerospace Campus Graduation Ceremony



Cake served at AME Graduation - Love the chocolate airplanes on the corners!



Bill More, Marion Ross, Doug MacKinnon, John and Anne Olsen and Albert Bueckert – photo by Edie Schleiss

Representatives from the Vernon Flying Club were found at the Okanagan College Aerospace Campus at 10:00 on Friday, March 13, 2020 to witness Doug MacKinnon present the John Olsen Scholarship to a member of the graduating class, Jared Torgrimson. Jared and 18 fellow AME students now go to Dawson Creek to complete their training at Northern Lights College.

**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.*

March	Tuesday 17	Meeting (BBQ)
	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 Remover</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

**CLUB CLEAN-UP DAYS @ 11:00**

Saturday, April 25<sup>th</sup>  
 Saturday, July 4<sup>th</sup>  
 Saturday, October 17<sup>th</sup>

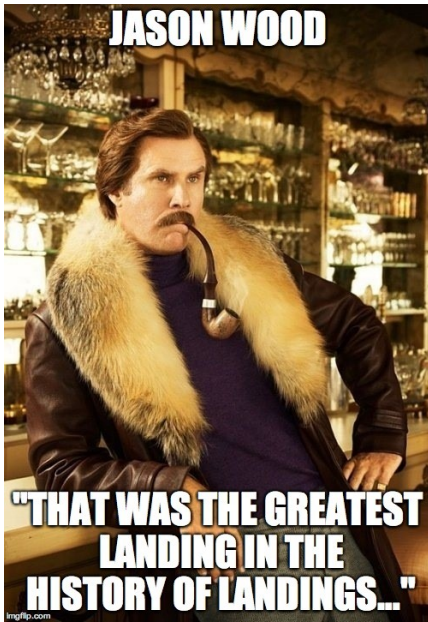
**Fly-Outs for Morning Coffee (weather permitting)**

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





[www.vernonflyingclub.org](http://www.vernonflyingclub.org)

You might want to bookmark our terrific, dynamic website! Our wonderful webmasters update it regularly and it is the go-to source for information about the flying club, especially if you miss the e-mail messages sent regularly to members.

This will be especially important as we navigate the next few weeks and months of the CORVID-19 pandemic.

The Board has no plans to cancel events and activities but that could change at very short notice.

Stay Healthy and Wash Your Hands!

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

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

<b>COPA CAPTAIN:</b>	Stuart McLean
<b>COPA Co-CAPTAIN:</b>	Stan Owen
<b>COPA Navigator:</b>	Eric Hiebert



<b>Newsletter Editor:</b>	Bill More
<b>Newsletter Publisher:</b>	Marion Ross

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

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