



Vernon Flying Club

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

HANGAR NEWS

June / July / August 2020



Flight 65

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

Summers in the Okanagan...Made for FLYING!



C-FXJS Cessna 400 and C-GXJS and G-FLBS - Cessna Citations

In this issue...

- The Vernon Flying Club Scholarship in Memory of Len Neufeld
- From Kitty Hawk to Georgian Bay
- Seen on the Apron...
- Rediscovering the Thrill in Kerikeri, New Zealand
- Picnic in the Grass
- Around the Clubhouse...
- Notice of Annual General Meeting

"Inside & Outside" Club Clean-Up

September 19th at 11:00 a.m.



Don Usher is very pleased with the club's new electric lawnmower.

What is the Len Neufeld Scholarship?

On November 10, 2008, COPA Flight 65 and the Vernon Flying Club lost one of its most respected and well-liked members when ABRAM LEONARD "LEN" NEUFELD called "outbound" for the last time following several months of failing health.

After a stint in the RCAF, Len learned to fly at the Winnipeg Flying Club, did some instructing and worked for a time "in the bush". Len commenced his airline career with Canadian Pacific Airlines in August 1969 and ended it with Air Canada; retiring from that company on May 1, 2000.

A one-time vice-president of the Vernon Flying Club, Len was extremely supportive of the "Young Eagles" initiative, now "COPA for Kids". At right, Len is shown getting ready to introduce two more "Young Eagles" to the world of aviation in the spring of 2008.

Len was also involved with the Vernon chapter of PEPAir, which, under the umbrella of the BC Provincial Emergency Program, assists the Canadian Search and Rescue Association (CASARA) by providing volunteer air search assistance.

Len was a valued member of the Vernon Flying Club and to honour that memory and to recognize his contributions to the organization, friends and members of the Vernon Flying Club seeded a \$500 bursary to be given annually to a deserving pilot and/or engineer who is undergoing training at the Vernon Airport.



2020 Scholarship Recipients:



Doug MacKinnon with **Karl Urquhart (l)** and **Riley Smithman (r)** at the scholarship presentation July 21st. Each young student pilot received \$500 and a one year membership in the Vernon Flying Club. Congratulations to you both!



Len Neufeld Scholarship Recipients 2009-2020

YEAR	\$500 (pilot)	\$500 (AME)
2009	Trevor McKay	n/a
2010	n/a	Raphael Bachmann
2011	Chelsea Gerling (\$750)	n/a
2012	n/a	Aaron Whitney & Lyle Smith
2013	n/a	Cody St. Onge & Nickolas Langis
2014	Kurtis Kovacs	Dennis Peach
2015	Emily Olds	Samantha Wardrop
2016	Connor Forrest	Spencer Humphries
2017	Keaton Roper	Deverick Clingwell
2018	Erik Urquhart	D/C
2019	Braeden Barnard	D/C
2020	Riley Smithman & Karl Urquhart	D/C

n/a – not awarded

D/C – Discontinued in favour of the John Olsen Scholarship established in 2018

2020 is the last year of the Len Neufeld Award as most of the monies have been awarded and there isn't enough left for another scholarship.

Until 2018, the award was presented at the Airport Terminal with a representative from the City and the College in attendance. A reception followed at the VFC clubhouse. In 2019 the Len Neufeld Scholarship was presented at the April general meeting which was what was planned for 2020 but then COVID-19 pandemic hit the presentation kept being postponed. It was eventually held July 21st at a picnic at the clubhouse.

The winning applications:

Riley Smithman



I grew up in Lake Country B.C. and have always loved watching the airplanes fly by my house and whenever I'm at an airport I look out the window at all the different airplanes. I graduated from George Elliot Secondary school in June of 2019. I enjoy playing team sports as well as a pickup game of football with my friends. I am also interested in individual sports such as skiing, mountain biking and wakeboarding. I played minor hockey in the Midget Division for the Winfield Bruins and soccer with the Lake Country Soccer Association during my last two years in high school. I had a blast playing with all my friends and getting back into the game. I've had a few different summer jobs over my high school years. The first job I had was during the Summer of 2017. I worked at a place called OKF Grill in Oyama. This job involved food prep, using fryers to make French fries or fish, and working on a grill to make burgers. This was my first real job and it was a lot of fun working with my friends. The next Summer, I worked at a place called Holiday Park Resort. At this job I worked with a buddy of mine and we oversaw cutting the lawns around the park. During the Summer of 2019 I worked on the gas dock at Turtle Bay Marina and will be returning to work there this Summer. At this job, I worked with the general public, filled boats with gas, and sent out our rental boats. My most recent job, I worked with my friend's dad at a place called Coast Distributors. I worked in a warehouse doing inventory and re-stocking shelves.

My dad is a Pilot for Air Canada, so aviation has been present my whole life. I've grown up around planes and heard cool stories from my dad after he has been "on the road". Being a Pilot is something that I've wanted to be for as long as I can remember. From watching planes, to hearing stories, it all furthered my love of flying and one day I'll be able to share my flying stories with my kids. Vernon has a great airport to learn how to fly, especially since the airport is uncontrolled making it very helpful to get used to talking on the radio's without having to worry about the tower's instructions. Aurora Aviation Academy is a fantastic aviation school with some great instructors who help you to push forward into becoming the best Pilot they know you can become. In 5 years, I'm hoping to be flying for Jazz or Encore and working my way towards employment with Air Canada or West Jet. In 10 years depending how the economy is moving, I'm eager to become Captain on a medium size jet and the way the aviation industry is currently standing, it could become a reality. I've always joked that my favorite part of going away is the flight, however, it's not always entirely a job. Becoming a Commercial Pilot has always been a dream of mine and a career that has caught my eye for a long time. When people ask me what I do, I will tell them "I'm living the Dream".

Karl Urquhart



Hello, my name is Karl Urquhart. I would like to thank the Vernon Flying Club for the opportunity to apply for the scholarship in memory of Len Neufeld.

I am 16 years old and attend Fulton Secondary School in grade 11 where I have achieved honour roll grades for the last few years. Fulton High School has been very good to me and has allowed me to use one full class to complete my private pilot ground school, which I am working on now. I am excited to write my PPL exam later this year. I currently have 10 hours of dual graining towards my private pilot licence which I plan to get before I graduate high-school. Those 10 hours were with Full Moon in Vernon. I plan to continue my training in Vernon with Rhys Perraton.

Outside of my passion for flying, I often find myself at Silver Star for training for snowboarding and downhill mountain biking. I have been competing in slope-style snowboarding since I was nine, along with downhill mountain bike racing which I started just a few years ago. Since I started biking, I have also found myself a hobby as a bike mechanic which has turned into a job for me. In school I love to do projects in metal work. I have just finished an infinity table as my final metal work project with a mark of 97%. A few years ago I trained and received my PADI open water scuba diving

license in Thailand. I also recently just attended a motorcycle safety course and received my motorcycle license.

My family and I have a tradition of going to the Oshkosh Airshow and we have enjoyed the show for the past four years. Last year my brother and I survived a night in the woods as part of the BCGA survival course. I am currently working at Olympia Ski and Cycle as a bike tech where I have been working for the past year along with a side job of landscaping to help pay for my flying training. For three of the four years that I have attended the Oshkosh Airshow, I have volunteered at the Ford Motor Company and the GoPro booth during the show.

The Vernon Flying Club has been part of my family for over fifteen years. Growing up in this family has really exposed me to the aviation community in a very positive way. I have always been interested in bush flying to get out to remote areas for hunting. After going on flights with my brother and my father I have found myself with a passion to fly. I have been fortunate to live close to the Vernon airport to do training and I hope to solo this summer. I would love to build a bush plane and have my own airstrip someday.

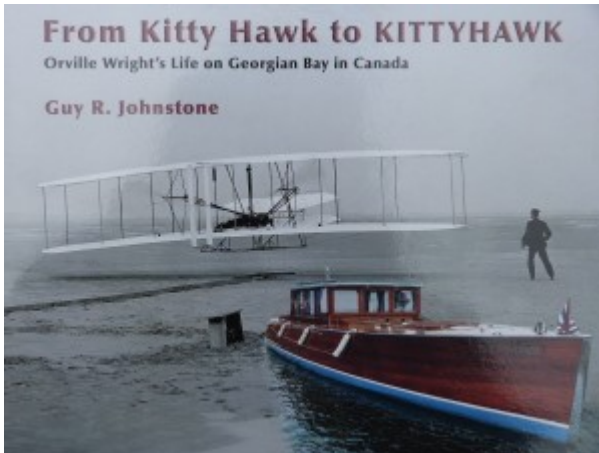
I plan to attend Mount Royal University Aviation program after graduation to get my commercial license. Then I hope to find work as a pilot up North. Long term, I would like to fly internationally as a commercial pilot.

Thank you again for your time and considering me for this opportunity.

From Kitty Hawk to Kittyhawk

Every summer, thousands of people flock to cottages on southern Georgian Bay, fleeing the congestion and heat of cities in search of crystalline waters, a cool breeze and blissful solace.

Among the masses of cottagers over the years have been several prominent names, but perhaps none more famous than **Orville Wright**, one of the legendary Wright brothers of aviation lore. For 30 years, he made



southern Georgian Bay, Ontario his summer home, becoming a well-known and popular figure in both Midland and Penetanguishene.

Orville Wright, born Aug. 19, 1871, was the younger of the two Wright brothers. He and his sibling, Wilbur, four years older, were aviation pioneers. They are generally credited with inventing and building the world's first successful airplane and, in 1903, making the first controlled and sustained heavier-than-air human flight.

Those were heady days for the inseparable siblings, and the sky quite literally seemed the limit for what they could accomplish together. They looked to the future with enthusiasm and ambition.

In the years that followed, they made amazing technological leaps in the field of airplane development, were at the forefront of expanding the boundaries of flight, and together established a thriving airplane industry that made them extremely wealthy.



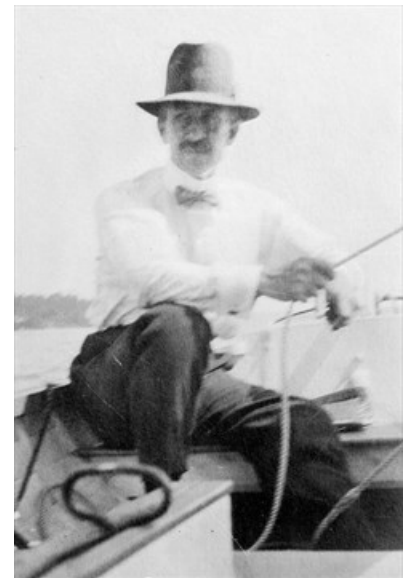
Orville Wright and his niece Katherine

Neither man ever married. Wilbur Wright once quipped that the brothers didn't have time for both wives and airplanes. Instead, they sought each other's company and were rarely apart.

However, in 1912, Wilbur Wright died of typhoid fever, leaving his brother despondent, directionless and alone.

This dark depression lasted for years and, as a consequence, his health began to fade. Desperate to help, a friend encouraged Wright to travel to Georgian Bay in 1917, where it was hoped he would rejuvenate his shattered spirit and restore his failing health.

The plan succeeded. Orville stayed at a cottage on Waubec Island and, inspired by the natural beauty of the bay and invigorated by its crisp air, slowly began to recover.



Then he noticed Lambert Island, with its ruined cottage and overgrown property, and saw in it something into which he could pour his heart and soul. Wright purchased the property and spent two years restoring it. With each nail hammered home, with every coat of paint brushed on, his spirit was slowly rebuilt. When it was complete, Wright was a restored man.

He loved the property not only for its beauty, but also because it allowed him to indulge in his passions. From its second floor, he had an unobstructed view of the night sky, allowing him to spend hours stargazing.

Another of his hobbies was sailing, and he became a familiar sight upon the sun-dappled waters of Georgian Bay. Once, a gawking crowd of locals gathered to watch him attempt to master a new sailboat. He was slowly getting the feel of it when a strong wind filled the sails and took control of the craft.

Wright watched helplessly as the boat was driven ashore and so roughly beached that it became entangled in the underbrush. As panicked onlookers raced to the rescue, Wright calmly emerged from the foliage, straightened his tie and deadpanned, "Now you see why I was made an honorary member of the Minnicog Yacht Club."

In time, Wright developed a passion for motorboating, as well. In 1931, he bought a gorgeous 32-foot mahogany cruiser from the Gidley Boat Company in Penetanguishene. Named the Kittyhawk, after the airplane in which he and his brother made history in 1903, the boat was reputedly one of the fastest around. It was certainly one of the most elegant, and Wright enjoyed countless afternoons racing about the waters in it.

Locals loved him and looked forward to his arrival each spring. They were deeply saddened when the Second World War erupted and the American government summoned Wright to Washington for his aeronautical expertise. The now elderly gentleman was reluctant to leave his idyll, but duty called and he answered. The war effort consumed his time for the next four years; there was no time for vacation and a return to Lambert Island.

When the war ended in 1945, Wright's health was once again in tatters, and he was not well enough to travel. He died on Jan. 30, 1948, never having seen his beloved island again.



Orville Wright's 1929 Gidley 32 Gull Commuter "KITTYHAWK"

Lambert Island passed to Wright's niece, Ivanette Miller, who vacationed there for a number of years and kept alive the Wright memory.

But, with the passage of time, people have forgotten that one of the legends of aviation history, a man whose name is recognized worldwide, spent many a summer on Georgian Bay, Ontario.



“She’s decisive, she’s aggressive, she’s proven she’s capable with high performance jets. We look for people with the capability to think on their feet and to be able to lead a team of people. We look for the best pilots out there, and if they happen to be women, great, but we’re just looking for the best.”

—David Leetsma, director of flight crew operations, John Space Center, with regard to astronaut Susan Still, 1997.

Teenager and member of the Vernon Flying Club, Kensie Hewson (16) earns her Recreational Pilot License at the Vernon Airport. (Photo taken August 11, 2020 by Global BC)

These youngsters definitely do us proud (and help to bring down the average age of the club members!)

CONGRATULATIONS, Kensie



The Sky High Diner Food Truck at the Vernon Airport is open daily from 11 to 8:00 p.m. Closed Sundays (for now). Excellent burgers and fries along with a variety of other delicious items such as chai milkshakes.

Seen on the Apron...



Nanchang from Victoria



Living the Dream



Harmon Rocket from Cold Lake, AB



Found - ferried by Dave Crerar from Ontario to Vernon. Found is a made in Canada bush plane with similar performance to a Cessna 206. Destination is Nicaragua to support Miracle Air Mission for the 7th Day Adventist



Pilatus C-FIPN PC-12/47 from Estevan, SK



1946 Globe Swift being ferried from Alberta to Boundary Bay



Found owned by Ted Moug of Vernon

Rediscovering the Thrill in Kerikeri, New Zealand

By Geoff Pritchard, Vernon, British Columbia

March 2020 - As I walked up to the airplane, I realized, yes, it actually did look like a Tiger Moth. The distinctive de Havilland rudder and the swept wings, upper fuel tank, and squared-off front and rear cockpits, with the small drop-down doors, all paid homage to the original, though that was pretty much where direct comparisons ended. This airplane was built from a kit less than two years ago, and was called a Fisher Tiger Moth, a Canadian design that has proven popular, even here in New Zealand.



The Tiger Moth look-alike at Bay of Islands Airport home field. The hangars in the background come from a firm in Ontario.

I had met the builder, Steve Wynne, on a visit to New Zealand the previous year, in Kerikeri on the north island, and was soon offered, amazingly, the use of the airplane if my wife and I returned the next year. The thought of flying over this peaceful, green country surrounded by two oceans was to preoccupy much of my thoughts on return to Vernon, in the Okanagan Valley of British Columbia. Subtle and strategic negotiations soon commenced with my wife, Mychelle, and although not without a number of eye rolls, some sighing, and blank stares, an agreement was struck to once again return to this island nation.

During the spring and summer back in Canada, I reviewed the requirements for a New Zealand Microlite licence and purchased all the aviation charts for the North Island. It was now a bit of a waiting game, though I passed the Canadian flying season flying my 1930 Fleet biplane and RV-8. We flew out of Vancouver just after the New Year, and arrived in Auckland somewhat jet lagged but full of anticipation at the thought of flying in this beautiful country.

Once again, I was faced with the challenge of driving the rental car on the left side of the road, and mixing up the turn signals with the windshield wipers, but we arrived safely in Kerikeri, at the northern tip of the north island, with a spotless windshield and ready to fly.



The town of Kerikeri, population 5,000.

I was soon at the airport, along with Steve, and was introduced to my instructor Colin, who was at a midpoint with Steve's instruction. After a brief orientation with the little Tiger Moth, and a look at the 100-hp Belgian UL260 flat-four powerplant, we were ready for the first of my required four hours of dual instruction. Having never been in an ultralight, microlight, or replica airplane, the cockpit sizing was actually quite generous, and the control and instrumentation very conventional. That was reassuring and familiar, and on startup the engine ticked over like a finely tuned large-displacement motorcycle engine. All good. My time in the rear cockpit of my Fleet was excellent preparation for the zero forward visibility, and S-turning down the asphalt runway at Bay of Islands Airport was pretty standard. Although an uncontrolled airport, local general aviation shares the facility with Dash 8's from Air New Zealand, and I found it quite a surprise to hear their professional modulated tones calling out circuit positions and ground maneuvers like any other of the small aircraft.

On applying full power on takeoff, I was surprised how quickly the 655-pound (empty) aircraft was airborne, and even with two up, it climbed away at about 500 feet per minute. Although somewhat prone to "twitching" about in wind or turbulence, the little Tiger could be trimmed to hands-off quite easily in calm air, and the engine didn't miss a beat, humming along at 3100 rpm cruise.

Upper air work was completed fairly quickly, and the Moth reacted predictably to all inputs. Carving a standard circuit (as per Canadian practices) was straightforward, though the radio work had a definite challenge: understanding the nasal, rapid-fire accent of New Zealand pilots. Time would eventually help, though double takes were fairly common, such as, "When I got home, I found my dog was did." "Oh, what did he do?" "He was did." "Did what?" "Niva moynd."

I was soon told it was time to go solo, and after positioning the Tiger on the runway and opening the throttle, I was amazed that I was airborne in about 300 feet and rapidly climbing. I headed out to the Pacific coast, about 10 minutes away, and felt free to marvel at the rolling hills, white sand beaches, and huge blue skies now that I was alone in the airplane and not being scrutinized during each maneuver. What a sweet feeling, and the solo thrill of decades ago, long buried in many logbook entries, returned once again, as a poignant reminder of the simple, private, thrill of flight.



That beautiful New Zealand coastline.

As the hours have ticked away at the controls of this marvellous little airplane, I have become closely connected to its quirks, and open cockpit joys, with lots of practice chasing the ball, using lots of rudder, and coaxing an occasional smooth three-point landing, with judicious use of throttle and a critical eye on the windsock. When frustrated at my progress at times, I only have to remind myself that I have the privilege to fly an open cockpit airplane in New Zealand, and to take a deep breath, and look over the side at this remarkably beautiful country floating by. And then I smile; that special flying smile.

Picnic On The Grass

July 21st was very hot but about 20 people still enjoyed a picnic in front of the clubhouse while maintaining social distancing...



Around the Clubhouse...



Cameron Bottrill zips around the airport on his kickbike



Dennis McLeod's Birthday. Mayte ensured we didn't forget!



Celebrating John Olsen's 85th Birthday, July 13th



Dennis McLeod assembling new picnic table



Mayte Barrigan sent these from Mexico and Dennis McLeod hung them in the clubhouse. Thanks, Mayte!



Marion Ross surprised with a birthday cake by Alison Crerar.

A sign of the times – hand sanitizer near to hand!



The Snowflakes
July 13, 2020 –
another nice day
for a formation
practice!

Briefing in front of
the clubhouse –
RV's on the ramp...





Our Annual General Meeting is scheduled for **September 15, 2020** during which the election of directors and officers for 2020/2021 will be held. The current slate of directors with the exception of **Doug MacKinnon as President**, have indicated that they will let their names stand for re-election. Nominations are being accepted now!

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.
(ON HOLD DUE TO COVID-19 UNTIL FURTHER NOTICE!)

e-mail: flyingclubvernon@gmail.com

web-site: www.vernonflyingclub.org