



Photo by Pilot Dave Hiltenkamp
Northwestern British Columbia "Glacier Skiing"

*"May you be blessed
With the spirit of the season, which is peace,
The gladness of the season, which is hope,
And the heart of the season, which is love."*

- Old Irish Blessing



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Smiles During These Challenging Times

Submitted by John Swallow

1. The nicest thing about the future is that it always starts tomorrow.
2. Money will buy a fine dog, but only kindness will make him wag his tail.
3. If you don't have a sense of humor, you probably don't have any sense at all.
4. Seat belts are not as confining as wheelchairs.
5. A good time to keep your mouth shut is when you're in deep water.
6. How come it takes so little time for a child who is afraid of the dark to become a teenager who wants to stay out all night?



In a church one Sunday morning a preacher said,
"Anyone with 'special needs' who wants to be prayed over, please come forward to the front of the altar."

With that, Peter got in line and when it was his turn the Preacher asked,
"Peter, what do you want me to pray about for you?"

He replied,

"Preacher, I need you to pray for help with my hearing."

So the preacher put one finger of one hand on Peter's ear, placed his other hand on top of Peter's head, and then prayed and prayed and the whole congregation joined in with much enthusiasm.



After a few minutes, the preacher removed his hands, stood back and asked,
"Peter, how is your hearing now?"

Peter answered,

"I really don't know. My hearing is actually next Thursday in the magistrate's court."

A little something to ponder...

Be Kind, Be Calm, Be Safe

Submitted by Barry Meek

I asked one of my friends who has crossed 70 & is heading to 80 what sort of changes he is feeling in himself? He sent me the following very interesting lines, which I would like to share with you....

1. After loving my parents, my siblings, my spouse, my children, my friends, now I have started loving myself.
2. I just realized that I am not "Atlas". The world does not rest on my shoulders.
3. I now stopped bargaining with vegetables & fruits vendors. A few pennies more is not going to burn a hole in my pocket but it might help the poor fellow save for his daughter's school fees.
4. I pay my waitress a big tip. The extra money might bring a smile to her face. She is toiling much harder for a living than me
5. I stopped telling the elderly that they've already narrated that story many times. The story makes them walk down the memory lane & relive the past.
6. I have learned not to correct people even when I know they are wrong. The onus of making everyone perfect is not on me. Peace is more precious than perfection.
7. I give compliments freely & generously. Compliments are a mood enhancer not only for the recipient, but also for me. And a small tip for the recipient of a compliment, never, NEVER turn it down, just say "Thank You"
8. I have learned not to bother about a crease or a spot on my shirt. Personality speaks louder than appearances.
9. I walk away from people who don't value me. They might not know my worth, but I do.
10. I remain cool when someone plays dirty to outrun me in the rat race. I am not a rat & neither am I in any race.
11. I am learning not to be embarrassed by my emotions. It's my emotions that make me human.
12. I have learned that it's better to drop the ego than to break a relationship. My ego will keep me aloof, whereas with relationships I will never be alone.
13. I have learned to live each day as if it's the last. After all, it might be the last.
14. I am doing what makes me happy. I am responsible for my happiness, and I owe it to myself.
Happiness is a choice. You can be happy at any time, just choose to be!

A PILOT'S NEW YEARS RESOLUTION

As the year 2020 comes to an end, let's consider for a moment, that airplane you have sitting out in the hangar. There's a good chance it's actually older than you are. (But we don't call it an old geezer.) It's still airworthy, and quite possibly better than when it was built, back in nineteen sixty five, or whenever. At least once a year she gets someone's full attention, a few replacement parts and sometimes even a piece of new equipment, which is better than the original. We treat most airplanes better than we treat ourselves, or each other.

Each new year brings the opportunity for some kind of renewal. A New Years resolution, a promise we make to improve or change something about ourselves. I wonder how many pilots have thought to call this an "ANNUAL" instead of a "resolution". Quite apart from the *medical* where we take stock of our physical health, this "annual" could be a checkup on our mental and emotional well being.

The checklist could include things like how considerate, trustworthy, compassionate, caring and thoughtful we've been to other people, and to ourselves. What values we've honored in the past year. What we've done to enhance our families, our communities, our friends and ourselves. Basically we'd be taking stock of our own integrity to be sure we're operating to optimum standards.

Someone would have to set those standards, design the checklist, and even issue the A.D.'s. Obviously, that would be you, as the owner/builder of your thoughts, the person authorized for maintenance and responsible for the upkeep.

We constantly seek ways to improve our airplanes. However should we neglect our personal performance? New years resolutions could go a long way toward such a noble goal. But consider that when an airplane falters, an airworthiness directive is issued. Inspection and or maintenance is required, sometimes before it can fly again. Waiting for New Years is not an option. So why wait until January 1st to start improving our personal lives? Any day of the year can be a good time for a resolution.

The annual inspection on our airplanes is invariably more complicated and costly than expected. But the comfort, the security and confidence we feel when flying it the rest of the year, makes it worth every cent. Annual maintenance of our bodies and minds isn't easy, but when we need the power to go for a walk, to mow the lawn or just pick up the tv remote, it's always there. And when we need to make a serious, complicated decision, we can rely on internalized moral values and standards that are well maintained, updated and current. One more benefit of this body and mind annual inspection could be an increase in the TBO. We might even get by without a complete overhaul.

Happy New Year 2021 Barry Meek

Behind the Hangar Doors

Photos and Text by Bill More

I had the distinct pleasure recently of interviewing Ken Hewson (68) at hangar #32 on Delta Taxiway. Ken has had a long love affair with aviation including his time spent flying fighter jets with the Canadian Military, soaring over the beautiful Okanagan Valley in his glider or tearing up the sky in his Pitts Special S-1S.

Aviat Aircraft owner Stu Horn (who manufacture the Pitts, Husky and Eagle) replied to comments about the Pitts Special's reputation for "squirrely" handling. *"The Pitts is not 'squirrely' at all; in fact, it's the opposite of 'squirrely'. It simply does exactly what you tell it to, immediately."*

And that is a perfect description of the airplane's handling characteristics. This is not an airplane for sloppy pilots. It's not a hands-off or feet-off flyer. Its short fuselage and stubby, relatively highly loaded wings give you an airplane that responds to the slightest control input, whether on or off a runway. This is an aircraft that requires you to pay attention in your local area, all the while perfecting your aerobatic skills; you can't do better than a Pitts Special.



1982 Pitts C-GPRB S-1S owned by Ken Hewson since 2012. It is thrilling to see him take off from the Vernon Airport, with show smoke on, and climb like the proverbial bat out of you know where!



No small feat squeezing into this cockpit!



Elevator has large custom servo trim tab

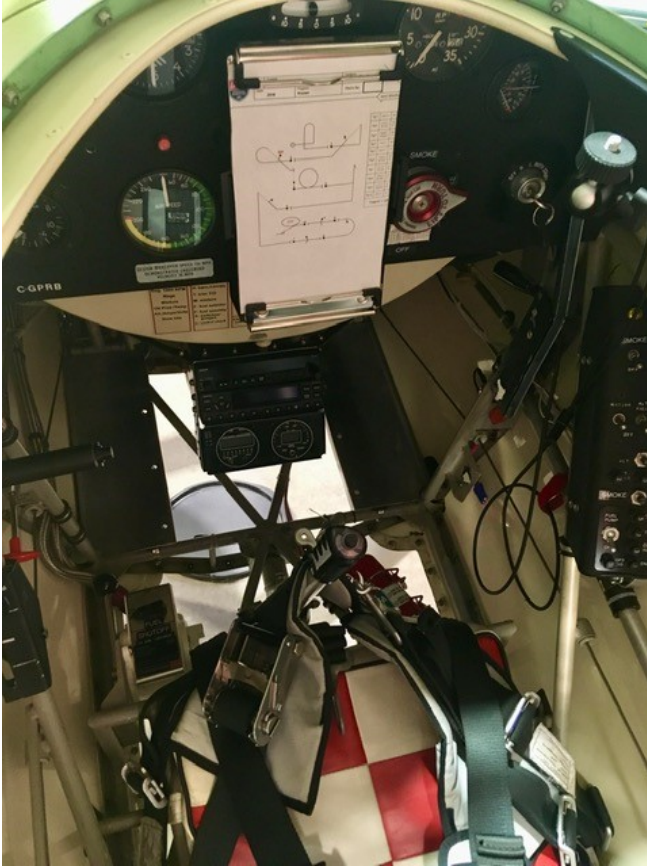
Note the bigger and more powerful elevator and rudder for tumbling maneuvers



Attitude Gauge



Ken Hewson in his professional life as a Financial Advisor



Cockpit customized for aerobatics



Pull – push – Pull Humpty - classic maneuver



Ken pointing out the 3-bladed carbon prop





The fabulous piece of art work in the corner was created by Darian Swartz

Ken proudly displays his many trophy plaques from success in aerobatic competitions including 1st Place in the US Northwestern Regional



Ken Hewson has done just about every kind of flying there is including crop-dusting, gliders/soaring aerobatics and commercial float flying.

Five years with Conair flying a Cessna Ag Truck and he served five years with the Canadian Air Force flying the Tutor and CF-5's based in Moose Jaw and Cold Lake.

He plans now to transition from Competitive Aerobatics to Airshows.



Ken in full gear with his grandson post -flight

Cheap Thrills, From AOPA Pilot September, 2017:

In the cheap thrills department, the Pitts Special is in a league of its own. Tiny, impractical, loud, and demanding, these diminutive biplanes dominated international aerobatic competition in the 1960s and 1970s. In modern times, they've been displaced in that arena by larger, more powerful monoplanes—but single-seat Pitts S-1Cs, S-1Ds, S-1Es, and S-1Ss aren't forgotten. They've been adopted by sport fliers who appreciate their Spartan features, exceptional handling qualities, frisky nature, and unique place in aviation history. Airshow performer Betty Skelton's Pitts S-1 (L'il Stinker) hangs in the Smithsonian, and the Red Devils' three airplanes are in the EAA Museum. Few other airplanes, regardless of price, can claim similar honors.

The Pitts S-1 has a long and winding history. Self-taught aircraft designer Curtis Pitts built the first (with a 55-horsepower Continental engine) in 1944. Betty Skelton flew hers to three consecutive victories as U.S. female aerobatic champion in 1948, 1949, and 1950. Pitts sold plans for the two-aileron Pitts S-1Cs (the C denoted a Continental engine) beginning in 1962. Subsequent models included the four-aileron S-1D, kit-built S-1E (Experimental), and S-1S (symmetrical or "round wing") favored by competition aerobats—virtually all of whom chose to install more powerful Lycoming engines. In 1973, an FAA-certified, factory Pitts S-1S was offered by the now-Aviat Aircraft company in Afton, Wyoming. It later certified and built an even higher performance S-1T with a constant-speed prop beginning in 1981. (Pitts also designed two-seat models that well exceed the \$50,000 Budget Buy price cap.)

Pitts S-1 owners typically have a love/hate relationship with their airplanes. They praise their pitch-perfect control harmony, exquisite responsiveness, exhilarating slingshot acceleration on takeoff, and even their well-deserved reputation for being difficult to land. They curse the straight-back seats, extreme cold in winter and heat in summer, and tight spaces that make even simple maintenance tasks (like oil changes) extreme dexterity tests.

Engine	Lycoming 180 HP
Propeller	Sensenich 76EM8-0-56
Gross Weight	1150 pounds
Empty Weight	850 ± pounds
Useful Load	300 ± pounds
Fuel Capacity	120 pounds (20 US gallons)
Oil Capacity	15 pounds (8 quarts)
Length	15 feet 6 inches
Wing Span	17 feet 4 inches
Wing Area	98.5 square feet
Seats	1
Top Speed	176 mph
Max Cruise	155 mph
Stall Speed	62 mph
Rate of Climb	2,600 fpm
Rate of Roll	180 deg/sec
Range	± 300 miles

Pitts® is a federally registered trademark of Aviat Aircraft, Inc.®

Get to Know the Members of the VFC Board – Alison Crerar, Director

Alison has been a member of the Vernon Flying Club since 1994 after moving from Golden to Vernon. Her interest in flying began in 1964 when she attended an event at the Calgary Flying Club with two flying friends, one of whom now resides in Kelowna. That evening, new Pilots and Commercial Pilots received their certificates, and the fact that one of the new Commercial Pilots was a young woman was both intriguing and uncommon at that time.

Soon after, Alison (then 16) was knocked down at the roller rink by, as fate would have it, a student pilot. Their first date was to Field Aviation to look



at planes – a portent of things to come? Eventually after achieving his licence, Dave proposed. When they married, he was a Commercial Pilot flying float planes on the west coast for BC Airlines and they moved to the landlocked village of Ocean Falls. There were no flying lessons here, but Alison did get the feel of Cessna 185 and DHC-2 Beaver controls.

After several moves, raising three young sons and working part time at Air Flair, (Dave was then flying for PWA), Alison at last attended Ground School at Mount Royal College in Calgary and a Cessna 140 was purchased to at last get into the air. However, Dave took a leave of absence to fly Hercs for Echo Bay Mines in Yellowknife, the C140 was sold, and new adventures were afoot in the north. They lived in Yellowknife for two years, which presented many opportunities for fishing and hunting with the float-equipped Beaver they had acquired in 1975. Alison loved the north and, besides expediting for Arctic Circle Lodge, volunteered with the Northern Frontier Tourist Association.

After returning to Calgary after 2 years, the Crerars next moved to Golden, BC, where they started (with friend and VCF member, Jim White) Fortress Lake Lodge in Hamber Provincial Park, servicing it with the Beaver. This soon led to purchasing the local FBO and renaming it Amiskwi Air Ltd., a local name meaning “Beaver”. Though Dave was still flying for PWA out of Calgary, he was Amiskwi’s Chief Pilot and Operations Manager and Alison was General Manager. “Busy” doesn’t begin to describe it, with fuel sales (Jet A, 100LL and 80/87) on the well-travelled north/south and east/west flyways, charter flights, sightseeing, fire patrols, wildlife patrols (grizzlies and woodland caribou), glacier drop-offs of skiers and hikers, medivacs, logging camp support, fire camp support, and eventually a fleet of trucks for bulk jet fuel sales to the camps and a military operation. There was also the transportation of guests, supplies and freight to the fishing camp at Fortress Lake. For 8 ½ years, when Alison was not pumping fuel, loading freight or feeding kids, there was endless paperwork, designing logos and brochures and marketing, writing a cooking column for the local paper and teaching painting classes. One summer they ran a flight school and she managed to fit in lessons and ground school, achieving her PPL. The day’s paperwork and accounting was done after dusk. Living on the airport, the job was literally 24/7, with helicopters often fuelling up at daybreak for heli-skiing or heli-logging.



Alison with her gorgeous Champ

In 1992 the business in Golden was sold and Dave began flying out of Vancouver (PWA became Canadian Airlines). Commuting from Vernon was easy so a peaceful life in another small community with a ski hill was a welcome blessing. Alas, one of these partners saw a need for jet fuel on the Vernon Airport. Within very short order, Amiskwi Air was in business again. A need was recognized for twin engine service (our C337) and then the requirement for cheaper avgas, so it grew rapidly and Alison's retirement was short lived. Four hangars and 17 fuel trucks later, with a second base in Bamfield and a name change to Sterling Pacific, the paperwork became an immense load. During years of major fires, when the crew was busy on the fire line, Alison was also out of the office driving the fuel trucks and pumping fuel on the airport. There was unfortunately little time for flying, but she maintains her licence.

There was always welcome relief at the flying club where the members are like family. Since joining, Alison has been on the executive as Newsletter Editor, Secretary, President, and Social Director, the position currently held. When the City took over Sterling's fuel sales, there was suddenly more time to devote to social activities and she was happy to jump right in. Unfortunately, in this year of COVID, we are unable to gather as we did. Alison is very thankful that the members are continuing their support. Though no social activities can be planned, she still does some writing for the newsletter and is looking forward to the day we all get through this and return to having the best, most active club in the valley! (And yes, she did write this!)



Alison as a Kalamalka Caring Klown



VFC is honoured to have among our members several Veterans. We thank those who have served, in times of war, military conflict and peace.

This year is the 75th anniversary of the end of the Second World War. We hope the younger generations understand the price of freedom and that the memory of their sacrifices will continue, and the values they fought for will live on in all of us.

Get to Know the Members of the VFC Board – Marion Ross, Secretary

Marion has been a family member of the Vernon Flying Club since 1989 as the “significant other” of retired bush pilot/flight instructor Chuck Ross and has held the position of Secretary since 2014. Since she is on the executive, she decided she would be the “member” with the vote.

Chuck and Marion moved to Vernon in 1988 from Yellowknife and bought a house in Okanagan Landing, a five-minute drive from the airport. She is not a pilot but does enjoy flying when there is someplace to go like Oshkosh, WI or Arlington, WA for the air shows, pancake breakfasts around BC or destinations such as 100 Mile House or Nelson for brunch. (Chuck likes to do aerobatics in the RV4 that they built and Marion tends to cramp his style so she generally stays on the ground then.)



Marion’s work background is in administrative support. She is retired from the Interior Health Authority where she used her Medical Office Assistant skills. She worked for a year in Edmonton after graduating high school and then moved to Yellowknife “for six months”. She met Chuck at the judo club where he was one of the instructors and ended up staying north for 15 years. (She dropped out of judo club after getting her yellow belt.)

Through her husband, Marion has been exposed to all sorts of experiences she never dreamed of. There was that time when he dropped her off on a small lake in the midst of a caribou herd and then went back to Yellowknife to pick up Marion’s cousin. When he took off and nothing could be heard except the chuffing of the hundreds of caribou, she recalls thinking, “God, I sure hope he remembers where he left me!” The Fleet Canuck was so much fun!



Chuck bought a Grumman Tiger and they enjoyed several trips south mostly to Edmonton to visit Marion’s family. The last trip was the move to Vernon. They stopped at Rocky Mountain House. The cat got out of her box and jumped onto the top of Chuck’s head just as he was turning final. Marion reached over to grab the cat, Chuck’s headset came off and the cat hung on. Marion got scratched but was able to hold the cat until Chuck safely landed and everyone had a chance to calm down.

Chuck and Marion enjoyed being Puppy Walkers for the Canadian Guide Dogs for the Blind. From

September 1997 to November 1998 they raised a chocolate lab puppy and then sent him off to school in Ontario. It turned out he was easily distracted by blowing leaves so he needed a “career change” so Creston was a part of the Ross family for the next 11 years.

Curtis Linton – Vernon Airport Acting Airport Supervisor

Text by Alison Crerar; Photos by Edie Schleiss

By now most of us know our new Acting Airport Supervisor, Curtis Linton, but here is a proper introduction and a big welcome from the Vernon Flying Club! The position is temporary at the moment due to changes in the City hierarchy, but we're happy to have Curtis taking care of our airport for the moment.



Curtis has been Assistant Airport Supervisor to Ian Adkins for 8 years and is well qualified to fill Ian's shoes. As with any new position, it's a challenge to learn the administration portion and tweak the time management of that and the hands-on portion in order to get everything done!

Curtis and his siblings, Shane and Lorraine, grew up with aviation in their blood – their

parents are Perry and Phyllis Linton of Nahanni Air fame. The first seven years of Curtis' life were spent in the mountains of the Northwest Territories where the family had a hunting guide/outfitting business in the summers and spent winters in St. Albert, Ross River and Yellowknife. They returned to Norman Wells where Nahanni Air, an air charter business, was becoming an essential part of the growth of the Territories. Curtis began working on the dock at a young age and soon began furthering his work experience in other areas. When doing fuel hauls to camps and fishing lodges, they needed a dirt strip for landing and change-over from floats to skis/skis to floats at the frozen lake base. At age 12, he helped his dad build runways by driving the company's grader.

Summers were spent fuel handling at DOT Lake (the float base) and Norman Wells. At 13, he was driving the single axle tractor pulling a trailer with fuel tank to refuel the company's Twin Otters and DC3's for winter fuel hauls. He also flew with pilots to help unload fuel drums for resource operators in remote areas.

Curtis attended High School in Vernon and returned to Norman Wells during the summers, where he ran backhoes, bulldozers and graders at the air base. When he received his driver's licence at 16, he was Expediter for the company picking up hunters, passengers, food and supplies and transporting them between the airport and lake base. They also moved and stored core samples for Chuck Fipke, who gained fame for discovering diamonds in the NWT.

After completing High School, Curtis operated equipment for the family's Tri L Enterprises, heavy equipment contractors. The company, named for Shane, Lorraine and Curtis, had contracts with GNWT for winter roads, Dept. of Public Works, Municipality of Norman Wells, Esso Resources and also did residential and commercial work.

Eventually Curtis moved south and worked 3 years as a snow cat and winch snow cat operator for Silver Star Resort. During the following year working at Big White, he met an old friend from school and, soon after (1999), he and Tammy moved back to Norman Wells where he began again with heavy equipment contracts and then got a job with Island Valley Oil. Soon he was offered a position with GNWT Arctic Airports as Airfield Maintenance Specialist, Acting Airport Supervisor and Acting Airport Mechanic.



**VERNON FLYING CLUB / COPA
Flight 65
2020/2021**

PRESIDENT: Betty Lee Longstaff
 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



Thank you, for your continuing support of the Vernon Flying Club through these challenging times. The Members of the Board and COPA Flight 65 Executive would like to wish you and yours a Very Merry Christmas and a Happy, Healthy 2021. We look forward to resuming our regular activities as soon as it is safe to do so.

In the meantime, Safe Flying with Blue Skies and Tailwinds!