



C-FHJC Aeronca 7BCM "The Champ" Photo by Bob Marsh

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Sky High Diner Opens for the Season 11:00 to 8:00 pm
Closed Sundays and Stat Holidays

Get to Know the Members of the Board of Directors

Betty Lee Longstaff, 2020/2021 President, and Tom Glover, Director at Large

By Alison Crerar

Tom Glover and Betty Lee Longstaff had their own passion for flying long before meeting in front of an airplane at the Pitt Meadows Airport, and they've been members of the Vernon Flying Club since 1999.

Tom says he was a closet aviator from the time he was a little over knee-high to a grasshopper, around 7 or 8 years old. He became an amateur radio buff in his teens, had a keen interest in drag racing and anything mechanical, and carried the dream of flying with him until he was spurred into action one day in 1982. While he was a Radio Technician for the Department of Highways, a neighbour of his had a Cessna 172. When one fine day he invited Tom to go for a flight, the wings unfolded and away he soared.

Tom started his flight training very soon thereafter in Pitt Meadows, first in a Piper Tomahawk and later in a Cessna 172. During this time he had a wonderful opportunity to fly to the Bahamas and, as a student pilot, got some twin time. It wasn't long before he got his licence, January of '84, and by February he had bought his own plane, a Cessna 182.

No time was wasted before heading off on an adventurous trip to Alaska. Tom enjoyed many hours in the 182 before deciding to make it a project in 1986. The engine, he says, went south...and a few other things were in need of repair. The reconstruction project went on until he sold in 1996...still a project!

Betty Lee Longstaff, the other half of the duo, had always had it in mind that...if she ever won the lottery, she would take flying lessons. It eventually occurred to her that...well, what if she didn't win!? So, while working in health care, off she went to take flying lessons at Pitt Meadows. On the day that she did her first solo, she was just returning the plane and, who should come for the plane but Tom, who had just sold his 182. He commented that she was "always late"!

I guess the comment didn't cause any hard feelings because, as Tom puts it, he Shanghaied her into flying with him to Qualicum for lunch. Betty Lee agreed to go, subsequently wondering what she was thinking; flying off with a pilot she'd just met and didn't know anything about. All went well obviously as that was back in 1996 and they are still together only now they're sharing the controls in Betty Lee's C172 "Juliet".

Betty Lee got her licence in 1998, bought C-GWTJ from one of Tom's friend. She, Tom and "Juliet" moved together to Vernon in 1999 where Betty Lee took the position of Vice President of Finance for the North Okanagan Health Region. When the position was eliminated, she commuted for 6 years to work at the new Abbotsford Hospital. She is thankful to now be retired.

The Longstaff/Glover team has enjoyed several trips to Oshkosh and to the Napa Valley, California. They look forward to many more hours in the air in the coming years.

ON THE RAMP

A flock of Helicopters and Van's RV's



1955 Cessna 170B C-GLOO from Langley
Beautifully restored inside and out

C-FAKZ Cessna 207B

Caravan owned by Aklan Air Ltd.
Whitehorse, Yukon



Members of the Canadian Special Operations Forces Command are conducting routine training in the vicinity of Vernon and Kamloops between April 7 and April 23.

This training will involve CH-146 Griffon helicopters operating mainly between the hours of 9:30 p.m. and 3 a.m.



Ground Search and Rescue (GSAR) is coordinated through Emergency Management BC (EMBC, formerly Provincial Emergency Program) which sets guidelines for SAR teams and provides funding for operations.

Vernon Search & Rescue Group Society (“VSAR”) is a volunteer, non-profit charitable Society, which has provided Search and Rescue services to the North Okanagan, a region in B.C.’s interior, since 1960.

VSAR currently has approximately 65 volunteer members that are on call 24 hours a day. VSAR is kept busy with an average of over 80 tasks annually, equivalent to an average of some 6,900 man-hours annually, excluding training or administration.

A task is generally initiated by these requesting agencies:

- RCMP
- B.C. Ambulance Service
- The Coroner’s Office
- The B.C. Forest Service
- The Office of the Fire Commissioner
- Local government Emergency Operations Centres



Ground SAR have erected a Britco building located off Taxiway Charlie to facilitate helicopter operations. They will have access to the grass area to the west for their Heli-winch when the need arises. No more crossing busy taxiways with gear to board the Helicopter.



Helicopter Winch Training

And They Walk Among Us...

Thanks to Brad Armstrong for these...

I am a medical student currently doing a rotation in toxicology at the poison control center.

Today, this woman called in very upset because she caught her little daughter eating ants. I quickly reassured her that the ants are not harmful and there would be no need to bring her daughter into the hospital.

She calmed down and at the end of the conversation happened to mention that she gave her daughter some ant poison to eat in order to kill the ants. I told her that she better bring her daughter into the emergency room right away.

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Some Boeing employees on the airfield decided to steal a life raft from one of the 747s. They were successful in getting it out of the plane and home. Shortly after they took it for a float on the river, they noticed a Coast Guard helicopter coming toward them. It turned out that the chopper was homing in on the emergency locator beacon that activated when the raft was inflated.

They are no longer employed at Boeing.

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A man, wanting to rob a downtown Bank of America, walked into the Branch and wrote this, "Put all your munny in this bag."

While standing in line, waiting to give his note to the teller, he began to worry that someone had seen him write the note and might call the police before he reached the teller's window. So he left the Bank of America and crossed the street to the Wells Fargo Bank.

After waiting a few minutes in line, he handed his note to the Wells Fargo teller.

She read it and, surmising from his spelling errors that he wasn't the brightest light in the harbor, told him that she could not accept his stickup note because it was written on a Bank of America deposit slip and that he would either have to fill out a Wells Fargo deposit slip or go back to Bank of America.

Looking somewhat defeated, the man said, "OK" and left. He was arrested a few minutes later, as he was waiting in line back at Bank of America.

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A motorist was unknowingly caught in an automated speed trap that measured his speed using radar and photographed his car. He later received in the mail a ticket for \$140.00 and a photo of his car. Instead of payment, he sent the police department a photograph of \$140.00.

Several days later, he received a letter from the police that contained another picture, this time of handcuffs.

He immediately mailed in his \$140.00.

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A guy walked into a little corner store with a shotgun and demanded all of the cash from the cash drawer. After the cashier put the cash in a bag, the robber saw a bottle of Scotch that he wanted behind the counter on the shelf. He told the cashier to put it in the bag as well, but the cashier refused and said, "Because I don't believe you are over 21."

The robber said he was, but the clerk still refused to give it to him because she didn't believe him. At this point, the robber took his driver's license out of his wallet and gave it to the clerk.

The clerk looked it over and agreed that the man was in fact over 21 and she put the Scotch in the bag. The robber then ran from the store with his loot.

The cashier promptly called the police and gave the name and address of the robber that she got off the license.

They arrested the robber two hours later.

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A pair of Michigan robbers entered a record shop nervously waving revolvers.

The first one shouted, "Nobody move!"

When his partner moved, the startled first bandit shot him.

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Arkansas: Seems this guy wanted some beer badly.

He decided that he'd just throw a cinder block through a liquor store window, grab some booze, and run. So he lifted the cinder block and heaved it over his head at the window. The cinder block bounced back knocking him unconscious.

It seems the liquor store window was made of Plexi-Glass. The whole event was caught on videotape.

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I live in a semi-rural area. We recently had a new neighbor call the local township administrative office to request the removal of the Deer Crossing sign on our road.

The reason: "Too many deer are being hit by cars out here! I don't think this is a good place for them to be crossing anymore."

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This one is for all the bush pilots who carried external loads...

## Vernon Regional Airport Receives Grant

Operations at the Vernon Regional Airport have received a boost thanks to a one-time grant funding program from the Province of British Columbia.

The City of Vernon is pleased to receive up to \$360,000 as part of an investment for regional airports that host medevac services and inter-city bus operations across BC. The grant funding can be used to help maintain air terminals, runways and other operations for the essential movement of goods and people.

“The City is grateful for the Province’s recognition of the important work that takes place at regional airports such as Vernon’s, and the financial support that is being provided to maintain its operations,” said Mayor Victor Cumming. “The effects of the COVID-19 pandemic have reached every corner of our community – including our airport – so this funding will be well utilized.”

Vernon is one of 55 regional airports that host medevac services throughout BC. Regional airports were asked to submit a letter of interest confirming its role in hosting medevac services, its pre- and post-COVID-19 revenues, and its financial projections for 2021.

In addition to maintaining air terminals and runways, approved funding may also be used for payroll, rent and other overhead costs to keep these services operating.



SIAI Marchetti SF, 260 SM1019 owned by Sandy Loutit (Photo by Bill More)



### Airport Etiquette – A few gentle reminders:

1. Don't forget to stop at the gate and ensure that it closes behind you. It occasionally gets stuck open.
  - a. If there is someone behind you, it is a courtesy for that person to wait for the gate to close.
2. Speed limit is 20 kmh.
3. Use of 4-way flashers or similar is expected while driving on the airport
4. Dogs should be on-leash
5. Please pick up after your dog.

Additionally, hangar owners might consider putting the hangar number on the door!



Spring Flowers courtesy of The Flower Spot (Photo by Bill More)

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## **Airport Etiquette, Good manners go a long way**

*By Patty Wagstaff, Airshow Pilot*

*Updated February 6, 2016, Plane & Pilot Magazine*

It doesn't matter whether you're in the bush or at a big towered airport—etiquette is important.

Small general aviation airports around the country, indeed around the world, are the safest, most hospitable places I know. I can leave my car unlocked; I usually don't even shut my hangar door when I'm out flying locally and, to this day, I doubt I've ever had anything taken. Airport people and pilots in general are an honest and respectful sort—a cut above the rest.

Since 9/11, Homeland Security has mandated fences—big chain-link fences—at most small airports, particularly those with commercial airline service. In the interest of security, the fences and gates are designed to keep people out, but as I've found when I forget my gate card, they're also designed to keep people in. The gate near my hangar even has an annoying speed bump because an eager TSA employee decided she could crawl under it.

At the St. Augustine Airport (they now have a corporate-sounding name for it that no one I know uses: Northeast Florida Regional Airport), we have our share of chain-link fences and carded gates, but as long I've been there, I've never heard of random acts of theft or vandalism, that is until the fences went up. In 2005, a young man with a more than a few loose screws stole a Citation 7 one night and flew it to an airport in Georgia to give his friends a joyride. Remind me not to be friends with this guy. He was mad as a hatter and didn't have a Citation type rating, but I do find it a little ironic, and smugly amusing in a perverse way, because it happened well after 9/11 and the erection of many gates and fences around the airport.

I don't mind a little TSA action when I'm boarding an international flight, but I wish they'd keep their noses out of GA airports' business. The fences are doing more harm by keeping the good kids out. If undesirable people want access, they'll always find a way.

Am I on a rant? I hope so, because airplane people and the people that aviation attracts are usually considerate and well behaved. But of course, we all do dumb things on occasion, usually inadvertently (hence those wonderful NASA reporting forms), when we're new to something, a little clueless or maybe just distracted. We don't mean to be discourteous, but sometimes, we just don't know what the rules are, and someone has to tell us.

For example, let's take an old favorite: "hangar blasting." Sooner or later, we'll all be guilty of doing this, and we've all been victims. Hangar blasting is when a taxiing airplane blows its prop wash right into your hangar, blowing posters off the wall, dirt on your airplane, and putting grit in your hair and teeth. The only thing you can do when someone blasts you is close your eyes, grimace and wait for it to be over. It's really one of the worst things a pilot can do when they come taxiing in; instead of swinging the tail in the proper direction away from the hangar, they swing toward it. It also happens when a pilot doesn't pull the mixture soon enough as they turn the tail toward a hangar. Either way, it's a blast.



Speaking of prop wash, after you've taxied your airplane to the run-up area to get ready for takeoff, it's always a good idea to keep those who might be holding behind you in mind. Good manners dictate you turn your airplane slightly away from those behind you and into the wind for your run-up to keep the prop wash from blasting the ailerons of the airplane behind you, and it's better for the engine because it keeps it cooler. After your run-up, gently turn your airplane back to any position you desire and carry on.

While I'm on the subject, if at all possible, please don't hog the run-up area. There might be someone behind you ready to take off before you who doesn't have air-conditioning (like me), sitting there sweating it out while you go through your checklist with your student.

About engine run-ups...why do some people insist on doing annoying and unnecessary long engine power checks on the taxiway near their hangar and not at the run-up area? There's a reason that the apron near the departure end of the runway is called the "run-up" area. We all understand if you're working on your airplane and need to run the engine up, but even then, I've seen a lot of people taxi their airplanes to a "run-up" area away from hangars. It's just good manners!

Speaking of good manners, hogging the self-serve fuel pit is never a good idea. When you're done refueling, it's a good idea to push your airplane out of the way in case someone else taxis up for fuel. If you go into the FBO to use the head, push your airplane out of the way first. Think of pulling up to a crowded gas station in your car, and empty cars are blocking the fuel pumps while their owners are inside getting coffee. It's kind of annoying. And, why not offer to help push the next person's airplane up to the pump once you're out of the way? An extra hand is always appreciated, but always ask permission first.

Unless I know you very well or have asked for your help, I'd prefer that you don't push, lean against or otherwise touch any part of my airplane. Imagine your surprise if you were in a parking lot talking with a friend, and he or she put a mug of coffee and a cardboard box on the hood of your car while you were chatting. It would be bizarre. Only pirates board boats without asking, yet we've all seen people set their kids on the wing of an airplane on static display at an airshow. It's not cool, but it goes with the territory, because these people are uneducated. I know how it feels to want to touch the fabric on a biplane or run my hands down the smooth composites of an Extra. Airplanes are beautiful and intriguing, and they beg for your touch, but please ask permission before touching someone else's airplane.

This brings up my next topic—kids. Airport kids are brought up to respect airplanes. They don't throw balls or other toys near them, and they don't run around or under them. They also keep their distance from props. I cringe when I see a kid at an air show going anywhere near a prop, much less touching one! I don't even touch a prop until I check that the mags are off. Please teach your kids (and dogs) good airport manners.

Another thing that bugs me is seeing someone drive too fast on the airport. If I see someone speeding off somewhere, I think there must be an emergency, and my heart races. Rushing around airplanes in general is disconcerting. I once had a mechanic who was always rushing. I spoke to him about it and asked him to slow down. As soon as you start rushing, you start making mistakes.

Of course, I'm as guilty as anyone of doing dumb things. One sunny spring day in Alaska, when I was working on my ratings, I decided to fly to the Willow Airport north of Anchorage to do some touch-and-goes. Springtime Alaska is also known as "break-up," which is when the winter ice starts melting and things tend to get soggy, especially gravel and dirt strips like the Willow air strip. After I did my first landing, I realized the strip was kind of soft, so I continued on thinking what a good opportunity it would be to work on soft-field landings! After a couple of touch-and-goes, I noticed a guy sitting just off the departure end of the runway in a pickup truck. At first, I thought he might be admiring my piloting prowess, but then I caught another vibe—he was glaring at me and he was very pissed off. It took a minute, but I figured it out when I looked down the runway and saw what looked like long shiny and deep canyons of mud that my wheels had carved into an otherwise pristine strip. Why he didn't shoot my tires out, I have no idea. I took off and never went back, still ashamed to this day. I was such an ignoramus!

We all do dumb things, and I've probably done them all. I'm sure I've hogged the self-serve, driven too fast, done a run-up with someone behind me, and I'm sure I've blasted a hangar or two, and who knows what else, not to mention ruining a perfectly good gravel runway. Most people are too polite to criticize, but I've really appreciated it when people have told me what the protocol is. There's a saying



Patty Wagstaff at Sun 'N Fun 2021

that a master is someone who has been doing something longer than you have, so it's okay to educate others as long as you do it in a kind way. Just think of how it was when you were learning. Most of the dumb things we do are from ignorance, not from bad intentions. It takes time to get experience and become savvy about the rules of the road and the air.

Good neighbors are neighbors with benefits. If you're a good neighbor in my 'hood, I'll lend you a screwdriver, offer you a cold glass of water and even invite you to my hangar party (if I ever have one). But if you blast my hangar one more time, you're definitely off the party list.

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Born in St. Louis, Missouri, Wagstaff (née Patricia Rosalie Kearns Combs)

September 11 1951, Patty was introduced to aviation through her father. He was a pilot for Japan Airlines, causing Wagstaff to move to Japan at the young age of nine years old. Her sister, Toni, is a pilot for United Airlines.

After graduating from high school, Wagstaff moved to Australia where she explored its west coast. Later, she moved to Alaska where her flight journey took off. She took flight lessons in Alaska. Working hard to achieve her dreams, Wagstaff earned her single and multi-engine land commercial and instrument ratings in addition to earning her single engine sea rating. She became familiar with all kinds of aircraft, always eager to learn more. She even earned her commercial rotorcraft rating and became a certified flight and instrument instructor.

1985 was a pivotal point in Wagstaff's career when she qualified for the US National Aerobatic Team where she became the top US medal winner. She won bronze, silver, and gold medals in international competitions. In fact, in 1991, she became the first woman to win the US National Aerobatic Championships. She went on to win it two more times.

In 1993, she became the International Aerobatic Club Champion. Only a year later, her plane was proudly displayed next to Amelia Earhart's plane at the Smithsonian Institution's National Air and Space Museum.

The following years of her career consisted of becoming the top-scoring US pilot at the World Aerobatics Championship, receiving her first hall of fame inductions including being inducted into the International Women's Aviation Hall of Fame, winning the Bill Barber sportsmanship award, and even being recognized as the six time winner of the Betty Skelton First Lady of Aerobatics award.

In 2001, she set out to aid in wildlife conservation in Kenya by training pilots of the Kenya Wildlife Service.



Members and guests can enjoy the ambiance and warmth that the fireplace generates in the corner of the clubhouse.

We have all the benefits of a cheery fire without any of the mess from pellets or logs.

It will be interesting to see how much this reduces our electric bill!

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

***(Meetings & Activities are on hold due to COVID-19 until further notice!)***

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.

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