



John Olsen and John Swallow enjoying the lovely spring weather at the picnic table. John O. donated to the club. (photo by Bill More)



(R) Kathy and John Jorimann celebrate their friend, Robin's 60<sup>th</sup> birthday on May 15<sup>th</sup>. It didn't matter that she was in Qualicum Beach on Vancouver Island! Due to COVID-19 travel restrictions, the best friends couldn't be together even on this milestone birthday so thanks to modern technology Robin could enjoy her party from afar and those who were at the club that morning enjoyed her cake!

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Thanks, once again, to **The Flower Spot Garden Centre** (and VFC Member, Scott Jeppesen) for the very generous donation of four hanging baskets and all the beautiful pansies that brighten the clubhouse.

If you haven't been to the nursery yet, do yourself a favour and plan a visit.

5839 Okanagan Landing Rd, Vernon, BC V1H 1M3



*"When once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return." -- Leonardo DaVinci*

*"The desire to fly is an idea handed down to us by our ancestors who, in their grueling travels across trackless lands in prehistoric times, looked enviously on the birds soaring freely through space, at full speed, above all obstacles, on the infinite highway of the air." -- Wilbur Wright*

*"I fly because it releases my mind from the tyranny of petty things." -- Antoine de Saint-Exupery*

Even though COVID-19 has curtailed our regular meetings, pancake breakfasts and barbeques, the clubhouse and the grounds still need to be maintained. On Saturday, May 29<sup>th</sup> a small group got together and spent a couple of hours spreading landscape rock on the flower bed between Aurora Aviation Academy and the clubhouse.

In case you were wondering, because outdoor gatherings were limited at the time to 10, a notice didn't go out to members on this occasion. The work was done by some of the Executive and a few members who happened to be there.



The club maintains this piece of real estate in exchange for the use of Aurora's trash and recycling dumpsters.

Definitely looks neater and should be a lot less work without having to pull weeds all summer! (photos by Bill More)



(L) Mark Heinzlreiter helped with the heavy lifting. Mark joined our club on Friday (our 101<sup>st</sup> member!) and he was helping at the clubhouse the very next day!  
  
(R) Bill More pulled all the weeds in preparation for landscape fabric donated by John Mogenson

(R) Some of the work crew. Tom Glover (with the shovel), Betty Lee Longstaff, Kathy Jorimann, Alison Crerar and Marion Ross.  
  
Many hands make light work and we are very pleased with the result!





Some members of The Snowflake appear to be having a debriefing but they are really trying to contain their excitement over the new look of the grounds!

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## Bathroom Renovations



In addition to sprucing up the outside, volunteers are busy renovating the men's washroom. John Olsen bought a urinal and the plumbing was done by *Fifth Generation Plumbing*, Kalen Seymour. Kalen's great-grandfather was Eldon Seymour, a founding member of the Vernon Flying Club!

Geoff Pritchard and Mark Helmsey are working hard to upgrade the washroom to make it walker-accessible.

## **Get to Know the Members**

### **JOHN MARTIN SWALLOW**

John was born in February 1939 in Alberta and received his schooling in Rowley, Drumheller, and Morrin. Following graduation in 1957, he joined the RCAF and was posted to Germany in 1959 flying the F-86 Sabre jet. While there, he participated in two international aerial gunnery competitions in Leeuwarden in Holland – 1961 and 1962. In March, 1962, his aircraft lost power during take-off and he was forced to eject at low level, landing just north of the airport at Zweibrücken. In 1963, he returned to Canada where he was a jet instructor for four years at Portage La Prairie, MB. During that period, he met and married Bernice Marie Miller, a young nursing sister just in from Placentia, NF.

In 1966, he was selected to fly left wing on Canada's Centennial Aerobatic Team, the Golden Centennaires. For seven months in 1967, the Centennaires would crisscross Canada entertaining Canadians while putting on more than one hundred performances. This was followed by what turned out to be a farewell tour through the eastern and southern part of the USA with a side trip to the Bahamas. All in all, the team performed one hundred and twenty one shows during Canada's Centennial year.

In 1969, a posting to Cold Lake AB to instruct on the CF-5 aircraft was followed two years later by a move to St Hubert, PQ to a ground job in which he flew the Cessna 182, the DeHavilland Otter, and the CF-5. Three years later, a posting to Edmonton AB was accepted to fly tactical Kiowa helicopters (Bell JetRanger variant) in support of the Land Forces. A subsequent transfer four years later to Oromocto, NB to instruct at the Operational Training Unit was to end three years later in John's resignation from the Canadian Armed Forces to enter the ranks of civilian pilots when he joined the Irving Organization in Saint John, NB where flew fixed wing and rotary wing aircraft.

He moved again three years later to take up a position as an Inspector with Transport Canada in Moncton, NB. Six years were spent flight testing aviation candidates in eastern Canada when corporate aviation again beckoned and he returned to the Irving Organization to again fly fixed and rotary wing aircraft for a further twelve years.

During his first tour with the Irving flight department, John flew the Bell JetRanger, a Cessna Skymaster, and the Aero Commander 500S (Shrike). During the second tour, he flew the Eurocopter AStar, the Shrike, the Twin Commander 1000, Twin Otter, Cessna Caravan, Cessna Citation, and the Hawker Siddeley 125-700.

Twelve years later, John retired whereupon he and Bernice mounted their Gold Wing motorcycle and travelled from New Brunswick to dip their toes in the waters of the Pacific off the west coast of Vancouver Island and returned to the Picture Province some ten weeks later.

After retirement, John became a safety auditor for several years working with the Canadian Business Aircraft Association (CBAA).

In 2004, John and Bernice moved to Vernon BC whereupon John commenced building an aircraft in 2005 – a Van's RV-7A; a low-wing, two-place aircraft capable of cruising at 175 MPH. Nine years later it flew and four months after that, John winged his way eastward to New Brunswick and back. An

interesting side note: the aircraft registration - C-FBJV – contains the same letters that were on the helicopter he flew for Irving organization twenty years previously.

His interest in small aircraft was reflected in his previous ownership of two Cessna 170Bs and a Cessna 150.

John joined the Vernon Flying Club in 2005 and acted as the editor of the Newsletter for ten years. With his interest in formation flying still active, he became involved with “The Snowflakes”, a gathering of like-minded RV pilots who try and emulate Canada’s premier formation team, “The Snowbirds”; at least in the straight and level manoeuvres!

John and Bernice have two children: son John, a captain with WestJet, and Suzanne, a medical case manager living in Alberta. They have three grandchildren.

Sadly, Bernice spent the last six years of her life in full time care, eventually succumbing to complications of old age in February, 2020...

*Captain John Swallow has penned his own bio and has done a fine job of it! I’m sure there’s a colorful history here of which we’d all like to know more, and we have an answer to that. I’ve been sent a very good video of a recent Rotary Meeting in Creston at which John was the honored guest speaker, and we will share it with the members just as soon as we can have a gathering at the club. There are some great photos of John’s time with the Golden Centennaires that I’m sure all will enjoy, along with his commentary. This half-hour film will be followed by a question and answer session and no doubt there’ll be some refreshments too. With luck, it might happen this summer! As your Social Convenor, I have a need to Convene and be Social!!!*

*Cheers, Alison*



John Swallow flying COPA for KIDs in 2018

Vernon Flying Club member, Henry Vos, has extended an invitation to the Northern Alberta STOL & Show July 17-18, 2021 at the Peace River, Alberta airport. He sent the following to VFC:

The North Alta STOL and Show is a competition and demonstration event. It will feature a number of aspects of aircraft performance. First will be a competition, illustrating pilot and plane performance for **Short Take Off** and **Landings**. The second aspect will be a performance of several aerobatic pilots with their airplanes, in aerobatic demonstrations. Third will be a demonstration of a competition of airplanes in STOL DRAG races. The final attraction will be a static display of various aircraft for the public to view.

“In lieu of an airshow and in response to the need for an event of a manageable scale during unusual times like we are facing right now the PRAS committee is planning this event”, says Vicki Lefrancois, President of Peace Regional Airshow Association. “The committee will work to ensure the event is delivered in accordance with all Alberta Health regulations and will adjust our plans as we get closer to the event”

“We wanted to show another side of aircraft and pilot performance and this type of competition will showcase the

skill and precision of pilots who have mastered the art of flying low and slow,” says, Henry Vos VP of Performers. “Anyone interested in further information or participating, please contact us”. [info@peaceregionalairshow.com](mailto:info@peaceregionalairshow.com) or [www.northaltastol.com](http://www.northaltastol.com)



## A Special CASARA Reunion

June 5, 2021

By Kathy Jorimann

Spotter & Navigator with CASARA Central Zone

(Photos by Kathy Jorimann)

### Who knew?

We join organizations like CASARA (Civil Air Search and Rescue Association) to make a difference in people's lives and yet we often have no idea of the impact even simple gestures might make on others. An example of this occurred recently involving two aviation enthusiasts who met as young CASARA members many years ago. Harvey Megli and John Jorimann formed a special bond while being members of a CASARA team out of Vernon, in B.C.'s Central Zone, in the late 1980's and early 1990's. Harvey was the pilot of a Cherokee 235 with a Robertson STOL Kit which, in Harvey's words "would climb like a homesick angel". Accompanying him in the right seat was John, also a pilot, but taking on the position of a CASARA navigator. Together, the two men participated in many CASARA exercises and training activities, each showing mutual respect for the skills and dedication of the other. This aviation partnership carried on until Harvey moved his family to Penticton in 1992. For a while, Harvey stayed in CASARA, taking on the title of Penticton's Area Air Deputy before eventually retiring from the aviation world all together. Meanwhile, John has continued to be very active in the organization and is now a CASARA pilot as well as Vernon's Area Air Deputy, the Deputy Zone Commander, and the Central Zone training officer. Without any common location or interests, it seemed that the two pilots were destined to never meet again.

That all changed when, in April, Marion Ross, the secretary of Vernon's Flying Club, received the following email from Chris Megli:

"This year will mark my father Harvey Megli's 79th birthday. He was a pilot in the 80's and 90's and did some work with the Search and Rescue during that time. 5 years ago he had a stroke and has some mobility issues. As a family we were looking to gift him a ride in a small airplane for his birthday. Is there someone that could reach out to us to let us know if that is doable during Covid? His birthday is May 12th so we are hoping for a response as soon as possible."

Marion promptly forwarded this on to several Vernon pilots, including John, as she knew he was still very involved in CASARA and may be willing to help a former member. As soon as John read the email, his memories of the friendship he had known with Harvey came flooding back and he knew that he wanted to be the one to enrich Harvey's birthday and get him flying again. He phoned Chris and they devised a plan to surprise Harvey with his flight the following Saturday. Chris later related that she became emotional while chatting with John, of whom her father had fondly spoken, and realized that this reunion would mean as much to him as to her father.







Harvey Megli (with the cane) and John Jorimann

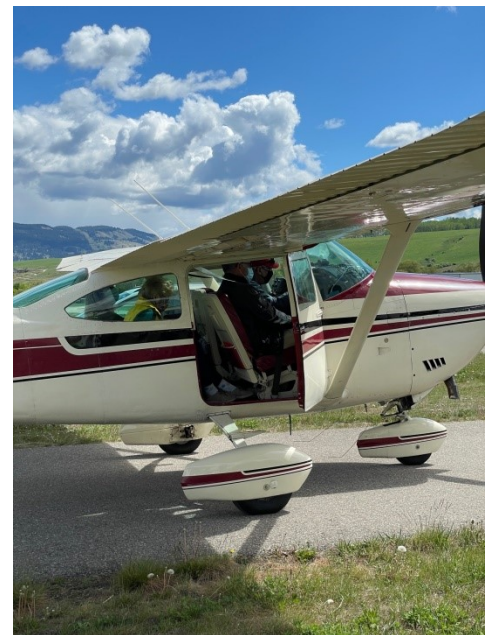
In fact, the close-knit family members were all extremely touched that this event was unfolding in such a special way.

That Saturday, four days before Harvey's 79<sup>th</sup> birthday, Chris arrived at the airport with Harvey and her mother, Marlene. Her parents had only just begun to realize what their children had planned and were quietly dealing with their emotions. As I joined them outside the airport gate, Chris was welling up with tears as she explained to me that she had just informed her parents of the plan for the day. Harvey was extremely touched when he realized that he was going to be treated to a flight and even more pleased when he found out that the pilot was to be the same

friend with whom he had flown nearly 30 years before.

Chris drove her parents through the gate and up to John's hangar where his Cessna 182 was ready and he was eagerly awaiting his friend. Carefully Harvey got out of the car, and with cane in hand, approached his former navigator. Despite the inability to shake hands or hug due to the Covid rules, the smiles on the men were obvious even through the masks. With Marlene and their grown children staying a short distance away, the two men happily became reacquainted.

Despite the gusty winds, Harvey became comfortable in the right seat of the 182 and Marlene and I settled into the back. Harvey excitedly enjoyed the views while John updated him on some of the new technology that was available to pilots since Harvey's flying days. Meantime, the strong winds provided a rocky ride and Harvey seemed to revel in the bumps. At times he was heard over the headset exclaiming to his quiet wife in the back, "You're okay with this aren't you Mar!" It wasn't a question. He was obviously enjoying himself and loved sharing the experience with his life partner.



After the one hour flight, we landed and were greeted by the rest of the family who were still grinning after being able to pull off this amazing opportunity for their parents. Harvey and John continued trading stories, both old and new, as the family treated us to lunch at the Sky High Diner at the airport. There was no shortage of conversation and laughter while we all got to know our new friends.

This experience allowed us to reflect on how sending a short email or the offer of one's time, airplane, or other available resource, can positively affect the lives of others and make even a small difference. As Robert F. Kennedy once said, "The purpose of life is to contribute in some way to making things better." I'm sure this won't be the last time we are allowed the privilege of creating memories and making a difference for others.



**Sorry, Gotta Jet**

Submitted by Alison Crerar

In March 2019, a 64-year-old executive at a defence company in France accidentally ejected himself from a fighter jet. His co-workers sent him on the ride as a gift, and while he wasn't wild about the idea, he accepted out of politeness. But when the jet took off, a combination of the 3.7 G-force and loose safety straps caused him to float up out of his seat. What he grabbed to steady himself turned out to be the ejection handle. He was launched from the aircraft, which was going over 500 kilometres an hour. Fortunately, his parachute opened, and he landed in a field with only minimal injuries.

*Betty Lee laughed when we were working on the rocks at the clubhouse – “hard to get any work out of you guys when you stop to look at every airplane going over!”*

## **GALRO, A Must-Know for Pilots in Canada**

*By Warwick Patterson, BC & Yukon Regional Director, COPA  
Submitted by CPA Flight 65 Captain, Stu McLean*

Galwhat? Did you know that your pilot licensing and aircraft registration details can be managed online? Transport Canada's "General Aviation Online Services" website offers a simple and quick way to look up and manage much of our information. The site has been up at least a few years (when I bought my first aircraft), but anecdotally it would seem that it is a secret hiding in the government website jungle.

We all know the anxiety that can happen while we wait for an aircraft registration or license to appear in the mail as a looming deadline approaches. One of the big benefits of using GALRO is the information updates in the online system as soon as it is processed by TC – which is often a few days or weeks before Canada Post delivers the hard copy.

If you're an aircraft owner, you can review your current and cancelled registrations, or search and reserve new registration marks. When an aircraft transfers ownership, the seller has an obligation to submit a notice of cancellation. Through the GALRO website, this can be done online rather than mailing the paperwork. You can also change your address details when needed.

For all licensed flight crew and ATC, you can access "My File" which has records of your licenses and permits, including expiry dates. All your medical information is also enclosed, including your exam dates, category, assessments, and expiry. Your past history of flight and written test results can also be reviewed – for better or for worse! You can even find all the rating and permit application forms.

The easiest way to find the site is to search "GALRO" in Google. You can then sign in using a GCI Key or through online banking sign-in verification. The direct link is: <https://gart.tc.gc.ca/secure/galro-aglie/>

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## **Student Membership in COPA – FREE!**

<https://copanational.org/en/student-membership/>

Open to anyone currently enrolled at a Canadian Flight Training Unit or undertaking instruction through a freelance instructor. Proof must be submitted during the application. Must not have held a previous COPA membership in the past. All the benefits of a regular membership, free for one year.

By filling out the form you do not automatically receive a COPA Membership. Please allow 24 business hours to have it approved by our membership coordinator. Once it is approved you will received a Welcome email along with your membership number. Any further question, please contact [membership@copanational.org](mailto:membership@copanational.org).

## Member Profile – Geoff Pritchard

by Alison Crerar

Fellow aviator Geoff Pritchard, who joined the Vernon Flying Club shortly after moving to Vernon in 2015, spent his early life in London, Ontario. At age seven, his family moved to Toronto and Geoff remained there until he was 25. With his father a High School principal and his mother a Junior High School teacher, Geoff's scholastic progress and abilities were closely monitored! Two things were an early indication of his future – he was fascinated with wood and began building things at age 5, and has admittedly been an “old airplane nut” since he saw his first biplane when he was around 8 or 9.

Between then and now, Geoff has certainly had a varied and interesting life! After high school, and starting out with \$900.00 in his pocket, he spent a year and a half hitchhiking around Europe. This independence, along with a couple of work stints in Gibraltar and Sweden, did a lot to accelerate his growth in life.

Upon returning to Toronto, Geoff drove truck for a

couple of years before attending the School of Design in Toronto for three years. In the fine furniture studio, students had to make all their own tools, and the instructors were strict European disciplinarians. This suited Geoff, always a perfectionist, and coincided well with the social conscience prevalent in the 1970's. From here Geoff segued into a co-op shop where there was good machinery available for a monthly fee, and he was able to take on commissioned work. His dream, however, was to someday own his own 'funky shop'. When a friend was going to Calgary for a month in 1977, a long-haired Geoff grabbed his backpack and, with \$150.00 in his pocket, jumped in the van and went along. He stayed 40 years.

His friend was a kitchen cabinet installer and Geoff began working with him doing interior finishing. The two formed a company during Calgary's first big boom when houses were being built by the hundreds. Unfortunately, the hiring company went bankrupt. Geoff then hitchhiked to Vancouver Island to visit and stayed for several months. During this time, he found work at the Pacific Biological Station which studied trends in salmon numbers and how to gain the maximum yield in fish hatcheries. He was one member of a crew that went to camps and built fish ladders – and you can bet they were the finest fish ladders anywhere!

Back in Calgary, his former partner said things were picking up again in Alberta. On a whim, he moved to Canmore. He picked up a few jobs, formed a little company and was soon busy doing the big renovation on the Banff Springs Hotel. During this time, Geoff says he 'tried' to learn to ski at Sunshine Village.

The next move was to Cochrane where, in 1980, Geoff bought his first house and started up his business again. After the boom, however, there came a big bust and he was forced to sell the house for \$1.00 to obtain mortgage forgiveness. Of course, the work dried up as well.

In 1983, a friend in Ontario mentioned there was a shortage of trades teachers. Queens University offered the equivalent of a Bachelor of Education with two years of teachers' college. Geoff jumped in his truck with a green



Geoff Pritchard at Mable Lake 2019 Photo by Alison Crerar

garbage bag of clothes and, with a student loan at age 32, went back to school. Although Geoff was well versed in the physical aspect of teaching woodwork, the psychology of education portion of the curriculum was “brutal”.

He made it through though, and headed back to Calgary in 1985. His partner had worked with a contractor and they joined up to build the first three Baskin Robbins stores in western Canada. The contractor who was in charge left, and Geoff and his friend became the general contractors. This was fortuitous as they then built 36 more stores for Baskin Robbins! They got to know chain stores and added others to their repertoire, including Japan Camera, McBeans Coffee, and Popi Children’s Wear. This entailed a lot of travel and Geoff was kept busy flying to Vancouver, Edmonton, Regina and other locations to organize the workers. After 10 years of this very hectic lifestyle, he suffered burnout. There was good money, but the lifestyle was detrimental and his first marriage unfortunately came to a sad end. So did the business partnership and the two partners split to form their own companies.

That old saying, “when a door closes a window opens”, proved to be true once again. A designer Geoff worked for, connected with Mount Royal University, had a Christmas party in 1997 and invited him to come. He sat beside the head of the Department of Interior Design, who offered him a job to set up a woodworking shop in order to provide hands-on experience for interior design students. Fortunately, Geoff had the Teaching Certificate required, so he found himself on a new path teaching young ladies to work with wood on Monday and Wednesday afternoons. This allowed him to continue with his contracting company the rest of the time.

At the end of the third year, the head architect of Facilities Planning offered Geoff another position, Construction Project Manager for renovations, restorations and new buildings at Mount Royal. This was a huge opportunity and, after accepting, Geoff was never late or over budget on any of the projects in the 13 years he held the position. This afforded him the opportunity to make some good investments, but by 2014 it became too bureaucratic for his liking and he again suffered burnout.

To get to where Geoff is today, we’ll back up to 2005 when he met and fell in love with his wife Mychelle, who is originally from Quebec. They crisscrossed the country from east to west looking for the perfect spot to retire, but kept passing through the Okanagan. Although Vancouver, Vancouver Island, Quebec and the east all had promising possibilities, they decided the Okanagan would be perfect and settled on Vernon as their forever home. They bought a lot and pulled the plug on Mount Royal, moving here in June of 2015.

Now, back to the flying! As mentioned, Geoff was hooked on vintage aircraft since he saw an old Fairchild when he was 8 or 9. He’s never been particularly drawn to modern planes, although he does own an RV8. In his late 30’s, he joined the Calgary Flying Club and an acquaintance took him for a ride in a Super Cub, though he expounded on the more admirable properties of the Aeronca Champ. Without even having started to fly, Geoff saw a Champ advertised one day to be offered in an upcoming farm auction. He called the auctioneer, who told him it was coming up in 15 minutes. Geoff stayed on the line and, without being totally sure what he was doing, threw out the winning bid of \$4,800.00! He got off the phone and wondered what he’d just done! Still shaking his head, he flew to Regina and drove to Biggar where the Champ sat in a hangar. “Here’s your airplane”, said the farmer, and introduced Geoff to a crop-spray pilot who offered to fly it to Calgary. Suddenly there was another problem – where to put it. Geoff found an aircraft restorer named George LeMay, a farmer in Acme, north-east of Calgary, who agreed the Champ could be hangared there.

Next problem – learning to fly! Tailwheel instructors were a rarity, but through the Conroy family in Airdrie (well-known in the area for their Airport and their fleet of Harvards in which they did formation flights) Geoff met instructor Gary Radjo and commenced his training. After his first solo, training continued at Springbank with Tim Kruyer, now a senior WestJet Captain. The year 2000 saw Geoff get his Private Pilot’s Licence and, sadly, his divorce, which necessitated selling the Champ. There was unfortunately a halt to the flying for a few years.

By 2008, Geoff had recovered financially, had married Mychelle, and found another Champ. This one was at the Chestermere-Kirkby strip east of Calgary, where he bought the plane and rented the hangar it was stored in for another couple of years.

He had seen his first Fleet biplane at age 15 and had fallen in love with its beautiful lines and what he considered perfect conformation. In 2010 he found Fleets in Seattle, Minneapolis and Wisconsin. So strong was his passion and interest, he'd joined the Fleet Club 20 years previously. After 6 months of dickering, Geoff purchased the 1932 Fleet Model 2 in Wisconsin and located a truck and trailer to bring it home. Unfortunately, because of the mods that were done in the US, it was a nightmare to get approved by Transport Canada and to licence the airplane. Eventually, certification was achieved and Geoff was fortunate to find Tim Kruyer still nearby and able to give him instruction on the Fleet.

Geoff is still putting the finishing touches on their beautiful home, but generously shared his time and talents to renovate the men's washroom at the flying club. His hangar is his workshop in addition to housing airplanes (an RV8 was purchased in 2017 in the hope that Mychelle would enjoy flying without the wind in her hair) and his latest project, the restoration of a 1952 Chev panel truck. He and Mychelle also have a new boat they'll be sure to enjoy on the lake this summer.

Geoff and Mychelle are valued members of the flying club and we look forward to the time we can all meet again at the clubhouse!



Geoff Pritchard Flying His Beautifully Restored 1930 Fleet 2 Serial # 277 (Photo Credit: Bob Marsh)

What we saw while walking at the airport...



1948 Cessna 140 C-FEMK



Campbell's are building a hangar off the North Taxiway



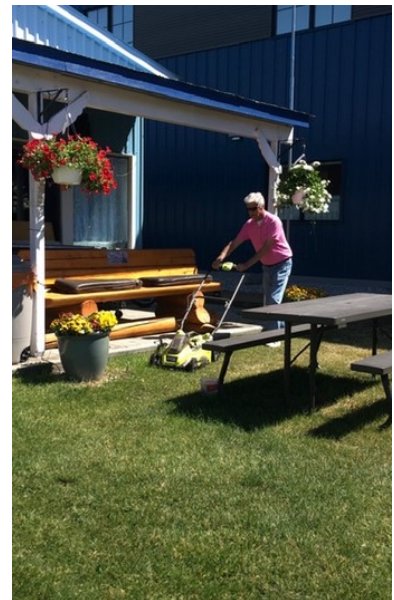
Wyatt McMurrery has bought and is renovating the big hangar off Taxiway Charlie. The new door is waiting to be installed.



A few Snowflakes (photo by Kathy Jorimann)



Geoff Pritchard's hangar is getting new shingles.



Don Usher, Volunteer Grounds Keeper (Photo by Bill More)



Stan Owen mowing grass.

**Blue Skies, Betty Lee Longstaff, President, Vernon Flying Club**

It has been a long time since we have been able to gather for a meeting or a fun event. We are hopeful that the Provincial Health Orders will be amended soon to allow for more of us to meet at one time, maybe even have a barbeque.

Currently, we have 102 members of the Vernon Flying Club. We haven't been able to meet for over a year, and haven't had the chance to share any of the good things that have been happening or any issues that may have arisen around the Flying Club and the airport.

Please feel free to email me at **PresVFC@gmail.com** at any time if you have anything to share.

Apparently, on the weekend there was an incident at the airport where radio calls were made that were inappropriate and potentially

illegal. There is no suggestion that it was a Vernon Flying Club member involved, but just want to remind everyone that regulations need to be followed.

Over the winter there has been a gas fireplace installed in the clubhouse; many thanks to Rick Thorburn. Hopefully that will reduce some of the electrical costs we incur over the winter. And we are in the process of updating the men's washroom, many thanks to John Olsen, Geoff Pritchard and Mark Hemsley.

### **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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