



It was a summer of record heat, wildfires, and extreme drought, but we survived!

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Smoke as seen from Desert Cove (Westside of Lake Okanagan) Photo by Bob Marsh

Seen at the Vernon Airport



Crews were busy resurfacing the itinerant parking area in July as well as replacing the fence along the Tronson Rd. side of the airport. Photos by Alison Crerar



C-GXKC is a Rockwell 690A registered to Air Spray (1967) Ltd. out of Penhold, Alberta.

Note the smoke plumes visible just over the hangar behind the Commander...

Photos by Bill More



John Swallow, Chuck Ross and Tom Glover admire the Rockwell 690A

Wild Fires Impacts Vernon



Curtis Linton, Airport Supervisor advising that heavy helicopter activity is expected at the airport on this day. Photo by Bill More

Vernon, Spallumcheen and Armstrong were put on Evacuation Alert and several of our members endured the stress of an actual Evac Order. They're saying that the fires will be put out by the snows of winter despite the very best efforts of the brave and skilled firefighters, both on the ground and in the air.

Smoke plumes visible from the airport from the White Rock Lake fire. The O'Keefe Range and the North Arm of Lake Okanagan are between us and the fire but burning embers and ash fell like rain. Photo by Bill More



Becker Lake Fire July, 2021 Photo by Randi Buerfeind

FIRST PANCAKE BREAKFAST SINCE FEBRUARY 2020!

Pancake Breakfast Extraordinaire By Alison Crerar, Social Convener, Photos by Alison Crerar and Bill More



The popularity of our first Pancake Breakfast in almost 18 months took us by surprise, to say the least! In our planning session we recalled that the picnic on the lawn, our first gathering, only brought about 20 people. Although restrictions have been lifted quite a bit, we hoped we might expect our usual crowd of 30 to 40 people. How wrong we were!!!

On Sunday, July 25, we barely started getting up and running when folks started coming through the door! At the end of the morning, we had served 77 breakfasts!!! There was extra money in the kitty, so we either got tips too or miscounted and sold even more!



Dennis McLeod, pancake maker, created a heart-shaped pancake just for Alison Crerar, our Social Convener



John Olsen, Cashier.

We apologize for being a little behind throughout the morning with eggs...or sausages...or pancakes...but we had a difficult time keeping up with our small 'staff' of volunteers! We twice had to go out and buy more supplies!

By all accounts, the breakfast was greatly appreciated and compliments were received on the delicious sausages, perfect pancakes and huge blueberries!



Barry Meek asks Diana Birrell and Linda Moreau if he can take their plates.

COVID protocol was followed and the kitchen and utensils were thoroughly washed down and sanitized before we started.

It should be noted that your volunteers are the same ones who have put on this breakfast every month for the past few years. There's a lot of work involved, and help with the clean-up is always greatly appreciated. There are no professional caterers or chefs here, but all enjoy this event and sincerely appreciate your compliments and encouragement!



Betty Lee Longstaff, President and Tom Glover finally sit down to eat their breakfast. Tom cooks the delicious scrambled eggs that are such a nice addition to the pancake breakfast!



Once the cooking was over, volunteers like Dave Crerar were able to enjoy a bite to eat



John Mogensen's T-shirt received lots of comments!

Entertainment during breakfast included a helicopter coming in for fuel with a Bambi Bucket on a long-line.

We've seen a plethora of aircraft at the Vernon Airport and overhead geared towards fighting the wildfires.



MARK YOUR CALENDAR!

Tuesday, August 17th 5:30'ish Dinner served at 6:00 pm

- ➔ Barbequed Hamburgers \$10.00 for burger, salads and dessert

Because we were caught by surprise by the turnout at the pancake breakfast, it would be appreciated if you could RSVP and let us know how many in your party will be attending. Thanks!



Sunday, August 22nd from 08:30-10:30

- ➔ Pancake Breakfast
 - \$10.00 large
 - \$ 7.00 small

Tuesday, September 21, 2021 7:00 pm. Come for supper at 6:00 p.m.

- ➔ Annual General Meeting
- ➔ Election of Directors and Officers
- ➔ Annual Financial Report



SCOTTISH VARIANT

The Board appreciates those members and guests who are fully vaccinated against COVID-19.

We recommend that you have had the vaccine and follow Public Health Guidelines whenever you participate in club activities. Thank-you!

THE STRING AROUND THE WORLD

A rich zillionaire leaves orders to put a string around the circumference of the world. He then takes off for a well-deserved rest in Hawaii. During his absence, his staff (after much struggle and expenditure of money) managed to get a line around the world at the equator.

When the zillionaire returned, he inspected the line: “No, No, No!” he blustered. “I wanted the line to be exactly one foot off the ground. Fix it!”

Not knowing exactly how much string to splice into the existing line to allow it to be raised one foot off the ground all the way around the world, the staff turned to the collective knowledge and skill resident at the Vernon Flying Club.

So.....how much string should be spliced into the existing line to raise it one foot off the ground all the way around the world?

Assumptions: the earth is a perfect sphere; the distance at the equator is 25,000 miles.

Ask John Swallow for the answer



WASP Wildfire Protection Full Kit (with hoses)

<https://www.shop.waspwildfire.com/>

Dave Hiltenkamp installed these at his place in the Blue Jay Subdivision and I thought it was a great idea worth sharing (Marion Ross)

Many homes lost to wildfire burn from the roof down, started from these windblown embers. These spot fires often occur many miles from the fire itself, even if the fire is contained. It makes sense that one of the smartest ways to help protect your home is to keep the roof and surrounding area wet. One of the advantages of the WASP Gutter Mount Sprinkler System is it can be turned on and left on during an evacuation.

Deployed by an extendable pole, the light weight bracket easily and quickly attaches to the existing gutters on most homes. Installs in minutes...no ladder or tools required! Complete with high quality agricultural grade sprinkler heads rated up to a 33' (10m) spray radius (Spray radius is dependent on water pressure. Actual results may vary). The head is a tenth the weight of standard brass sprinkler heads and is non-impact, conserving water and able to work with very low pressure. Incredibly durable and reliable! Water is supplied from your home's existing hose taps.

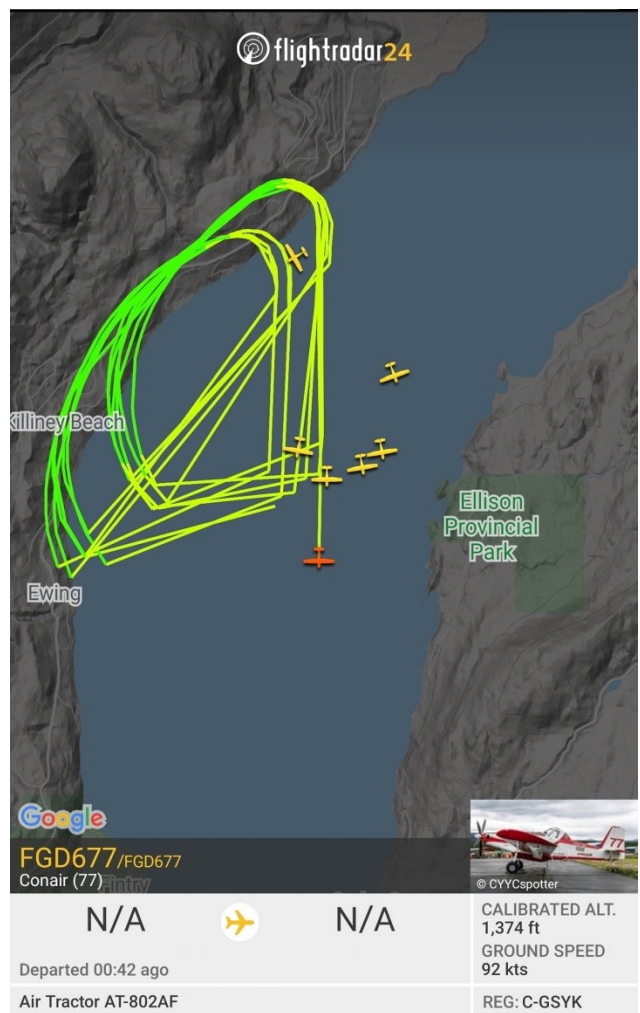
Regular price: \$179.95 Free Shipping in North America.

We want your stories!

Did anyone go to Oshkosh AirVenture? Did you fly to an interesting location for lunch or camping? What did you think of the on-line COPA webinars? Do you have a story about “I learned about flying because I messed up”? Come on, folks! Why not put those memories down and send them to the club email account and share your experiences and adventures with the rest of us! I know they're out there!



Apocalyptic Skies, Friday, August 6th. Appears to be taken from Commonage Rd looking towards Adventure Bay



They Always Call for the Martin Mar's Water Bomber! Here's Why They Shouldn't

I saw this meme on Facebook and noted that it was shared in several different places. **Rob McDicken**, our C4K Coordinator, who flew air tankers for seven years, commented on a couple of the posts and I asked him if we could put it in *Hangar News*.

Following is the thread:

Rob McDicken: I've seen this meme all over Facebook and I hate it because it is unfortunately inaccurate and ignores some very important facts. The Mars is no longer viable due to all the reasons the government and its operators say.

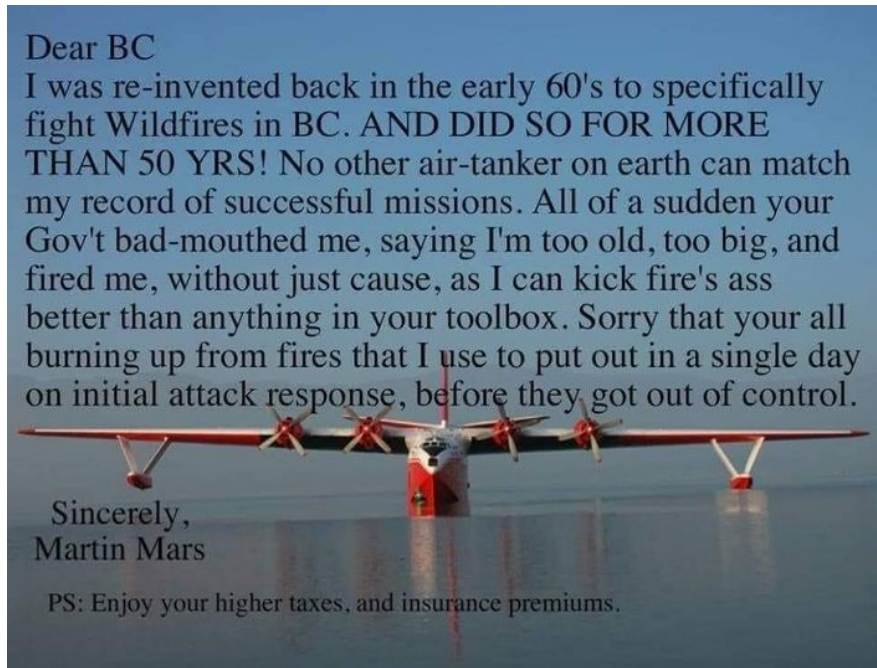
The fact is that maintenance costs and lack of reliability due to the lack of suitable parts being right at the top of the list. Another thing is the availability and cost of the fuel it uses (most other air tankers in use today burn jet fuel which is cheaper and much more readily available). The engines require high grade aviation gasoline and the gas it's supposed to use hasn't been available for many years. The fuel available today is a 100 octane low lead (airplane gas still has lead in it and even though it's called "low lead" there is still almost 4 times as much as what regular car gas used to have) but the fuel the engines in the Mars were designed for had an octane equivalent of 145. Because of this the engines have to be run at reduced power to avoid pre-ignition and serious damage to the cylinders. Then there is the overall lack of maneuverability and performance.

It takes the Mars a LONG time to get to altitude and line up for a run. And with airplanes the hotter it gets the more the performance suffers. This airplane was designed as a transport to fly people and materials over long distances between the islands of the Pacific and was never designed to maneuver in the mountains and valleys of BC.

The Mars can pack a heck of a load of water but with all the things I've mentioned (and having watched the Mars in action many times) there is far more bang for the buck out of that group of 6 Fire Boss "Skimmers" that have been all over Facebook than the Mars could ever deliver.

The Mars can only pack its full load of water (6000 USG) after its burned down a fair amount of fuel and before that happens it doesn't pack a heck of lot more than that group of 6 much smaller planes (6 Fire bosses can carry about 4000USG between them).

The major difference is the Fire Boss is a highly maneuverable (comparatively speaking) aircraft and with a fire right next to a lake like we have here in Vernon they could put WAY more water and foam on fire in an hour that the Mars could ever do. Much, MUCH more.



They can also be expected to fly a full day without a breakdown most likely only requiring basic maintenance at the end of the day. The type of engines in the Mars, due to age and design, are far more complicated and much more prone to issues. That and if they did have an issue could be out of action far longer than a more modern aircraft due to the complexity of the engines/repair, availability of parts and the fact that the mechanic is suspended 10s of feet in the air and over water.

If the Mars had a mechanical issue the entire asset is down until repaired with NO water going on target. With a group of 6 (or 2, 3, 4 or 5) smaller aircraft you still have the others while the one with issues returns to base for repairs.

The Mars is far more “show than go” and the taxpayers of BC are not getting their money’s worth with this aircraft. I could go on and on (and I have already 😊) but the decision to retire the Mars in favour of newer, smaller but more numerous water bombers is absolutely the right one.

A group of AT802 Fire Bosses, a group of CL-215Ts (415s, 515s) or a group of any of the retardant takers in use is a far better use of taxpayers' money than the Mars will ever be again, both in actual money and capability.



If used today the Mars would be nothing more than a great big political statement rather than help. Anyway, your government has done exactly the right thing by choosing to invest in newer, smaller but more numerous options for air takers. And we are all safer for it.

I do love the Mars, but it does belong in a museum and not on the front lines of today’s firefighting action.

Another Thread Regarding the Use of the Martin Mars Waterbomber:

Greg Sawka: I have no idea who the author is, but I’d say he nailed it. After reading this, it’s pretty safe to say that any further comments/criticisms would be unnecessary. (Greg shared the following post...)

Kelly Stalker: This was written by a local Falkland guy. Well worth the read:

WARNING RANT AHEAD:

I am so tired and embarrassed on reading everything around the forest fires and specifically our current fire affecting our area. Keyboard warriors who think they understand the game of wildland, interface and municipal firefighting when it comes to forest fires, especially project sized fires.

Firstly, British Columbia has one of the world most elite systems for forest fire and urban interface fighting scenarios. Our training from IC to crew member is second to none. I have read things on the MARS bombers....which are decommissioned and extremely outdated compared to the new strategic bombers used for firefighting. And yes I have worked forest fires in the past even when the MARS bombers were in use. I have read garbage on response and prioritization.

The triage system for attacking fires is based on an entire province not just one area. Fighting fires at any level is a tough thankless job and I know when I was fighting in my down time the boost that helped me keep going was seeing people's support and appreciation.

I read all this conspiracy and BS and it breaks my heart to think there are front line people who would be reading this garbage. The Office of the Fire Commission, the Ministry of Forests, contract crews, out of country crews, urban interface crew, volunteer departments, municipal departments and air support divisions all combine resources, expertise and knowledge to attack these fires. Initial attack crew, unit crews, sprinkler deployment crews, fire behaviour specialists, weather experts, FLIR, heavy equipment operators, etc....again all combine efforts and resources to fight these fires.

We have one of the most comprehensive training programs for all fire fighters at all levels; you don't become a crew leader or IC without having major courses and experience under your belt to make the calls on fighting forest fires.

I've read people saying forest fires are predictable, that's a huge BS....that's like saying weather is predictable.....yes we can use modeling and behavior specialists to estimate what a fire could do on various scenarios and then you plan based on those predictions, but I have also seen unknown conditions sweep in and the fire do the total opposite.

I've heard people say oh the fire can't be seen or is far-away. Well in your opinion maybe but in a professional opinion or a fire fighting educated opinion we know that something even as far as 10-15km away is nothing for a rank 4 or 5 fire to cover in literal hours.

In 2003 the Okanagan Park fire which took out parts of Kelowna grew into a rank 5 firestorm consuming over 25,000 hectares in a very, very short time, one of the scariest things ever witnessed.

So why are we evacuated....because that threat is still there. I have seen so much false claims and garbage being put out there that just drives people's anxiety up. Everyone thought the Monte Lake store burnt down and it wasn't true. I wait for the accurate reports coming out of the fire center. Is communications stalled? Well of course it is....they are fighting a fire as their number one priority. We aren't their priority and we shouldn't be.

They gather daily intelligence from the ground based on overview flights, FLIR, ground crews, satellite, weather reports and then crunch it every evening to develop the deployment plan for the next day, then logistics gets info to the leaders, etc. after that. Then they prepare the reports for the public and municipalities.

However, their first priority is for the crew fighting. I understand everyone's emotions are high, we feel displaced and for some people their property has been destroyed. I also get it that we want to take that frustration out on something or someone.....however the reality is forest fires are a very unpredictable, deadly, destructive beast. It breathes, it eats and it consumes. It doesn't care. If you live in tornado alley you get tornados, if you live in the Mississippi valley you get floods and if you live in a beautiful forested area with IDF stands that are designed to burn every 25 years and are fire dependent you get forest fires.

Most of the accusations and theories I see are very easy to explain if you have past experience at a high level of forest fire fighting. I am not writing this rant to offend but instead to show my 110% support to all factions fighting these fires, including the one threatening our amazing little communities of Monte Lake, Falkland and

Westwold. The men and woman at all levels out there are reading these comments, how do I know...well because I did.

It boosted my moral and my team's moral to see the support in a very thankless job against a beast that just beats you down. I don't know whether my house makes it through but I am 110% thankful for the amazing firefighting system we have in place and it was an honor to be a part of it for a portion of my life. We won a tonne of battles and also lost some. The enemy is the fire, not the personnel fighting it.....at all levels. If you have been there, then you 100% get what I am saying, if you have not then I suggest you talk to people who have or put your money where your mouth is and start by taking the S100 course, then take more, sign up with a crew and fight the beast. Then come back to me in 5-years and let's have a chat on you so called expertise. Again I do not want to offend but instead push for everyone to support our front lines at all levels, they are some of the most selfless people I have ever had the honour to have worked with.""

Rob McDicken: Google Viking Aerospace (Victoria BC based) and look at their CL215T, CL415 and CL515. Then Google Conair Aerospace and look at their RJ85 and Q400 air tankers. Except for the RJ85 and CL215 and 415 these are all almost brand new aircraft. State of the art in the air tanker role and would fly circles around the Mars. Anyway, any offence was unintentional. I just happen to know exactly what these folks are up against and it bothers me to them slammed by some members of the public.

Rob McDicken: The current air tanker fleet is constantly under development and bigger is not necessarily better. Companies invest untold millions (not taxpayer money, theirs) developing new tankers for this role. That, and if you want effective aircraft there are far better options already available than the Mars.

The other aspect of this is that this whole "battle" is humans against nature and nature will always win. For exactly all the reasons you mention (climate change/bug kill) these men and women on the ground and in the air are battling fires of unprecedented intensity. Not to mention the fact that wild fire IS NOT your backyard campfire. It is a wild beast that lives, breaths and takes on a life all its own.

Fires like the ones we have been seeing will never be put out by humans; it will be winter that does that. Our only chance to try and control them and that in itself can be a losing battle under the conditions of the last few weeks. Sorry, but quite frankly it p*sses me off and I tend to get my dander up when I read some of the "opinions" of the arm chair experts ranting about the job BCFS has been doing when, in most cases, they know sweet FA about what they are talking about in most cases. They just have an "opinion" which far too many these days feel is equal to fact. I flew air tankers for 7 years and have seen exactly how not so easy/next to impossible wildfire can be to stop."

As always, stay safe, stay healthy, and stay informed.

Compensation

By acboyd@gmail.com

An incredibly misunderstood subject amongst pilots, is when it is legal for a pilot in Canada to receive compensation (e.g. get paid) for acting as a pilot.



Let's take a look at the different kinds of internationally-recognized (and ICAO-standardized) pilot licences that exist:

- Private Pilot Licence
- Commercial Pilot Licence
- Airline Transport Licence

Note that although Transport Canada may issue pilot "permits", such as the Student Pilot Permit or the Recreational Pilot Permit, they are only valid inside Canada – you can't fly a C-registered aircraft outside of Canada, using that pilot qualification.

Private Pilot

The holder of a Private Pilot Licence may act as Pilot-In-Command of any aircraft for which his licence is endorsed, amongst other things. See CAR 401.26 for all the gory (and fascinating) details. Did you know that your PPL is also a Student Pilot Permit for other categories of aircraft such as helicopters, gliders and airships? I digress.

Back on topic. CAR 401.28 makes it very clear that a Private Pilot may not act as PIC "for hire or reward" unless one of the exemptions (loopholes) in CAR 401.28 is met.

Let's take at the loopholes. CAR 401.28(5) says that if you are a farmer and a Private Pilot, you can be a local agricultural spray pilot for hire, under some restrictions. This probably doesn't apply to you unless you wear rubber boots and overalls most of the time and don't swat at flies circling over your head like I do. I hate mud and flies.



CAR 401.28(4) says that a Private Pilot can be compensated while flying for a charity, and spells out exactly what compensation is allowed when the pilot owns the aircraft, and when the pilot rents the aircraft.

CAR 401.28(3) says that a Private Pilot can be compensated for flying an airplane by his employer while travelling on business, much as he would if he had rented a car. This sounds cool, but your employer will probably not want you doing this because of the liability exposure for them, if you have an accident. However, as I tell women in bars, anything is possible with the right insurance underwriter.

Now for the juicy one, that causes so much confusion. CAR 401.28(2) says that a Private Pilot can be compensated for a flight by his passengers, under particular circumstances

only. The amount of compensation is specified by CAR 401.28(2)(d). The difficult-to-understand part of CAR 401.28(2) is CAR 401.28(2)(c) – the restriction that passengers are carried only “incidentally”. 99.999% of Private Pilots have no clue what that word means. Proof by example follows.

Let’s say you are an eager young Private Pilot that wants to build hours, so you put out an advertisement that you are willing to take people for rides in an airplane for so many dollars. This contravenes CAR 401.28(2) because the passengers are NOT “incidental” to the flight – they are the purpose of the flight, and you’re operating a commercial air service. You will be contacted by Enforcement, because a PPL cannot do that.

However, let’s say that you put an advertisement in the paper that says that on November 1st you are flying to Las Vegas for the hookers and gambling, and you are looking for people to split the cost with you. This is legal, because you are going to Vegas whether or not you find anyone to come with you. The passengers are “incidental” because you are going to do the flight whether or not they come along (and pay). See the difference?

If you can actually understand the difference between the two paragraphs, you are head and shoulders above the rest of the Private Pilots in Canada when it comes to compensation.

Now for a grey area. CAR 401.28 specifies “hire or reward” as compensation for a PPL.

However, a PPL could be considered to be compensated in other ways than just money.

For example, in Canada, some PPLs tow gliders to build hours for their CPL. You might think that if you aren’t being paid to tow gliders, you aren’t being compensated, but the FAA would disagree with you. The FAA has taken the position that private pilots towing gliders are being compensated in the form of hours in their logbook that they aren’t paying for, and won’t allow it. It’s interesting to think about the different forms of “reward”. Not all are financial.



Commercial Pilot

Let’s say our eager young pilot above builds his hours and gets his Commercial Pilot Licence. Finally, after all that hard work, he thinks he can put out an advertisement offering to take people for rides for cash. WRONG. Having a Commercial Pilot Licence is only part of the legal requirement to carry passengers for hire. In addition, he needs to have an Operating Certificate of some kind, because he is operating a Commercial Air Service.

What is a Commercial Air Service? Well, Transport and the Tribunal and I have had notable disagreements about the exact definition, but I define a Commercial Air Service as the combination of a Pilot and an Aircraft which is offered to the public, for hire.

Transport is all about protecting the public that doesn't know anything about aviation, and they carefully regulate all Commercial Air Services by requiring them to have an Operating Certificate (OC). It is non-trivial to acquire an OC. An immense amount of paperwork and time and money is required to obtain one, and if you haven't done it before, you almost certainly can't do it by yourself the first time without the help of a retired Transport Inspector or someone else that has done it before.

There are different kinds of Commercial Air Services and Operating Certificates. Our young, eager Commercial Pilot is qualified via CAR 401.30(1)(c) to get a paying (snort) flying job at a company which holds an OC. There are many different kinds of Operating Certificates:

CAR 406 – Flight Training Unit

CAR 702 – Aerial Work (banner tow, jumper dump, etc.)

CAR 703 – Charter (single-engine, or non-jet multi-engine up to 19,000 lbs & 9 pax)

CAR 704 – Charter (multi-engine up to 19,000 lbs, jets up to 50,000 lbs & 19 pax)

CAR 705 – Airline (over 19,000 lbs & more than 19 pax)

I haven't addressed the long, strange story of CAR 604 here – see below.

Anyways, the number of Commercial Pilots in Canada who are completely unaware of the above is staggering. I have no idea why this isn't covered in the 80 hours of ground school, or on the flight test for the CPL. This is truly required knowledge for a new CPL.

You might get the impression from the above that the only way a CPL can be compensated is in the employ of an OC. Some people would probably like you to believe that to be the case, but it isn't. You simply need to figure out how to get compensated without offering a Commercial Air Service to the public, since you don't have an OC.

One example of this is if someone owns a privately-registered aircraft, and hires you as a CPL to fly it for them. No Commercial Air Service here, because the combination of an aircraft and a pilot is NOT being offered to the public for hire. The owner of the aircraft is NOT one of the unwashed masses of the public that Transport is trying to protect. This is an important concept for a young CPL to understand.

Now, there are variations on the above that cause Transport heartburn. Let's say that the owner of the privately-registered aircraft – could be a single, could be a pressurized piston twin – owns a company and hires you to fly his equipment and employees around. This does not contravene any regulations but can make Transport very

EVER WONDER WHY THE AMERICAN BALD EAGLE IS ALWAYS PHOTOGRAPHED FROM THE SIDE?



unhappy. They would really like you to get a CAR 604 OC, even if you are legally not required to obtain one.

What is a CAR 604 OC? Long, painful story here. CAR 604.02 requires that you obtain a 604 Operating Certificate if you operate a privately-registered aircraft to transport passengers, and that aircraft is turbine & pressurized, over 12,500 lbs. The intent of this legislation – I know one of guys that worked on it, long retired from Transport now – was to ensure that corporate jets had adequately-trained pilots, and that some records were kept of their training, etc. It grew into a horrible, expensive monstrosity which is NOT required in the USA. Some time ago, 604 was delegated by Transport to the CBAA, and John Baird – God, I love that guy – whom was Transport Minister recently, thought the CBAA was doing such a great job of policing itself that Transport took back 604. The icing on the cake is that the current president of the CBAA is Merlin Preuss, whom I guess is having difficulty making ends meet on his meagre civil service pension. God, you can't make this stuff up. Recently Transport admitted that it was over-regulating 604 and listed some smaller turbine types of aircraft that were exempt from 604. Anyways, enough about 604.

Another (non-604) variation on the above that makes Transport itchy is when a person rents (or leases) a non-604 aircraft (instead of owning it) and hires a CPL to fly it for them privately. Theoretically there is no Commercial Air Service, but ...

Another non-604 variation is when there are multiple owners/renters/lessees of the non-604 aircraft. You are now in the fractional ownership business which is very popular in the USA but is a big problem for Transport Canada, which provides a fascinating insight into the cultural differences between the two countries.

Word to the wise: Transport may ask you to do something that is actually not required by the regulations. What to do? For most people it's easy - do it - because they don't know the regulations. But if you do know the regulations, think twice before arguing with Transport, especially if you are right. Nothing will piss them off more than if you are right and they are wrong about their regulations, and pissing off Transport is really not something you ever want to do because of the decades-long pain that it will cause you. Trust me on that.

Second World War veteran donates \$2.4M to MRU to fund scholarships for Indigenous and women pilots

Submitted by Melissa Brown

By Ryan White, CTV News Calgary, June 29, 2021

Calgary's next generation of pilots will likely look different than previous aviation graduating classes as a result of the generosity of a 97-year-old veteran of the Second World War.

Ken Lett — who flew Spitfires with the Royal Canadian Air Force and survived the invasion of Normandy — has donated \$2.4 million to Mount Royal University's aviation program.

A portion of the funds have been earmarked for scholarships and bursaries with a focus on assisting students from underrepresented groups including Indigenous Canadians and women.

"Aviation has been my life, I just love flying," said Lett, who now resides in Victoria, B.C., in a statement released Tuesday. "My heart is full of joy when I

think of helping young people have careers in aviation."

His generosity will also help fund the maintenance of aircraft and MRU's flight simulator for commercial pilot licence training.

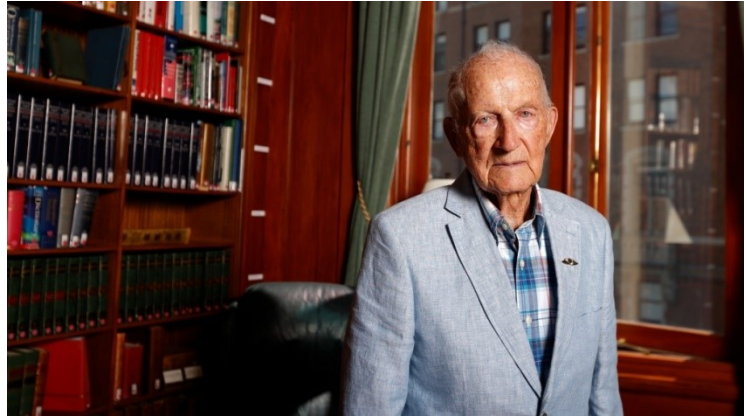
"As we emerge from the pandemic and the aviation sector takes flight, Mount Royal University aviation students will continue to be in high demand," says Deanna Wiebe, chair of the aviation department at MRU. "The Mount Royal Aviation Diploma stands out as it offers students the opportunity to graduate with both the academic qualifications and the in-flight training needed for careers in the aviation industry.

"This gift will help us reach even higher and let more students achieve their dreams."

After serving Canada during the Cold War, the Ontario native moved to Calgary in 1978 and, alongside his partners, created Executive Flight Centre Fuel Services which thrived during the oil boom.

MRU plans to expand its two-year aviation diploma program —which the school has offered for more than 50 years — into a four-year degree program with an expanded focus on business and managerial training.

Prior to the COVID-19 pandemic, the employment rate for students who entered the second year of the two-year program was 100 per cent.



Ken Lett, a veteran of the Second World War, has donated \$2.4M to Mount Royal University's aviation



Vernon Flying Club John Olsen Scholarship Awards



John Olsen with Heather Fernandez



Betty Lee Longstaff, President of VFC presents the John Olsen Scholarship to Heather Fernandez

The Scholarships are awarded in March and October each year to a graduate of the Aircraft Maintenance Technician Program at the Okanagan College Vernon Aerospace Campus. From here, the students go to Dawson Creek to attend Northern Lights College to complete their training.

Because of COVID-19, the October 2020 and March 2021 graduations were cancelled and no scholarships were given but we received plenty of applications.

We were very pleased, therefore, to present one of the two scholarships to **Heather Fernandez** at a small ceremony on June 22nd at the clubhouse.

The other recipient, **Matthys Pischke**, was unable to attend. His cheque for \$500.00 and a one year membership in the Vernon Flying Club were mailed to him.

This award has been generously initiated by **John Olsen**, a member of the Vernon Flying Club, and his wife, **Anne**. John wanted to give back to the aviation community that he'd been a part of for many years and the AME program seemed a good

fit. The following is a brief summary by John of his astounding career as a commercial pilot.

I acquired my licence in 1962 at the age of 26. I acquired ATR-WCA1116. During this time I was a pilot and a flying instructor with a multi-engine float rating. I was involved in two movies. The first was Tora Tora Tora and I sold to Fox Studios 23 Harvards including my own which I flew for 3 ½ months test flying the planes, etc. The second movie was for CBC - Kalida Sports. It featured hockey great, Bobby Hull, in his off-season fishing, etc. at Cree Lake Lodge. I spent many hours flying in the far north up to the Arctic Circle. I flew for Canadian Wildlife Aerial photographing wildlife at Cumberland House and Wood Buffalo Park. I took more than 30,000 photos at each of those places. I flew for Norcan Air during freeze-up and spring thaw with a C-45. Every summer when needed I crop-sprayed for farmers. I have also flown many medi-vacs. I delivered nine Grumman Albatrosses to Stuart, Florida and Grumman sent me to Kiel, Germany to fly 18 back to Florida. I ended up turning down that job. I was the only pilot in North America

that was certified to fly these planes because they were never certified for civilian use. They hired me to deliver six rebuilt Albatrosses to Indonesia. However, two weeks before the first one was to leave, they had a coup in Indonesia. The government was overthrown and I lost the contract. I was supposed to stay there and train their air force.

Celebrities I have flown include PM Pierre Trudeau, who became a personal friend and flying student; PM John Diefenbaker, David Stewart, George Heis, Ross Thatcher, Colin Thatcher, Senator Sid Buckwold, Otto Lang, Ralph Goodale, Colonel Sanders, Lorne Green, Harry Belafonte and Johnny Cash.

I delivered approximately 100 C-45's to the USA and South America. I delivered two C-45's for the President of Iran to Barbados. I flew a Mark IV Harvard in the Abbotsford Airshow in 1979. In my career, I have had three engine failures, three fires and I bent three planes. I have flown many different aircraft to many different places in the world - all of the Cessna's, Piper - PA23, PA28 and PA31, Beechcraft - 18, 65 and 95, Mark IV Harvard, C-119, C-45, Mooney, Shrike Commander, Queen Air, TC-3, Bearcat and Chipmunk.

I finished my career as the General Manager of Ray's Flying Service overseeing nine employees and eleven aircraft with a Class B shop. I retired from flying in 1980.

I am very pleased to be in a position to help students towards their aviation career.

Heather Fernandez Application

Since I was young I have always wondered how things work. Unfortunately, for my parents this meant many things around our house were pulled apart irreversibly. After dropping out of high school I had the opportunity to work in many manufacturing facilities. This provided my curiosity of the inworkings of mechanics around me. When I worked on the assembly line at Skyjack (a scissor lift production facility) I worked in many of the departments painting parts, assembling motors, drive systems, exhaust systems, hydraulics, wiring electrical panels and even entry level duties in the welding department. I ended up in the troubleshooting department. I was usually the only woman and by far the only 20 year old in this department. The beginning understanding of the electrical helped me obtain a job at Rockwell Automation (Drive Assembly Facility). I soon found myself assembling, wiring and troubleshooting large drives with 100 page schematics. These jobs yet interesting were not able to provide career progression or a profitable environment. Resulting in my young mind being distracted to the troubles of life. I began to party and lost my way. Lets fast forward to my 30s I was engaged and expecting my daughter when it dawned on me that I wanted to show her a different life. One without financial limitation. One with parents to admire and aspire to be like. Unfortunately her father was unable to gather the strength to make the necessary changes to ensure this life for her and we went our separate ways. I went back to school, obtained by G.E.D. and started looking into a career that would tap into my skills and interests in the trades.

I remember someone asking me what I had finally decided on. I looked up at them and said Aircraft Maintenance which at this point was a shock to my ears as I was not aware that I actually had made that decision. Recently that same person has told me that they will remember the look on my face. I will always remember that moment as well because it was the moment I decided to not be afraid to do what I want. I said good by the self doubt wondering if a single mother at the age of 36 could do this. Now I can't ever imagine wanting to do anything else. I look forward to school. I look forward to homework.

At the end of my training at OK College I look forward to working in town on Helicopter as my daughter is four years old at the moment and staying locale is the best option for us. When I am more mobile in 10-15 years I hope to travel the world with my talent in the trade. I aspire to make the Fernandez name a known "aviation family". My niece has applied to the structures course as she also has a young daughter and we hope that our love for aircrafts is past on to the next generation in our family!

Who would have ever thought that just looking up into the sky would bring such joy to my life. I appreciate your consideration. Thank you for your time!

Matthys Pischke Application



Matthys Pischke
Copied from Facebook

Hope this finds you well with clear skies outside. As it is now the smoke covering the west coast is quite thick and nasty.

My name is Matthys Pischke and I'm 28 years old. The AME-M course is my second go at a college education, I graduated from the Radio and Television Arts program at NAIT in Edmonton in 2012. After working in commercial radio for 7 years I needed a change. Something to bring in a higher income and to challenge myself in my daily life.

The aviation industry caught my eye when I was considering what to retrain in. I'm a farm boy from Alberta and I have a solid mechanical skillset from countless projects with my father and friends. I grew up fixing all the mistakes I made, from stretching connecting rods in my first truck to helping fix snowmobiles and skid-steers. When I look back at all the experience I have had, I know that I work well when I have a very clear picture of what needs to be done. A good checklist is my best friend. Aviation provides exactly the sort of work environment I enjoy. A clear list, regulations to back up the decisions that need to be made, and interesting work!

Okanagan College was the obvious choice for me, being close enough to commute from Kelowna. The program has undergone some big changes since I started, and the staff here are busting their butts to make sure the delivery is keeping up to the changes.

My aspirations in the industry are simple. Go as far as I can. Be the best mechanic I can be. I hope that my success in school translates well into industry. I'll go to the top and bring good people with me. In class I have been capable enough to help my fellow students succeed with tutoring. It has felt very good to be able to help my classmates.

I appreciate your investment in future AMEs and in Okanagan College. Hopefully, I can benefit from your generosity. I look forward to seeing you at the graduation ceremony.

I.O.U.'s and Thank-You's

- ➔ If you have an IOU at the club, please redeem it. The Board would like to remind members that we operate on the Honour System and extends appreciation to everyone for their continuing support.
- ➔ Renovations to the Men's Washroom have been completed! Thanks to everyone who volunteered for this project and thanks to **John Olsen** by starting it all with the purchase of a urinal.
- ➔ Membership in the Vernon Flying Club / COPA Flight 65 has reached an all-time high of 104! The Board thanks everyone for their support! The club had very little income this past 18 months but the bills still need to be paid. Membership Dues carried the day! Just a reminder that the 2021/2022 dues are payable October 1st!
☺

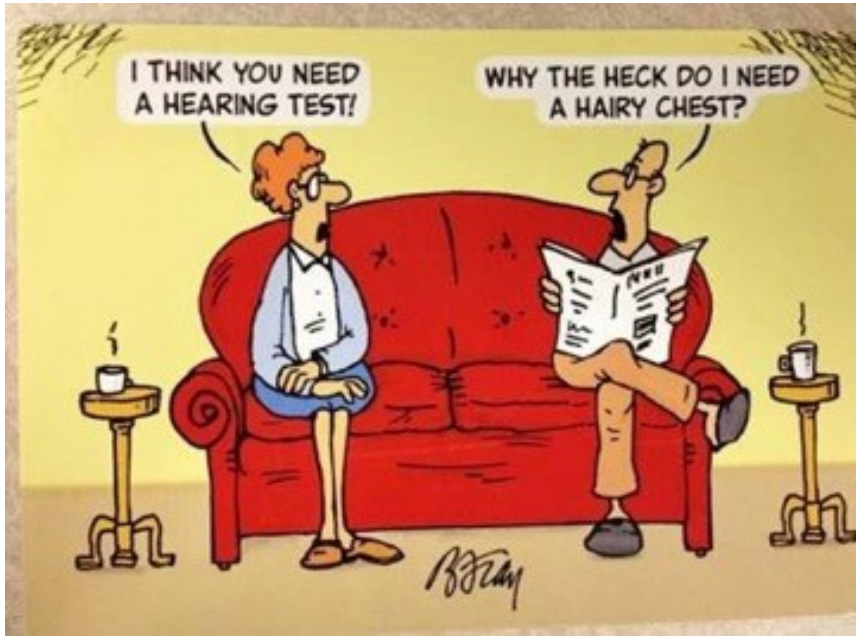


It isn't all doom and gloom this summer!

The flowers at the Clubhouse are beautiful and are carefully tended by Diane and Don Usher.

It has been a very hot, extremely dry summer, with many days of poor visibility due to smoke but at least the butterflies are still able to fly!

(Photo by Bill More)



REMINDER: The Annual General Meeting of the Vernon Flying Club / COPA Flight 65 will be held on Tuesday, September 21, 2021. Election of Directors and Officers will be the main agenda item.

**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.

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