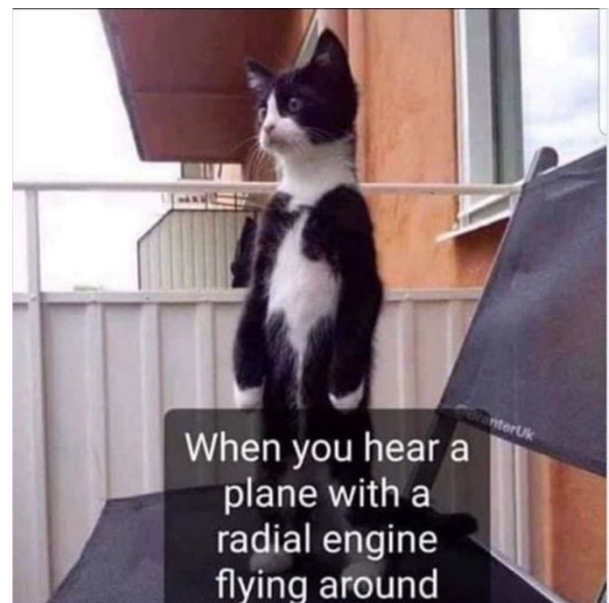




**Dave Crerar and Rob Graham stopped briefly in Vernon while flying this Twin Otter enroute to Calgary from Victoria to have long-range tanks installed. Then it went on to Jakarta, Indonesia**

## INSIDE THIS ISSUE...

- Kensie Hewson passes PPL ride
- A Born Leader – John Swallow
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  - Duke Dawe (90) George Moore (100)
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- Ferrying a Twin Otter from Victoria, BC to Jakarta, Indonesia



## **Congratulations, Kensie Hewson**

VFC member, Kensie Hewson turned 17 in late August and she tried to book her PPL ride with Transport Canada then but it kept getting cancelled due to the smoky conditions.

She obtained her Recreational Pilot License last year and was looking forward to getting her Private Pilot License this year.

On Friday, October 8<sup>th</sup> Kensie upgraded to her full PPL! She did her ride in her dad's RV9A and (no surprise there!) passed with flying colours!

Her parents, Mike Hewson and Melissa Brown are immensely proud.

We wish Kensie the very best for her future endeavours. We have no doubt that she will be a great success in whatever she decides to do!



Instructor Kim Alaric with her student, 17 year old Kensie Hewson of Vernon



### **Ryan Berryman with Kimmberly Hewson**

Ryan is an instructor at Aurora Aviation Academy where Kimmberly received her flight training. He is also a pilot for WestJet.

He has just been certified to conduct flight tests which will be very helpful for local students.

Photos by proud mom, Melissa Brown

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## **A BORN LEADER**

*...by John Swallow*

The one thing really cool about joining the RCAF was the fact that even while under training, I was getting paid. For someone who had been the recipient of a weekly allowance from his father going through high school, suddenly getting three meals a day and clothes to wear following a free train ride across Canada was heady stuff. Socks, shoes, shirts, ties, blue boxers; everything needed to make us look military was picked up from the Supply Section, free of charge. Not content with clothing us, the military even supplied us with a “housewife”. Not of the human variety, of course, as the majority of us were too young for marriage, a “housewife” was a little packet of needles, thread, and a variety of buttons; everything that would be needed by teenage boy miles from his mother for the first time in his life. It even came in a camouflage covering so as not to be seen on the battlefield.

During the first twelve weeks of training after induction into the RCAF, cadets were given basic training in Air Force law, Air Force history, aerodynamics, physics, and other academic subjects designed to bring everyone to a common level. And to ensure that we got enough exercise, there was drill. With drill came drill instructors.

Non-commissioned officers, drill instructors were long-suffering individuals who had to instill military basics like marching and saluting to group after group of short-haired angst-ridden teen-agers; the majority of whom were born with two left feet. As a group, I’d say that we were a source of great entertainment to our mentors. I know I certainly did my part.

On a hot, muggy Centralia afternoon early on in training, Sgt Collins was attempting to bring some semblance of dress and deportment to his sixty charges. Around and around the drill hall (hangar) we went. Open order march, close order march, by the left, by the right, left turn, right turn, left wheel, right wheel. At some point, we were halted, stood at ease, and Sgt Collins proceeded to go over a new manoeuvre. Now, as I was sandwiched in the center front row, I must admit that my mind wandered somewhat in the humidity. This momentary lapse in attention was going to have grave repercussions.

Finishing his lecture, Sgt Collins stood in front of us, and started pacing down the front row, counting as he went. One, two, three, four, five, six, seven, eight, nine, ten. I was number eleven. Collins then said: “The group from one to ten is now Number One Section; the group from eleven to twenty is now Number Two section. Number One Section: Attention! Number Two Section: Attention!” And with that, he started marching the two groups in different directions around the hangar: we passed beside each other, we passed in front of each other, we passed behind each other; at some points, one group would be aiming right at the center of another and just when it seemed that disaster was in the making, a simple command would move one group out of the way of the other and away we’d go again. After about ten or fifteen minutes of drill, Sgt Collins had both groups marching side by side down the middle of the hangar towards the back. Commands to turn left and right then had the groups moving in opposite directions along the back towards the building flanks. Further commands at the appropriate times had them moving toward the front. A final left and right turn had the two groups now heading toward each other. Remember the previous counting off? When the group split between rows ten and eleven, I became left marker for Number Two Section, an important position, as I was to shortly find out.

When the words “By the left” or “By the right” are uttered followed by one of a number of commands (such as: By the left, quick, march) the job of the left marker (or the right marker, if so ordered) is to keep the group on course in accordance with the wishes of the commander. As I was now number one in

the front row of Number two section, the movement of the group was dependent on the boy from Rowley, Alberta. So, as mentioned above, the two groups are now pointing directly at each other with Sgt Collins calling off the pace: “left, left, left-right-left; left, left, left-right-left”. As the distance between us narrows, I become aware that we were on a collision course. Having worked as a gandy dancer on the railroad for a couple of summers in high school, I knew that head-on collisions were to be avoided like the plague. Watching Number One section closing on us at a combined velocity of two hundred and forty paces a minute, I knew we were in trouble; we were in deep trouble and the engineer was asleep at the switch.

The knowledge that I was responsible to keep thirty souls out of harm’s way was uppermost in my mind; to keep it that way, I slowly eased my group to the left until it was apparent that the other squad would pass just to our right. I was mentally congratulating myself on the astuteness of my actions when a sudden “Number One Section, HALT! Number Two Section, HALT!” broke my reverie. By now, the two groups were mere feet from each other and offset by fifteen or twenty degrees. I was confronted by a red faced Sergeant who wanted to know “what in the name of Hades was I doing?” I wanted to explain the situation from my point of view but knowing that when you’re in a deep hole that it’s best to stop digging; I pleaded ignorance.

It was then that I found out that the maneuvers through which we had been put for the previous ten or fifteen minutes was just a prelude to executing “the rejoin of two bodies of men into one”. Well, who knew? After a five-minute dissertation from the Sgt Collins during which my parentage was called into question, I did. I got it right the next time. And the next time. And the time after that. We spent the rest of the afternoon practicing rejoins. I was very popular with the group for several days.

I managed to stay out of trouble for the rest of the basic phase of my training. Well, there was the hair cut thing and the misunderstanding about the money, but that’ll wait until next time.

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## The Puzzle Answer from John Swallow:

An issue or two ago, we posited that a string lay around the circumference of the earth and asked how much extra would be required to raise the string one foot off the surface.

The reveal:

**String girdling Earth** is a mathematical puzzle with a [counterintuitive](#) solution. In a version of this puzzle, string is tightly wrapped around the equator of a perfectly spherical Earth. If the string should be raised 1 foot off the ground, all the way along the equator, how much longer would the string be?

As the string must be raised all along the entire 25,000 mile circumference, one might expect several miles of additional string. Surprisingly, the answer is  $2\pi$  or around 6.3 feet.

Even more surprising is that the size of the sphere or circle around which the string is spanned is irrelevant, and may be anything from the size of an atom to the [Milky Way](#) — the result depends only on the amount it is raised.

More formally, let  $c$  be the Earth's circumference,  $r$  its radius,  $\Delta c$  the added string length and  $\Delta r$  the added radius. As a circle of radius  $R$  has a circumference of  $2\pi R$ ,

There you have it.

## The Snowflakes Honour Veterans



The Snowflakes have performed several fly-overs honouring Veterans on special birthdays. In July, they honoured Joseph Monteyne. In September it was George Moore, a spry 100 year old and in October they honoured Gerald “Duke” Dawe on his 90<sup>th</sup>.

### Duke Dawe 90<sup>th</sup> Birthday

*(from the Vernon Morning Star)* After beating COVID-19 this summer, Duke Dawe was treated to an aerial formation by Vernon Flying Club. Surrounded by a few close family members, Dawe received a very special treat on his 90th birthday Oct. 2. The Vernon Flying Club soared in formation over Vernon and Dawe’s home. Holding a flag almost as big as the tall, stately gentleman, with his decorated cap, Dawe’s grin stretched wider than the Cheshire Cat’s to see the flyover. While the surprise, planned by his family, left him tickled, it was an odd feeling. “I’m not used to being on the ground watching them, I’m used to being in the pilot’s seat.” After decades of piloting planes, Duke Dawe felt a little unusual as he watched a special formation fly over his BX home last Saturday.

It was 73 years ago he first obtained his pilot’s licence and later enlisted with the Royal Canadian Air Force. At just 17 years old, that licence would go on to take him all over the world in his sky-high experiences. Following 31 years of service, Gerald (a.k.a. Duke) Dawe, was discharged in 1980.



Gerald “Duke” Dawe (left) and Joseph Monteyne (who enjoyed a fly-over for his 100<sup>th</sup> birthday this past July)

**George Moore 100th Birthday**

On a gorgeous September 16<sup>th</sup> members of The Snowflakes took to the skies in honour of George Hiram Moore, WWII veteran, for his 100<sup>th</sup> birthday (second from right front row).

George was a infantry soldier in the Canadian Army 1942-45 where he saw action on the front lines in Europe.

The Snowflakes salute the veterans and say “Thank you for your Service!”

The next scheduled fly-over will be the Remembrance Day Ceremonies. The Snowflakes started a few years ago over-flying the ceremonies at the outdoor cenotaphs in Vernon and Lumby and have now expanded to include Salmon Arm, Enderby, Armstrong, weather permitting, of course.



**Photo by Bob Marsh**

*George Moore (front white cap) accompanied by his daughter and son-in-law pose at the terminal building with members of The Snowflakes.*

*Back Row: Hammy McClymont, Stuart McLean, Steve Swallow, Chuck Ross, Ron Townsen, Franz Fux. Front Row: John Swallow, George Moore, Steve Foord*

**NOTAMs & Transmission Frequency**

The paving and apron expansion project necessitated a couple of brief airport closures and it highlighted an important part of flying which is too often forgotten.

At least two aircraft landed during the closed times. Compounding the error was one aircraft who was broadcasting on the wrong frequency.

Two lessons learned:

- Always check the NOTAMS
- Always verify that you are on the correct frequency!



ON THE RAMP



We don't see too many Cessna Skymasters at our airport other than the one based here. This C337 was very nice.

C-FGWH C337G out of Springbank/Calgary



Alison Crerar and John and Kathy Jorimann spotted this helicopter as it landed at the Vernon Airport. It was sporting some unusual equipment so they introduced themselves to the pilot. We'll be seeing this helicopter for most of October 2021 as it conducts aerial inspections of FortisBC natural gas pipelines using Lidar technology between Vernon and Coldstream (photo by Alison Crerar)



Recently imported from Ohio, this Diamond HK 36 TTC motor glider powered by a Rotax engine was parked in front of Rotax



Another RV8 - C-FUHR owned by Stephen Fuhr of West Kelowna



One man's junk is another man's treasurer, eh Grant Sherbeth and John Madsen?!



Rob Snider from Kamloops with his RV8 C-GQVR



A busy day on the ramp - typical scene at the Vernon Airport!





SEEBEE SPECIAL C-GVEB  
Registered as Amateur Built  
Aircraft

**Phil Symmans** is test flying  
this gorgeous aircraft for a  
friend in Kelowna.

Love the sound of that  
Corvette Engine!



Piper Super Pacer C-FSEE  
Beautifully restored 1958 PA22-160 from  
Abbotsford parked in the newly tarmacked  
itinerant parking



Paving is now completed and tie-downs have been  
installed.

It has been an interesting process to watch. Skilled  
operators in any field are a joy to behold!

It was a bit challenging for pilots doing their MOT hearing  
test portion of their medical in Dr. Morris' office in the  
Aurora building with the back-up beepers seemingly timed  
just right to the Dr.'s question, "let me know when you  
hear the beep!"

**Who’s New on the Airport?**

By Alison Crerar

**Mike Unruh**

Airport Supervisor **Curtis Linton** has a new assistant to replace **Kim Alaric**, a familiar face on the field, who has deftly handled the position through the last few months.

Two or three days a week you’ll see **Mike Unruh** driving the fuel truck, grass cutter, sweeper and, soon, the snow plow. No doubt Mike is also adept at chasing deer and geese, and can handle all the other necessary chores of a very busy airport. He’s about as local as one can get, having been born and raised in Falkland, and he still lives there with his chihuahua, **Pepper**.

Mike loves small town life but enjoys the work he does in Vernon. He has worked in Public Works with the City of Vernon full time for eight years and is an automotive mechanic by trade. During this time he has been in the shop on afternoon shift, 11:30am – 8:00 pm, Monday to Friday, but has covered any call-outs for fuel at the airport until 8:00 pm. This is primarily for Kal Tire’s jets and the odd helicopter that comes in.

Mike’s involvement with aviation includes flying remote control planes and helicopters at the RCA strip north of Swan Lake. If you see him on the field, often accompanied by Pepper, stop by and say hi! Compared to working in town at the shop, it’s a lonely job!

Occasionally you might see another fuel truck operator – **Jason Beals** who sometimes stands in when neither Curtis nor Mike are available.



**Be(e) Aware!**

John Jorimann spotted this scary site as he was walking around the airport one morning in late September. It is a good lesson for us all that all sorts of living things like to take up residence in our aircraft given half a chance!

The wasps had nests in both elevators on this Cessna. The tennis-ball control lock may have prevented movement but it certainly wasn’t enough to stop the master builders from entering the premises.

## Paving the Apron and Asphalt Tie-down Expansion

In 2019, Vernon City Council approved \$1,095,000 in capital funding to fully fund the expansion and rehabilitation project, as identified in the city's Airport Master Plan.

Offsetting provincial grant applications through the BC Air Access Program were unsuccessful, however. The City of Vernon was able to tap into the province's recently announced \$16.5-million Regional Airport COVID Relief Fund.

Vernon's regional airport is one of 55 in the province that hosts medevac services and because of that, it was awarded a grant of up to \$360,000 to help cover some operational costs.



Everyone knows that dust flies during any kind of construction and C-GVBB sure showed the dirt! Aurora Aviation Academy fleet had to relocate to the newly paved itinerant parking area for the duration of the project.



Photo by Marion Ross



Photo by Bill More

## Ten Days to Manila with Dave Crerar

By Alison Crerar

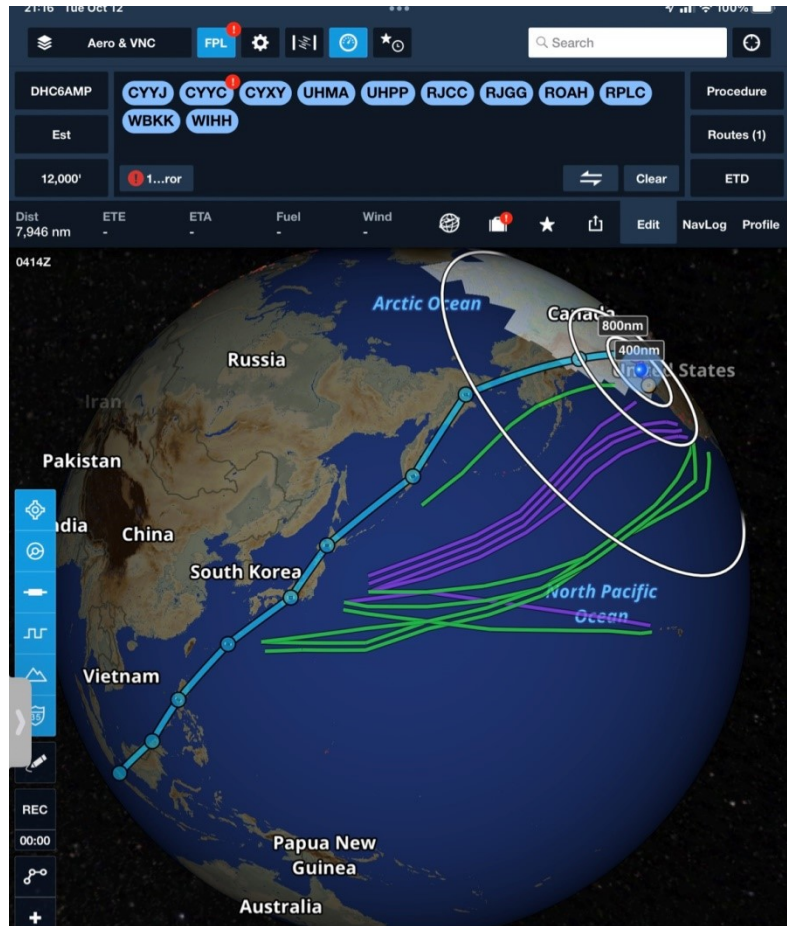
Retirement is a foreign word to some people. Dave Crerar is one of them and, long after most people's retirement age, he would still be in the air every day if he could. Life is a continuing series of adventures as he delivers planes all over the world, and the recent flight in September was his 30<sup>th</sup> delivery this year and his fourth through Russia and Japan.

The brand new 400 Series Amphib Twin Otter from Viking Air was purchased by a company in Manila, Philippines, to be leased to a massive copper mine that employs 50,000 people.

As often happens, there were paperwork delays with this trip. Josh Mast, a pilot for the company, came to fly along with Dave and get checked out on the airplane. He had forgotten to plan ahead for his Visa to go through Russia, which takes several weeks to obtain. It also takes time to arrange the many permits required; hotels, ground handlers and ground transportation to have in place, and often, a Russian navigator to contract to accompany the flight through Russia. This was necessary on previous flights because only international airports have English-speaking controllers and it was necessary to land at several small airports for fuel. On this trip, the plane was 'tankered' and so they only landed at large airports.

The Twin Otter, C-FDHV, was picked up in Victoria and taken to Calgary on September 5<sup>th</sup> to be fitted with two long-range tanks - rubber bladders which hold a total of 638 US Gallons or 6,738 lbs. of fuel. This is 4,000 lbs. over normal take-off weight, which is only allowed for ferry flights. Normal fuel burn in cruise is 600 lb. per hour. On a long trip with bladders, it starts at 600 lb. per hour but, as it's burned, gets down to 540 lb. per hour, ultimately giving a range of 13 hours. True airspeed was 155 knots at 17,000 ft. but averaged 140 knots in a headwind until they reached Russia.

Arrangements finally came together and Dave and Josh took off from Calgary on September 25, reaching Whitehorse in 7.1 hours. The following day, it was 10.7 hours to Anadyr in Russia, flying over Alaska and across the Bering Sea. Anadyr is an old military base and the 'hotel' is in row housing, or old barracks. It provides a single bed with a sheet and thin cover, and you make your own bed! One big boiler heats all the buildings on the airport, but assured a comfortable enough heat.



Early the next morning they took off for a 6.8 hour flight to Petropavlov-Kamchatskiy on the tip of the Kamchatka Peninsula. The flight took them over a dozen or so volcanoes - two were collapsed and one was smoking. The Kamchatka is a beautiful area favoured as a destination by the rich and famous and is a popular port for cruise ships. There are hunting and fishing resorts and ski areas not far from the beautiful, modern city,



Volcanos in the Kamchatka Peninsula

with spectacular scenery in all directions. English is spoken everywhere and the YU Hotel, where Dave has stayed on all four trips, is absolutely first class with polished marble floors and everything in spotless, pristine condition.

The restaurant has western fare as well as traditional Russian food. The hotel, which is in a town 15 minutes from the airport, is owned by a man named Artem, who is also assistant manager of the airport. He's a good friend of the pilot Dave first flew there with and so is now a familiar face. Small Canadian treats

are taken on the flights and Artem was very pleased to receive a small bottle of Quebec Maple Syrup.

After a very comfortable night, the flight continued 7.2 hours over the Sea of Okhotsk to Sapporo, Japan for a fuel stop and then on to Nagoya, another 3.7 hours. The hotel in Nagoya is right on the airport and Covid checks were required before leaving the following morning.

The next leg of the journey was 5.1 hours to Okinawa, a very strict military environment. After taking on fuel there, it was another 5.6 hours over the Philippine Sea to Clark Air Force Base near Manila in the Philippines. A very nice hotel was nearby.

The following day they flew 4.2 hours over Borneo to reach their fuel stop in Kota Kinabalu, Indonesia. From there, it was 6.7 hours to their destination in Jakarta, Indonesia, where they immediately had another Covid check. After gathering up their personal belongings, Dave and Josh said farewell and Dave was taken to his hotel. The following day they supervised the removal and packing up of the fuel bladders to be shipped back to Calgary and then Dave headed to the terminal to get on a flight to Japan and back to Vancouver and Kelowna.

The weather for the trip was favourable for the most part. Anadyr had received the first snow of the season the day before their arrival but, fortunately, the clouds cleared and they had clear air all the way. After Anadyr, a 10 – 40 knot tailwind gave a nice boost. The flight took them on the west side of a typhoon between Okinawa and Manila and they had another nice tailwind, grounding 192 knots for a couple of hours. Flying into Manila, there were 40,000 ft. buildups on either side with clear air in between, and the glow of Manila was in sight for the last two hours of the flight. They had tailwinds for 90% of the trip.



Collapsed Volcanos in the Kamchatka Peninsula

The Honeywell instrumentation package is a very unfriendly radio suite for the Twin Otter in the working world. It went out

three times. Radar vectors made the approach straight-forward and L-Nav and V-Nav made the departures easy – the computer was flying the plane.



Fuel meter in Russia

was through a white winter world. Weather necessitated a diversion from the planned route up the coast across to Petropavlovsk-Kamchatskiy. The 35C temperatures caused an electric gear pump failure, which required extending and retracting the gear by hand. Other stops included Sapporo, Sakhalinsk, Magadan, Tillichiki, Nome, Anchorage, Whitehorse and more stops across Canada.

A second Kodiak delivery followed the same route in June with similar fuel stops. In July a Cessna

Grand Caravan was flown the opposite direction, from Minneapolis to Seoul, Korea.

Just a mention of the other trips for comparison. None of these three were ‘tankered’ so of course took a lot longer with many fuel stops at small airports along the way. Through Russia, each flight required a Russian pilot along to handle the radio work where English wasn’t spoken. Dave really enjoyed his time with these fellows.

The first delivery was in February, which of course took a lot more preparation and a lot more clothing (parka, winter boots etc.) and winter emergency gear. The aircraft was a Kodiak from southern Japan to Minneapolis, Minnesota, and the trip



Fuel meter in Japan

These deliveries were all fulfilled without any major delays or problems – Dave is still building time!



Twin Otter Safely Delivered to Jakarta, Indonesia.

Nighttime Arrival

## Flight Training in the 21<sup>st</sup> Century

A frequent topic of conversation at the clubhouse is the current cost of flight training and how long it takes now to actually get your licence. “I got my licence for \$350 and the government paid for my instrument rating!” “The Fleet Canuck was \$15.00 an hour wet WITH an instructor!” “I got my licence through Air Cadets! That’s the best way!” “I joined the military and they taught me to fly! That’s the best way!”

It is definitely more expensive now to learn to fly even when adjusting for today’s dollar. However, students learn a whole lot more than was taught way back when. The private pilot students are learning today what was expected of a commercial pilot student year’s ago.

One of the best economic drivers at an airport is a flight school. The Vernon Flying Club can’t support, endorse or favour any specific flying schools, however, we are lucky to have several to choose from right here in the Okanagan.

Vernon is the home base of Aurora Aviation Academy and they have satellite schools at Chilliwack, Kelowna and Kamloops.

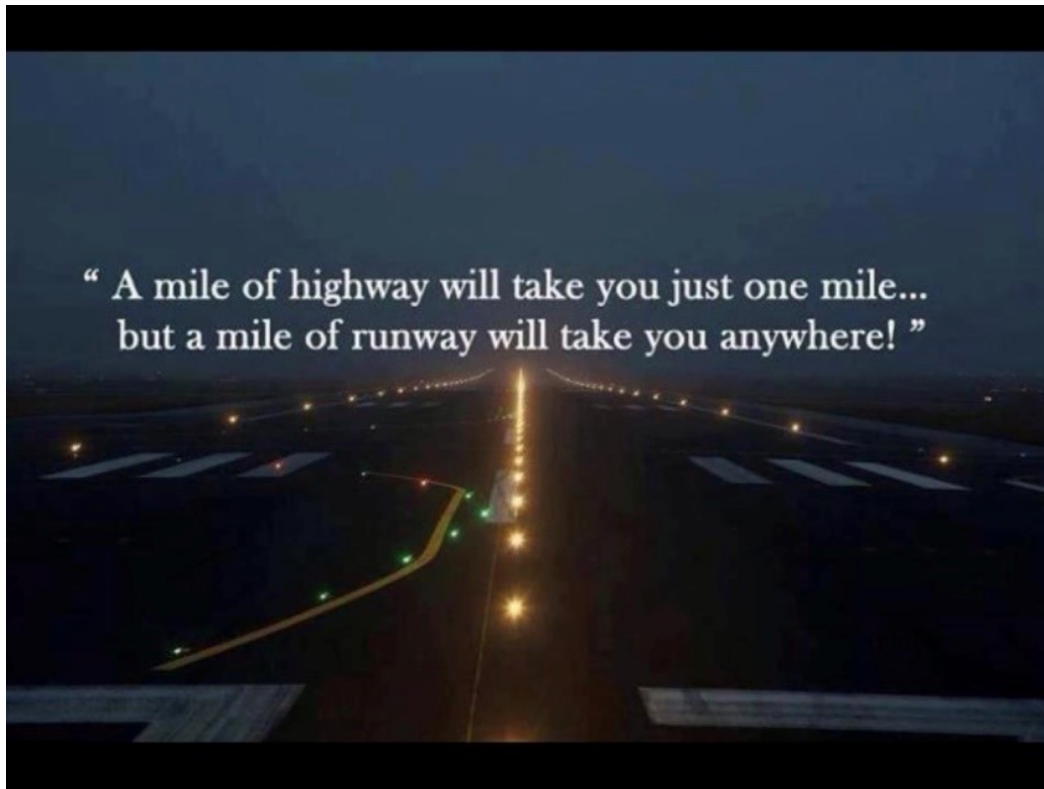


*The following is copied from Aurora’s website:*

Transport Canada requirements are minimum training requirements. It may require additional instruction to meet the competency standards to hold the license or rating, hence the range of costs listed in the Licenses and Rating section, from Transport Canada minimum requirements to a National average. Program and course pricing above is based on the following aircraft and instruction rates:

- Cessna 172 Dual Instruction: \$280 per hour
- Cessna 172 Solo Rental: \$220 per hour
- Twin Piper PA30 Dual Instruction: \$490 per hour
- Twin Piper PA30 Solo Rental: \$415 per hour
- Instructor Rate: \$60 per hour
- Instructor Rate (Multi/IFR/Instr): \$75 per hour
- Private Pilot Ground School: \$610 (Online Course and 12 Weeks Group Study)
- Commercial Pilot Ground School: \$795 (Online Course and 18 Weeks Group Study)
- Instrument Ground School: \$510 (Online Course and 12 Weeks Group Study)
- Instrument Ground School: \$510 (Online Course and 12 Weeks Group Study)

**EDITOR’S NOTE:** Do you have any “learning to fly” stories? Or, were you an Instructor and have a few hair-raising experiences you are willing to share? We’d love to hear from you!



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

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Newsletter Editor: Bill More  
Newsletter Publisher: Marion Ross

VFC Meetings are held the third Tuesday of each month at 7:00 p.m.

e-mail: [flyingclubvernon@gmail.com](mailto:flyingclubvernon@gmail.com)

web-site: [www.vernonflyingclub.org](http://www.vernonflyingclub.org)

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