



## Our Wonderful Pancake Breakfasts are BAAAACK!



April 24, 2022 was a gorgeous day; a little cool early on but warmed up enough so that guests were able to enjoy their delicious breakfast outside. Almost 100 breakfasts were served and about 16 aircraft flew in.

**Mark your calendars! Pancake Breakfast Fourth Sunday of every month (except December) from 8:30 to 10:30.**







Photos by Alison Crerar

Top left – John Madsen, Brenda and Floyd Edwards, Ed Scheske (his wife, Debbie stepped in to be Cashier), Melissa Brown

Top right – Kathy Jorimann, server and Barb and Ron Townson (missing servers Linda Moreau and Del Desrosiers)

Middle left – Dave Crerar browning sausages

Middle right – always great to see a full clubhouse

Bottom left – Dennis McLeod has just put on another batch of pancakes – looks like we need a bigger grill!

Previous Page (bottom left) Mike Hewson; (bottom right) Dianne Usher waits with Herb and Gloria Willms



The ramp was very busy on the morning of Sunday, April 24, 2022, the first of our monthly pancake breakfasts.

Alison Crerar took pictures and counted 16 or so fly-ins.



Members and Guests started to move outside to enjoy breakfast and the terrific spring weather. It was very nice to catch up with friends we haven't seen for two years or more!

This was our first pancake breakfast in a very long time and it was apparent that everyone was more than ready for activities to "get back to normal"!











The Lockwood Aircam is a high-wing, twin engine pusher configuration aircraft with conventional landing gear, based on the single engine Lockwood Drifter and sold in kit form by Lockwood Aircraft. The open-cockpit aircraft seats two in tandem. As of 2019, 250 Aircams were licensed and flying.

**Top speed:** 177 km/h **Cruise speed:** 160 km/h **Range:** 547 km



## Morning “FOD Patrol”



Photo by Bob Marsh

*(L-R) Quinnah (Alison’s dog), John Jorimann, Alison Crerar, Iris (Chuck Ross’s neighbour’s dog), Marion Ross, Edie Schleiss, Kathy Jorimann*

The three ladies started walking every morning at the airport in March 2020 to combat COVID isolation. They were basically a “bubble” getting fresh air and exercise and maintaining sanity during some pretty scary times. Marion started walking with the group in April and other VFC members and friends joined occasionally as well. John and Chuck are regular walkers

now, too.

Curtis received several “complaints” about this because apparently only “authorized people like pilots and hangar owners” should be on the airport property. That was when they started wearing safety vests, name tags and carrying a hand-held radio to monitor traffic. The group has picked up debris such as hats, cell phones, keys, part of an exhaust system, nuts and bolts from aircraft and runway maintenance equipment, screws, various pieces of metal and even a manhole cover was revealed when the snow started melting that had been scraped up by the plow and deposited a long ways away from the hole it was covering.

The complaints stopped once the group looked more official and Curtis explained that the group was supported by management.

If you are around the airport at 11:00, feel free to join in.

## Putting the Wings on the Stemme



The morning walking group saw an unusual aircraft so naturally we wanted a closer look.

It was Dan Cook and Richard Visscher putting the wings on the Stemme and it looked like a very interesting process. John Jorimann used to tow



gliders at the Vernon Airport so, of course, he offered his assistance and helpful advice.



The following is from a 2016 article and interview Richard gave to InfoNew.ca

When diehard aircraft fans hear there's going to be a Stemme at their airport, they make sure they are there to see it. That's because a Stemme powerglider is one of the most exclusive passenger aircraft available to private citizens. It seats only two and provides a flying experience unlike any other. And a long-time Kelowna resident has one parked at the Kelowna International Airport.

Richard Visscher has lived in Kelowna for more than 30 years. As the owner of a successful engineering company, he travels often. Luckily one of his passions is flying his own airplanes. He received his private pilot's licence in 1977 and has owned half a dozen aircraft over the years and logged thousands of hours both as a commercial and private pilot. "I always had an affinity for flying and wanting to be in the air," he says, standing next to a sleek, white plane which looks more like a Predator drone than a Cessna.

The Stemme powerglider looks as unique as it flies. At 75' across, the Stemme's wingspan is more than double that of most planes its size. The massive surface area is why the Stemme can manage a glide ratio of 50:1 – about as good as it gets for a glider. Combine that with a dual GPS computer that maps out optimal routes based on updrafts, it's possible to stay aloft, without power, for hours.

For takeoffs and landings, however, it has a Rotax engine with a prop which automatically retracts when not in use.

"It's very responsive, very sensitive. You move the stick a little bit and it moves," he says. "But the biggest thing is it's sustainable. Most planes are running 18 gallons an hour and I'm running four. The cost of flying is really cheap versus other aircraft." That's not the only benefit, according to Visscher.

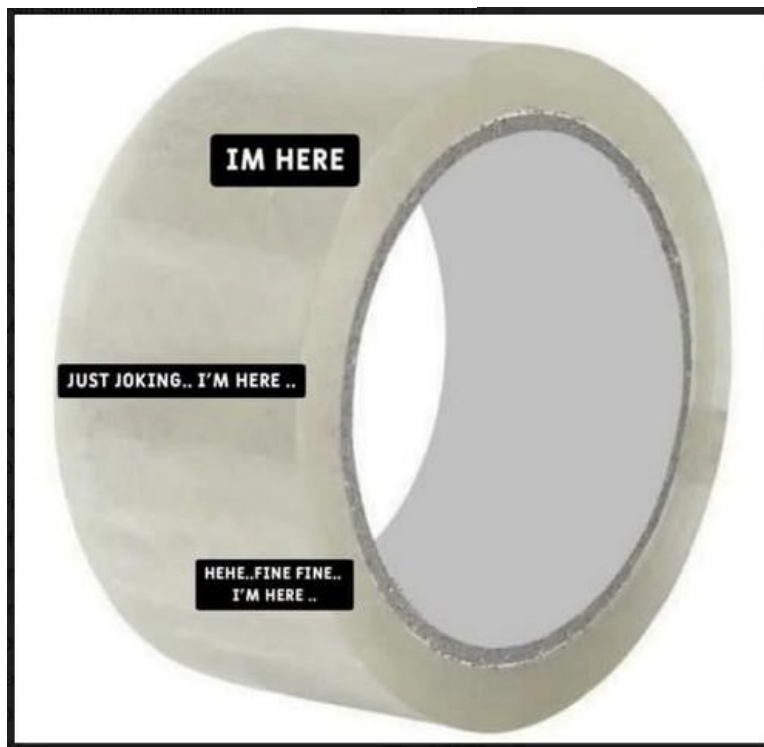
"It's the serenity of it," he says. "It's a high performance sail plane but it's a fairly high performance single-engine plane as well." The cockpit seats only two, but they are housed under a bubble dome that gives pilot and passenger a truly immersive experience. "Most gliders are one seat behind the other," he says. "This is side-by-side. It's more social to have someone sitting next to you."

Visscher has only had the Stemme one year. With wings removed, it was shipped from Germany last June. "You have to take a course to fly it," he says. "It's not something you can just jump in and fly. I was licenced several decades ago in gliders and fixed-wing but even so I had to be checked in and that was a 10-hour process. I did 25 takeoffs and landings in Germany at the factory."

Visscher says there are only four of the handbuilt aircraft in all of Canada, which makes seeing it a unique experience for other pilots. "I flew it to Golden and probably 15 people from town came out (to see it)," he says. "In Oliver 10 guys came out. They can't believe it because compared to typical aircraft it's very streamlined and well-built. It's a very unique plane."

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### **Position Reports Be Like...**





The Snowflakes RV Formation Team



Ron Townson, Steve Foord, Stu McLean, Franz Fux, Steve Swallow, Rob Kennett, Chuck Ross (with Iris), John Swallow, Dave Fish (Photo by Bob Marsh)



Every flight begins with a detailed briefing given by the Team Leader, Steve Foord. "A plan was formed, and it was good."

On this occasion, the team were preparing to perform a "Missing Man" in tribute to late VFC member, Les Abernathy. Two members of The Snowflakes who were unable to join the flight are Hammy McClymont and Stephen Fuhr.



Missing Man Formation May 9, 2022 over Pleasant Valley Cemetery, Vernon.

Chuck Ross pulls up and heads west.



Hammy McClymont with his RV4

Photo by Bill More

**Leslie Lee Abernathy ~ October 31, 1931 – April 30, 2022 ~**

Leslie Lee Abernathy was born on October 31st, 1931, in Barrhead, Alberta. He was called home to Heaven to join the love of his life, his wife Jean, on April 30th, 2022, in Vernon BC. His passing was peaceful with family beside him.

Les spent his early years in and around Barrhead, Alberta. The Abernathy family had a homestead farm and sawmill operation in the area. He attended one of the typical rural schools in the area of Pembina Heights AB, until his parents Benjamin and Eveline Abernathy moved the family to Summerland BC in 1945. He is survived by his children: Carol (Jeff Mellows) Abernathy, Gary (Joan) Abernathy, Glenda Brunelle, Sharon (Brian) Gray, Robert (Lisa) Abernathy; grandchildren: Matthew (Michelle) Brunelle, Jesse (April) Brunelle, David (Annie) Brunelle, Charity Brunelle, Joanna Brunelle, Benjamin (Alexis) Abernathy, Brian (Nora Bragg) Abernathy, Jacqueline (Liam McConkey) Abernathy, Jaime Abernathy (Michael Kristensen), Daniel Mellows, Stephen Mellows (Gregory Elzinga), Selina (Derek) Metcalfe, Brandy (Victor) Dudas, Nathan (Erin) Gerstmeyer, Patrick (Lynn) Abernathy, Katreena Abernathy; step-grandchildren: Sean (Brandy) Mellows, Claire (Ken) Ireland, Daniel (Kristina) Vigue, Christopher (Robyn) Vigue, Justin (Sarah) Vigue; great-grandchildren: Ethan, Selah, Jared, Peter, Kaitlyn, Tessa, Rylee, Luke, Charlie, Olivia, Mya, Lyla, Jorja, Mila, Laina, Brody, James, Nicholas, Parker, Claire, Emma, Tobin, Bryce Leslie, Zoe. As uncle to many nieces and nephews, Les's laughter and acceptance were appreciated by all in his immediate and extended family.

Les met his high school sweetheart Jean May in Summerland in 1945, and they were married in 1951. They enjoyed 59 years together until Jean's death on Dec.4, 2010. He was also predeceased by his father Benjamin, mother Eveline, sister Dorothy and brother-in-law Ray Mayert, son-in-law René, and grandchildren Michael, Cherise, and Peter.

A lonely man after Jean's death, Les met recently widowed Grace MacDougall. She became his special friend and travel companion on many road trips throughout Western Canada.

Les was very involved in the communities that he lived in with Jean and the children. Les was an ordained minister and lay minister pastoring churches in Crawford Bay, Ashcroft, Cache Creek, Giscome, Hart Highway near Prince George, and Armstrong. He also worked in many other jobs to feed the family as the life of a small-town minister was not one of affluence. While in Giscome, he fulfilled a boyhood dream of learning to fly a small plane, and subsequently introduced many others to the joy of flying. In Vernon, he was a long-standing active and innovative member of the Vernon Flying Club.

In 1965, Les and Jean moved to the North Okanagan finally settling in Vernon, BC. He worked many years at Standard Oil/Chevron on 32nd Street as a tradesman mechanic, then service manager for Key Motors until purchasing Triangle Shell in 1977. Les and Jean ran the business for 17 years and had one of the first Shell convenience stores with the now familiar gas bar configuration. He was a designated professional witness for Crown Council, ICBC, and the RCMP. He later found early retirement not to his liking and purchased Golden Delivery Services Ltd that he ran with his wife Jean until his retirement.

Les was involved in many community positions: Civil Defense Coordinator for the North Okanagan; Director of Provincial Emergency Program, Air Wing of Search and Rescue; Chair of Vernon Winter Carnival Good Citizen Committee; Designated Representative for the oversight of the expansion of Kelowna/Vernon airport in the late



80's and early 90's; Consulting/Mentor member for the North Okanagan Community Futures and Federal Business Development Program; Long-standing member of the Greater Vernon Chamber of Commerce, sitting on the board of directors in many of those years; Involved with the churches of Vernon to start the "Mission" society. He also helped many other charitable organizations around the community: United Way, Gideons, North Okanagan Gleaners Society, and would assist formally or informally in whatever way he could.

There was a family-centered service for Les under the direction of Bethel Funeral Chapel Ltd and Pastor Gary Glanz held on Monday, May 9th, when he was laid to rest beside his wife Jean in the Pleasant Valley Cemetery. Thank you to the local formation flying group "The Snowflakes", who performed a spectacular fly-past to honour a fallen fellow-pilot. Attending mourners responded by singing the gospel song "I'll Fly Away".

A public memorial service will be held at the Church of God, May 28th 2:30 PM, located at 4312 25th Street Vernon BC. Those wishing to make donations to honor Leslie Lee Abernathy can do so with the Gideons International, the Vernon Flying Club, The Mission, The Salvation Army, or the charity of their choice.

*Les was a member of VFC off and on from about 1965 and his daughter, Sharon, said that he held every position on the executive at one time or another. RIP*

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## What is a Missing Man Formation?

*By Mary McMahon*

A missing man formation is an aerial maneuver which is intended to honor dead or missing members of the military, specifically pilots in the air force. This military honor is also accorded to astronauts and sometimes to high profile politicians such as Presidents as well. Many people find the formation quite evocative and moving, as it is a somber reminder of the dead or missing.

The origins of the missing man formation lie in the First World War, when Royal Air Force (RAF) crews got into the habit of doing an organized flyover when they returned to their home airfields, to alert ground crews that they were coming in. During the flyover, ground crews would also take note of how many men had returned from the mission, and since the layout of a tight flight formation is very rigid, the ground crews could figure out who was missing.

According to RAF history, the first official missing man formation as a military honor occurred with the death of the Red Baron, a famous flying ace of the First World War. Pilots decided to enact a spontaneous tribute to him, executing a flyover, also known as a flyby, in which an aircraft was obviously missing, symbolizing the Red Baron's departure from the world of the living. By 1938, the United States had picked up the practice, and it has since become common at prominent military funerals.

There are several ways to perform a missing man formation. In some cases, planes fly in a formation which is lacking one aircraft. In other instances, one pilot pulls away from a formation as it flies over the site of a funeral or memorial, acting as a metaphor for the fallen or missing pilot.

As with other military honors, there is a strict etiquette to flying the formation, and only certain people are permitted this honor. However, civilian pilots sometimes practice their own missing man formations to honor fellow pilots or beloved local figures. Flying in formation is extremely challenging and demanding, so pilots usually practice this maneuver extensively before they perform it in front of an audience.

## First Regular Meeting Since February 2020!

But first we enjoyed a delicious barbequed hamburger supper with burgers and buns very generously donated by **Wyatt McMurray of the A&W Group**. Wyatt flies a Seneca C-GRBG, Robertson R44 C-FAMZ, and a C172 C-FRAA out of Vernon.



The Guest Speaker was **Dave McElroy**,

speaking about Give Hope Wings fundraiser for HopeAir.

Dave McElroy spent most of his working career as a senior executive in the lumber / wood products business. He recently retired from Norbord Inc, a four- billion dollar Toronto-based company with assets in Canada, the US and Europe. His most recent posting was as Deputy Managing Director of Norbord Europe. He lived in Stirling, Scotland for fifteen years prior to returning to Canada in 2015, at which he moved to Kelowna. He has two sons and four grandchildren, and lives with his partner, Janice, in Predator Ridge.



Dave has devoted a lot of his time to charitable organizations over past decades during which he has Chaired, and served on the Boards, of six different organizations. Three of these were non-profit societies delivering social services – in Victoria, Richmond and Toronto. The other three have been aviation organizations: The Scottish Aero Club of Perth, Scotland, the Canadian Owners and

Pilots Association and the Kelowna Flying Club, which he now serves as Treasurer.

Dave's life-long passion has been flying. He has flown more than 4400 hours in 30 different aircraft types through more than 60 countries. He is current with IFR, single & multi-engine ratings, and flies his own Vans RV10 from Kelowna Airport. In 2014 he flew a single-engine Piper Comanche around the world. This unusual achievement raised over \$150,000 for two charities: Sick Kids Foundation of Toronto





and Scotland's Charity Air Ambulance of Perth, Scotland. In 2015 he was awarded the Norton Griffiths Challenge Trophy by The Royal Aero Club in London.

From 2018 to 2021, Dave spearheaded four more major long-distance flights totaling over 75,000 km which generated donations of over \$1,300,000 to Hope Air, the national charity providing free flights to Canadians who must travel to health care far from home.

## About Give Hope Wings

Give Hope Wings 2022: Canada Coast to Coast Expedition is an epic multi-aircraft series of flights consisting of two stages from Victoria, BC to Toronto, ON to St. John's, NL and ending at the COPA Convention in Montreal in June 2022.

It will raise \$1,000,000 to provide 2,850 flights for patients in financial need who must travel far from home for the medical care they need.

Join the squadron as a supporting pilot for a leg or the full journey; sign up as a flight school fundraiser for a chance to win a seat with an expedition captain; or join as a general fundraiser who will support Give Hope Wings through your own events or donation campaigns.

<https://support.hopeair.ca/>

Have more questions about how you can get involved with Give Hope Wings?

Contact:

British Columbia & Territories - Dave McElroy - [dave@givehopewings.ca](mailto:dave@givehopewings.ca)

Alberta, Saskatchewan & Manitoba - Basie Spies - [basie@givehopewings.ca](mailto:basie@givehopewings.ca)

Ontario, Quebec & Eastern Provinces - Lee Arsenault & Marilyn Staig - [lee@givehopewings.ca](mailto:lee@givehopewings.ca)

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## New Club Hats and Shirts

Our new Apparel Coordinator, Melissa Brown, will be ordering another batch of club hats since the first order sold out. The photo shows a few of the pre-ordered ones as examples of style and colours available (charcoal not shown). You can send her an email c/o [flyingclubvernon@gmail.com](mailto:flyingclubvernon@gmail.com) for more information. Price is set at \$27.00.



## Meeting with Mel Arnold, MP for Shuswap/North Okanagan

COPA National invited all members to write to their MP to express opposition to the proposed Luxury Tax. Melissa Brown did that and then went one step further. She invited her MP to meet with members of the Vernon Flying Club directly to hear their issues and concerns regarding General Aviation in general and the Luxury Tax in particular.

*After intense lobbying efforts by the Canadian Business Aviation Association, the Canadian Owners and Pilots Association, and the business aviation community, the federal government has stepped back from its previous position that could have seen virtually all private aircraft purchased in Canada taxed as luxury "personal" aircraft.*

*In last year's federal budget, the government of Canada proposed a tax on the sale of new luxury cars and private/corporate aircraft with a retail sale price exceeding \$100,000 and new boats over \$250,000. The tax would be calculated at the lesser of 20 percent of the value above these price thresholds or 10 percent of the full value of the luxury vehicle, aircraft, or vessel.*

*Under the current proposal, the tax law is set to come into effect on Sept. 1, 2022.*

A small group met April 22<sup>nd</sup> for coffee and donuts at the clubhouse to express concerns about the luxury tax.



**Melissa Brown Hewson and Greg Markson with Mel Arnold, MP for Shuswap/North Okanagan (middle)**



## **COPA's Position on the Luxury Tax**

COPA continues to lobby the government and advocate on behalf of our members regarding the proposed luxury tax. The draft proposal unfairly harms the aerospace industry and GA community, still recovering from the effects of the pandemic.

Short of removing aircraft altogether from the proposed new legislation, COPA is urging the government to adopt the following recommendations:

### **Raise the baseline**

- \$100,000 is unrealistic and should be raised to \$5,000,000, a more acceptable value that is representative of an aircraft that might actually be considered luxurious (a \$600,000 Cessna 172 single engine often used for training is hardly that) and should be indexed with inflation.

### **Put a cap on the Luxury Tax**

- The Luxury Tax should be subject to a maximum amount of \$1 million (i.e. the Luxury Tax would be capped for acquisitions of aircraft at a cost in excess of \$10 million) so as to promote compliance and not stifle the benefits of aircraft up-grading (i.e., safety and emissions benefits) even in the case of recreational use.

### **Simplify the process**

- Acquiring and maintaining a Tax Certificate for the life of the aircraft is onerous. Set a one-time only process on new aircraft only, at the raised baseline. Once the aircraft becomes used, regardless of its activity, it would not be subject to this luxury tax. CRA tracking would only require a one-time entry in the federal registry without the annual and transfer of ownership tracking costs and administration.

### **Develop a "Fly Green" exemption**

- Lower emission aircraft that use lead-free fuels or electric aircraft should be exempt, regardless of cost or activity. This will incentivise owners to purchase newer and greener aircraft. This will not only reduce the Canadian carbon footprint but stimulate the economy as set Canada as a world leader in promoting innovative green technology.

### **Use depreciated aircraft values**

- If a CRA tax in certificate is required for all aircraft, new and used, as proposed, with a manufacture date of greater than 2018, swap "fair value" for depreciated value when transfers of ownership occur (as with cars and boats) to limit the long-range impact of the Luxury Tax.

### **Remove the Tax on improvement**

- To provide aircraft owners incentive to upgrade to ever changing safety requirements, any tax on improvement should be removed. Equipping an aircraft to meet safety requirements should never be considered luxury and should never be subject to luxury tax.

## Moving the Flagpole

You may have noticed that the flagpole and small windsock are no longer flying at the clubhouse. At the request of the airport management this was done on April 30, 2022. The flagpole was secured to the fence which warped the man-gate and was pulling on the new fence so the flagpole needed to be moved. The debate now is move it where? Another project to add to the To Do List!

Thanks to Chuck Ross, John Mogensen, Mike Dennis, Tom Glover and Keith Readner for taking care of this.



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## B.C. airline proposes running daily flights from Vernon to Vancouver

Cascadia Air is seeking council's approval to run an eight-passenger flight between the cities

The B.C. airline sent a letter to Vernon council seeking support for an air taxi service from the Vernon Regional Airport to the Vancouver International Airport. The company already runs flights from Vancouver to Penticton. In the letter, Cascadia COO Jeremy Barrett said the airline has been working to bring scheduled air taxi service to other smaller cities in the Okanagan.

Cascadia is proposing to provide an eight-passenger aircraft to fly from Vernon to Vancouver once per day, either mid-morning or mid-afternoon. The schedule could be increased or decreased depending on demand, and in fact, Cascadia's demand-based service means flights would only run when tickets are booked.

"We believe that we would be also able to operate a scheduled service between Vancouver and Vernon on a regular basis. This would provide much easier access for residents and visitors to travel more conveniently to the Lower Mainland and Vancouver Island," Barrett said.

City administration met with Cascadia representatives on March 23 to discuss the details of their request.

"The service proposed by Cascadia Airways will have an economic benefit to the Airport through increased fuel sales and landing fees with little to no additional operating cost," reads a memo to council. "The service would also provide local residents an easy and economical alternative way to travel to and from the Vancouver area."

Barrett says Cascadia would like to start offering flights as soon as possible, though no timeline is included in the letter.

Council will discuss whether to issue a letter of support at its next meeting on Monday, May 9.

If council gives its support, Cascadia will proceed with an application to Transport Canada for an Air Operating Certificate.



## Google Reviews on the Vernon Regional Airport

By Marion Ross

I was looking for something else and came across these Google reviews that you might find interesting:

"Very helpful airport manager with a nice **facility**."

"The **medivac service** into Vernon is huge for everyone."

"Great little airport with **helpful staff**"

4.6 rating with 16 reviews

a month ago:

I'm rating because planes and helicopters will take off and fly in circles around and around my house repeatedly, sometimes all through the day. It's obvious people are trying to just log their flight hours in by doing literal circles all day. You have the right to fly but please just please pick a different path that doesn't drive people nuts, it's the same type of annoyance as a fly buzzing around your head except you can't swat it.

2 years ago:

One of the most active small airports in B.C. The Vernon airport is a key part of our community. Benefits everyone in some way. The medivac service into Vernon is huge for everyone.

4 years ago:

Planes fly over people's houses 30 or more times a day. Explain how it is acceptable for a tiny percentage of the population to disturb people miles away from the airport just because they decide that's their flight path?

I'd like to believe that everyone associated with the airport does try to be good a neighbour, helpful, friendly, welcoming and respectful. When told, for instance, that the early morning helicopter activity this spring was to save the cherry crop from frost; or the helicopters were training to be ready for the fire season, people were generally more accepting of the activity.

**Curtis Linton**, the airport supervisor, fields complaints regularly. , for instance, someone called him to ask why a bunch of planes were flying so low over his house that he could count the rivets?! This was the morning The Snowflakes did a missing man formation and they were never below 1000'. Was his complaint justified? Probably not, but he is entitled to voice his concerns. A gentleman called regularly to complain about the planes flying right over his house all the time – he lives on the departure path at Adventure Bay Point.

All we can do as members of the flying club is to follow established procedures and the CAR's and don't go buzzing your girlfriend's (or your boyfriend's) house.

## **COPA DISCOVER AVIATION PROGRAM**

Through COPA's Discover Aviation program, pilots volunteer their time and talents, along with their personal aircraft providing free flight experiences to new friends and future pilots. This modernized program combines our two longstanding programs, COPA for Kids and DiscoverGA, into one single purpose of helping others explore the skies.

### **Free training and tools for after the flight**

Discover Aviation discovery flights come with free online ground school through Hangaar as well as access to Infinite Flight Pro, the most comprehensive flight simulator experience on mobile devices, whether you are a curious novice or a decorated pilot.

As COPA's Discover Aviation events welcome young people (8 to 20) into the world of aviation, all volunteer pilots and at least two ground crew volunteers must complete a background screening. The background check takes less than minutes to complete online and costs are covered by COPA and our program sponsor, Magnes. Vulnerable sector checks may be completed in substitution of a background screening, however, the volunteer will be responsible for all associated costs. To receive a free background screening, please ensure COPA Flight 65's **Discover Aviation Coordinator, Rob McDicken**, has your full legal name and email address.

The Vernon Discover Aviation Day will be Saturday, July 16<sup>th</sup> with a rain day of Sunday, July 17<sup>th</sup>. An all-volunteers-briefing (except for pilots) and site set-up will be Friday evening July 15<sup>th</sup>.

Tickets will be available via Eventbrite starting June 1<sup>st</sup>.

If you are interested in volunteering, please send an email to [\*\*disc.av.vernon@gmail.com\*\*](mailto:disc.av.vernon@gmail.com)

Facebook Page: **Discover Aviation Vernon** @disc.av.vernon





**VEHICLE PARKING ALONG TRONSON**

**Alison Crerar** has relayed that while she and the other Kalamalka Caring Clowns were meeting at the clubhouse, they had a visit from an RCMP officer. Someone was parked where they shouldn't and the police were called. **Betty-Lee** met with Curtis and Sylvain at Aurora and can now confirm that businesses and hangars (from Aurora to the last hangar by the Canada Post site box) "owns" the property from their buildings to the ditch. Parking from our Clubhouse down to the Airport Terminal is all City of Vernon property and therefore is open to the public. Vehicle parking certainly does become congested occasionally with the Sky High Diner opening but we'd ask all the users of our Clubhouse to respect where authorized parking is allowed. The RCMP left with a clown nose, the offending car was moved and all is good. No one knows who called.



**VERNON FLYING CLUB / COPA Flight 65  
2021 / 2022**

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 VICE PRESIDENT: Dennis McLeod  
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 SECRETARY: Marion Ross  
 DIRECTOR: Albert Bueckert  
 DIRECTOR: Tom Glover  
 DIRECTOR: Alison Crerar

COPA CAPTAIN: Stuart McLean  
 COPA Co-CAPTAIN: Stan Owen  
 COPA Navigator: Steve Foord



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

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