COPA Flight 65 Club

Hangar News

Vernon Flying

SEPTEMBER 2022

AUTUMN IN THE MOUNTAINS

A WHALE OF A TALE

To improve aircraft wing design, scientists have turned to one of the most unlikely sources in nature: the humpback whale.

Wind tunnel tests using scale models of humpback pectoral flippers have shown that the bumpy flipper is a more efficient design and has better stall characteristics than anything currently in aviation. The results were previously reported by researchers from West Chester University, Duke University, and the U.S. Naval Academy in the journal Physics of Fluids.

The researchers compared a smooth flipper, similar to a modern airplane wing, with one that had bumps or what are called tubercles. The bumpy flipper produced 8 percent more lift and 32 percent less drag, and stalled at a 40 percent steeper angle. The researchers said that as a whale moves through water, the tubercles cause swirling vortices by disrupting the line of pressure against the leading edge of the flippers. The water is redirected into the scalloped valleys between the tubercles, keeping the flow attached to the upper surface of the flipper.

The findings could be applied not only to airplane wings, but also to the tips of helicopter rotors, airplane propellers, and ship rudders.

MARY ELLIS – SPITFIRE PILOT

Mary Ellis (pictured during her time as an Air Transport Auxiliary pilot in WW2) has celebrated her 100th birthday

Tearing through the skies above the South Coast, two Spitfires evoke powerful memories of Britain's wartime resilience.

But this stirring image holds a further poignancy – for in the cockpit of the lead aircraft sits Mary Ellis, celebrating her 100th birthday by recreating her time as one of the 'Ata-girls', the select gang of female pilots who flew Britain's fighters during the war.

And over her shoulder is one of the actual Spitfires she flew during her 1,000 flights as a First Officer with the Air Transport Auxiliary.

'Wizard, this is wizard!' yelled the delighted centenarian through her intercom.

Mary was handed the controls of the 275mph twin-seater as it swooped over West Sussex. After about 15 minutes, she turned for home, and told her co-pilot Matt Jones: 'Goodwood on the nose, you have control...'. Then she settled back to enjoy the ride back to base.

Earlier, Mary watched in delight as Spitfire MV154 took its place beside her in an extraordinary airborne tribute. It was a plane she had delivered to RAF Brize Norton from Southampton on September 15, 1944, and it hides a sentimental secret. For at the end of the 25-minute wartime flight, she signed the cockpit, scrawling her maiden name Wilkins and the initials ATA.

Mary Ellis (circled) was handed the controls of the 275mph twin-seater as it swooped over West Sussex

She hoped her tag might be spotted by a handsome pilot and lead to a wartime romance – although the impulsive act, a career one-off, didn't bag her a boyfriend.

Mary, originally from Oxfordshire, had her first flying lesson in 1938, and flew for pleasure until 1941 when she heard a BBC radio appeal for women pilots to join the auxiliary service and so release male pilots for combat duty.

Speaking at a surprise birthday party on Thursday, Mary said: 'The war was a challenge and one had to do something about it. I went on and on until I flew everything. I love the Spitfire – it's my favourite aircraft, it's everyone's favourite, it's the symbol of freedom.'

For four years she ferried warplanes from factories to frontline squadrons. The 166 women of the ATA – about one in eight of the total – have been dubbed 'The Female Few', echoing Winston Churchill's description of the RAF airmen who fought in the Battle of Britain.

Mrs Ellis looked back over her left shoulder and glanced at the aircraft she once flew

Mary was usually found at the joystick of a Spitfire or a Hurricane but ultimately flew more than 50 types of aircraft, logging 1,100 hours of flight, much to the astonishment of some colleagues.

As she sat on the airfield ready to deliver her first Spitfire, the mechanic standing on the wing asked how many of them she'd flown. When she said it was her first, he was so startled he fell right off. The largest aircraft she flew solo was the Wellington bomber. After landing at an East Anglian airfield, Mary was greeted by the ground crew who asked where the pilot was. 'I'm the pilot,' she said. They insisted on searching the aircraft before they believed her.

It was dangerous work. Mary was sometimes ordered to move combat-damaged planes that were not officially fit to fly, but had to be taken for repairs. She crash-landed twice and was shot at once.

Fourteen of her fellow ATA female flyers lost their lives, including aviation pioneer Amy Johnson.

(Courtesy DailyMail.com)

Mrs Ellis toasted a glass of champagne with co-pilot Matt Jones, managing director of Boultbee Flight Academy

Matt Jones said: 'I gave Mary control of our Spitfire. I wasn't sure where we were but Mary was very clear. She pointed us towards Thorney Island, up through the Witterings, flew on to Selsey Bill and then Bognor Regis, never losing a foot of altitude.

'She showed me precisely how she was able to deliver all those aircraft with just a map, a compass and a stopwatch. I was utterly humbled by a superior aviator who also happens to be 60 years my senior!'

Truisms…

- Flying the airplane is more important than radioing your plight to a person on the ground incapable of understanding or doing anything about it."

- When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash."

(Ed note: there are slight differences between the US and Canada circuit procedures; however, the safety content is applicable to both…)

Downwind is not a state of mind

SEPTEMBER 26, 2017 BY JAMIE BECKETT

Every pilot owes their safety and security in some part to the predictable actions of their fellow pilots in flight. If only for reasons of self-preservation, it is entirely reasonable to conduct yourself as expected.

Certainly, the FAA would like to believe your behavior is a reflection of your respect for its authority and wisdom. And that may be the case. But living to fly another day is an exceptional incentive, too.

I mention this because all too often we encounter behavior in the air that is counter to what we expect, and that injects a level of risk into our aerial activities that is both unnecessary and unappreciated.
Case in point: While preparing to depart my home field to do some pattern work, I pressed the push-to-talk and announce my impending lift-off and my intention to remain in the pattern.

Another pilot called to say he was overflying the field and would enter a “right teardrop for a left downwind” to that same runway.

I didn’t see the other aircraft, but wasn’t particularly concerned as he would be overhead, above pattern altitude, and would depart the pattern to position himself for a 45° entry to a mid-field downwind. At least that was my assumption based on his radio call.

I was wrong.

With a light breeze almost directly on my nose, my lift-off was fine. While I know the numbers for Vy, I climbed at an airspeed slightly higher than best rate of climb. I don’t use that speed all that often, as I prefer a cruise climb when it’s appropriate for improved visibility over the raised nose of the airplane.

At 300 feet below pattern altitude I turned crosswind, then made a downwind turn when I’d moved a sufficient distance from the runway. This put me at pattern altitude flying parallel, but in the opposite direction of the runway in use.

I do these specific things for a very simple reason: The Aeronautical Information Manual tells me to. Specifically, it says: “If remaining in the traffic pattern, commence turn to crosswind leg beyond the departure end of the runway within 300 feet of pattern altitude.”

COPA Flight 65 Club

Hangar News

Vernon Flying

SEPTEMBER 2022

As for the definition of the downwind leg, the AIM has this to say: “A flight path parallel to the landing runway in the opposite direction of landing.”

And so it was that while I established myself on the downwind leg of the traffic pattern, things got interesting and considerably less enjoyable.

As I released the push-to-talk after announcing my downwind leg, the airplane that had called just as I began my takeoff roll announced he too was on downwind. That seemed odd. How could he have flown over the airport, left the traffic pattern, descended to pattern altitude, and entered the pattern ahead of me without me seeing him at all?

More curiously, how could he have done all that in the time it took me to climb to pattern altitude?

I called and asked if he had me in sight, thinking he might be behind me. He didn’t. I asked for his altitude and position relative to the airport, since I couldn’t pick him out on the downwind leg ahead of me. He responded that he was at 1,400 feet, descending to 1,000 feet, on the downwind.

Now I was getting worried. I’m flying a high wing airplane at 1,000 feet on downwind. His position report has him above me along the same line of flight, in a low-wing airplane, and he’s descending.

This is not good. My mind ran through a short series of options as I passed mid-field, and then I saw him. He was ahead of me, to my right, beyond the approach end of the runway, and slightly higher than I was. His nose was pointed right at me.

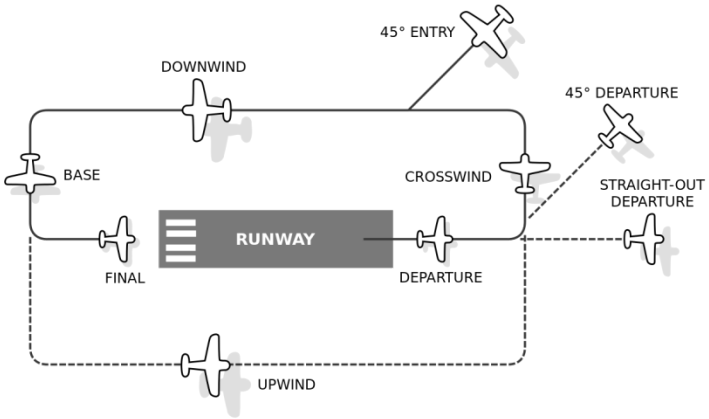
If we’d been landing on Runway 18, my heading would have been approximately 360, give or take a couple degrees for wind correction. That’s the downwind leg of the pattern. His heading was something in the neighborhood of 230°.

“I’ve got you,” I announced on the CTAF. “That’s not the downwind.”

It’s possible my tone of voice revealed my annoyance with the other pilot’s errant position report and remarkably unconventional pattern work.

The other pilot keyed his mike and chuckled in response, “Oh, this isn’t the downwind, huh?”

Then he turned onto a highly modified base leg and continued to land ahead of me.



The other pilot chose to stay in the pattern, so I terminated my flight after landing and watched his performance. His takeoffs were solid, but he turned crosswind at approximately 200 feet, well before reaching the departure end of the runway.

He controlled the airplane well, but he was pioneering a traffic pattern of his own design. That's not good for any of us.

Downwind is not a state of mind. It's a position report that indicates a specific location. Like a driver using turn signals to improve safety by communicating his or her intentions to other drivers, the position reports a pilot gives only improve safety if they're accurate. If they're not, they actually degrade safety.

This is a clear but unfortunate example of why flight reviews are so critical. Any one of us could fall prey to this same sort of sloppy flying if we let ourselves develop bad habits and continually reinforce them.

We all have lapses of memory and areas of operation we've become a little fuzzy about over the years. There is a remedy for that, however.

The AIM is there for any of us to read, anytime. There are CFIs who would be happy to fly with you and help you brush up on your skills and knowledge. That goes for the lowest time sport pilot as well as for the highest time ATP.

The pilot I encountered didn't do what he'd indicated his intentions were. He wasn't where he said he was. Worse, he didn't really seem to care.

But he was flying in the pattern with other traffic. It doesn't take a genius to see this scenario could easily lead to a very impressive but tragically posthumous ground school lesson in collision avoidance.

I'd prefer to avoid that outcome if at all possible.
(From AOPA)

WHAT HAS VERNON'S CASARA CREW BEEN UP TO??

By Kathy Jorimann, Area Air Deputy for Vernon

The CASARA (Civil Air Search and Rescue Assoc.) volunteers have been very busy this summer.

John Jorimann, the Zone Commander, has fielded a variety of calls from the Emergency Coordination Centre (ECC) in which he tasked planes from Kamloops and Kelowna. These calls ranged from searching for several ELTs and PLBs, a missing car, and the transport of a ground searcher and his dog.

Meanwhile, in Vernon, we were busy training volunteers on how to use the new TMMS system for tracking currency and completing paperwork online, keeping our spotters, navigators, and pilots current, and working with the Kelowna Casara members in joint search and rescue practises.

Due to all our hard work, we can proudly say that Vernon now has two complete crews who are trained and ready to be dispatched if called upon.

We remain available "That others may live".

COPA Flight 65 Club

Hangar News

Vernon Flying

SEPTEMBER 2022

Hospital regulations require a wheelchair for patients being discharged. However, while working as a student nurse, I found one elderly gentleman--already dressed and sitting on the bed with a suitcase at his feet--who insisted he didn't need my help to leave the hospital.

After a chat about rules being rules, he reluctantly let me wheel him to the elevator. On the way down I asked him if his wife was meeting him.

"I don't know," he said. "She's still upstairs in the bathroom changing out of her hospital gown."

Wild Chute Deployment as Cirrus Jet Goes Down in Florida

By Isabel Goyer

Recently, a Cirrus SF50 Vision Jet went down while on arrival to Kissimmee, Florida. All three aboard survived the incident with minor injuries.

Details are still emerging, but preliminary reports indicate that the single-engine jet was inbound for Kissimmee when it encountered severe turbulence and heavy rain as it descended. The pilot at some point chose to deploy the whole-airplane parachute system (installed at the factory in every Cirrus aircraft).

It was hardly a cushy landing, however. The winds were gusting to nearly 30 knots at the airport, and the spot the Cirrus touched down, on the shore of a lake outside of the city limits was, by all outward indications, just as windy or worse.

It was the first deployment of the chute in actual conditions (that is, apart from test flying for certification), and based on the most important data point, survival, it was a glowing success.

Once the big red handle just behind but within reach of the pilot is pulled, the whole-airplane recovery parachute system does just what the name implies and lowers the entire plane, occupants and all, to the ground. It’s not a gentle landing so much as a survivable one. And while this is the first chute deployment of a Cirrus Jet, the company has been installing chutes in every one of its roughly 8,000 aircraft over the past 20 years, and there have been hundreds of successful deployments, saving even more lives than that.

In the Florida incident, in which the plane is said to be “substantially damaged” after settling down under the giant canopy, the plane was reported to have cartwheeled at least once as the big chute

took it on a wild ride in the gusty winds. The plane came to rest away from the lake shore in a stand of tall trees, where the chute could pull the plane no more. *(Plane and Pilot)*

FATHER O'MALLEY…

Father O'Malley rose from his bed one morning. It was a fine spring day in his new west Texas mission parish. He walked to the window of his bedroom to get a deep breath of the beautiful day outside. He then noticed there was a jackass lying dead in the middle of his front lawn. He promptly called the local police station.

The conversation went like this:

"Good morning. This is Sergeant Jones. How might I help you?"

"And the best of the day te yerself. This is Father O'Malley at St. Ann 's Catholic Church. There's a jackass lying dead on me front lawn and would ye be so kind as to send a couple o'yer lads to take care of the matter?"

Sergeant Jones, considering himself to be quite a wit and recognizing the foreign accent, thought he would have a little fun with the good father, replied, "Well now Father, it was always my impression that you people took care of the last rites!"

There was dead silence on the line for a long moment … Father O'Malley then replied: "Aye, 'tis certainly true; but we are also obliged to notify the next of kin first, which is the reason for me call."

THE EFFECT OF ACTUAL GROSS WEIGHT ON KEY AIRSPEEDS

by John Mader
Vice President
EAA Chapter 1410 High River AB

Have you ever flown an empty Cessna 172 to a landing, using the book airspeeds precisely, and wondered why the aircraft seemed to float and float before finally touching down. Obviously you could have flown the aircraft more slowly for the approach and landing, but how much slower would be safe?

Aircraft flight manuals usually provide climb and approach speeds only for maximum gross weight, but give nothing for lighter weights. Some manuals show how stall speeds vary with weight, but this is not common. So how can you figure out how much you can safely reduce climb and approach speeds, and other speeds related to angle of attack, when flying at less than maximum gross weight? It turns out there is a relatively easy way to do this.

If you recall, the formula for lift is: $L = W = \frac{1}{2} C_L \rho V^2 S$ Where: L is the lift force, equal to the weight of the aircraft (W), C_L is the lift coefficient, which is a function of the angle of attack, ρ (rho) is the air density, V is the indicated airspeed, and S is the wing area. If we want to see how an approach speed, for example, would change with aircraft weight, then we assume that C_L, ρ, and S remain constant. This is a reasonable assumption, as the wing area doesn't change, you want an airspeed that will give the same angle of attack as the maximum gross weight book airspeed will give, and we will assume the same air density for both cases.

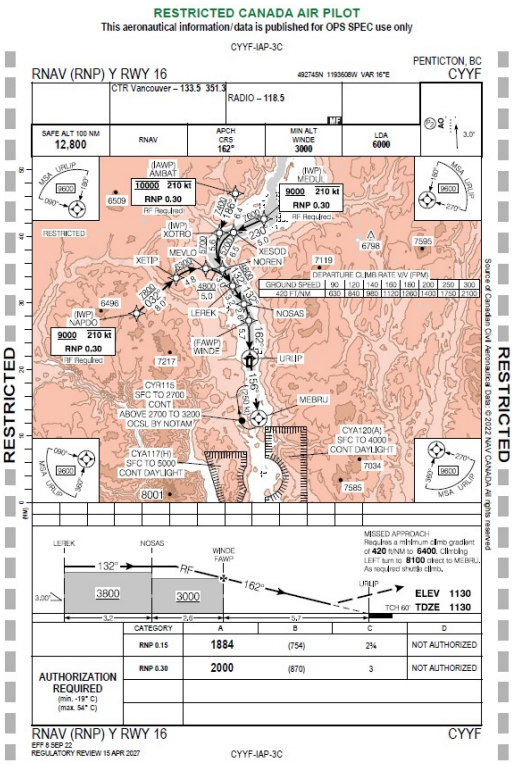
Therefore, we can state that: W/V^2 = a constant, or: $W_{actual}/V^2_{actual} = W_{max\ gross}/V^2_{max\ gross}$. Rearranging: $V^2_{actual} = (W_{actual}/ W_{max\ gross}) \times V^2_{max\ gross}$ Or: $V_{actual} = V_{max\ gross} \times SQRT(W_{actual}/ W_{max\ gross})$ Therefore, if you calculate the actual gross weight for your flight, divide it by the book maximum gross weight, and take the square root of that ratio, you can multiply the result by the book climb and approach speeds to adjust them for the lighter weight.

If this sounds intimidating, there is an easier way to do this. Once you have calculated your actual gross weight for the flight, calculate what percentage under maximum gross weight you are. Then reduce speeds by half the percentage under gross. For example, if you are 10% under gross, you can reduce your climb and approach speeds by 5%.

This rule of them gives almost exactly the same results as the above, and can be done more easily in your head. I have done this for years when flying light and it gives much improved landing and climb performance. Keep in mind, however, that engine cooling could be affected by lower climb speeds, so use caution in lowering your climb speeds by much.

To the person that stole my prescription for anti-depressants out of my car..... I hope you're happy.

HEADS UP!



This new approach for Penticton became active September 8th. The approach will follow Okanagan Lake, and the descent profile will have IFR aircraft very likely in the same altitudes our local VFR fliers use. Penticton FSS does not have surveillance south of Peachland, so they will not see the VFR traffic out there generally below 5000 feet and may not be in contact with aircraft outside of the Penticton Control Zone. Pilots should be making their calls on 126.7 as appropriate.

Editor note: although this is a RNP (GPS) approach, you'll note that the limits are still pretty high due to the proximity of the surrounding terrain. Check it out… https://skybrary.aero/articles/required-navigation-performance-rnp

---

DOWN HOME CHRISTMAS

In a small Southern town, there was a "Nativity Scene" that showed great skill and talent had gone into creating it. One small feature bothered me. The three wise men were wearing firemen's helmets.

Totally unable to come up with a reason or explanation, I left. At a "Quik Stop" on the edge of town, I asked the lady behind the counter about the helmets. She looked at me like I was dumber than dirt and said, "You darn Yankees never do read the Bible!"

I assured her that I did but simply couldn't recall anything about firemen in the Bible. She jerked her Bible from behind the counter and ruffled through some pages and finally jabbed her finger at a passage.

Sticking it in my face she said, "See, it says right here, 'The three wise men came from afar'."

CHRISTMAS SHOPPING

A couple were Christmas shopping when the wife suddenly noticed that her husband was missing so she called him on her cell phone. The wife said, "Where are you? You know we have lots to do."

He said, "You remember the jewellers we went to about 10 years ago and you fell in love with that diamond necklace? I could not afford it at the time and I said that one day I would go get it for you?"

Little tears started to flow down her cheek and she got all choked up. "Yes, I do remember that shop." she replied.

"Well, I am in the bar next to that."

HYPERTENSION AND THE AVIATOR - *Dr. Randy Knipping*

HOW MUCH IS TOO MUCH?

"High blood pressure occurs when the body's smaller blood vessels narrow, which causes the blood to exert excessive pressure against the vessel walls."

High blood pressure, also known as hypertension, is a common medical condition that affects many aviators. Although there is a considerable amount of literature on this condition, there is currently no consensus as to the underlying cause of the most common form of hypertension, known as essential hypertension.

Basically, hypertension is diagnosed when the blood pressure in the arterial blood vessels exceeds a specified upper limit of normal on repeated testing, generally over a two-week period. The two numbers measured are called the systolic blood pressure and the diastolic blood pressure, and they are usually written as a ratio such as 120/80 mmHg. The unit mmHg means millimetres of mercury, and refers to the pressure required to raise a mercury sphygmomanometer 120 millimetres during systole, when the heart contracts over 80 millimetres during diastole, as the heart is relaxed and filling with blood for the next heart beat.

High blood pressure occurs when the body's smaller blood vessels (known as the arterioles) narrow, which causes the blood to exert excessive pressure against the vessel walls. The heart must therefore work harder to maintain this higher pressure. Although the body can tolerate increased blood pressure for months and even years, eventually the heart can enlarge and be damaged (a condition called hypertrophy), and injury to blood vessels in the kidneys, the brain, the peripheral vascular system and the eyes can occur. This can ultimately lead to kidney disease, stroke, heart attacks, peripheral vascular disease and retinal hemorrhages causing blindness and peripheral vision defects. Obviously, these complications of hypertension are of considerable concern for the aviator.

Ideally, normal blood pressure should be below 130/85, taken generally in both arms in the sitting position. This should be the target for aviators, regardless of age, if they wish to maintain optimum blood pressure and reduce the risk of complications. Blood pressure can be categorized as follows:

COPA Flight 65 Club

Hangar News

Vernon Flying

SEPTEMBER 2022

Normal <130/85

High Normal 130-139/85-89

Mild hypertension 140-159/90-99

Moderate 160-179/100-109

Severe 180-209/110-119

Very severe >210/120

These numbers have been recently revised as a result of long-term studies that have demonstrated excess morbidity and mortality over long periods of time, even with patients who have high normal blood pressure. This risk is especially high in those patients with additional risk factors, such as a positive family history of coronary artery disease, stroke or a personal history of elevated cholesterol, diabetes, smoking, sedentary lifestyle and elevated homocystine levels in the blood.

PROGRESS

One day you're twenty-one, staying up until three a.m. and dancing like nobody sees you. Then, suddenly, you're sixty-five, eating kale, going to bed at eight pm and can't dance because you pulled a muscle putting on your socks…

The following is reprinted from the DND 2005 Winter issue of Flight Comment. Although it occurred to the "fast mover oxygen mask crowd", the lessons learned are even more pertinent to those who fly in the land of vertical real estate.

Eight Seconds to Impact!

The incident that I'm about to describe to you will stay engraved in my memory forever.

During an exercise in September 2001, a detachment of my squadron was called to Goose Bay, Labrador, to support missions during the Dutch fighter instructor course.

Once we arrived, we were briefed on local flight rules and procedures relative to the local area. Before the first mission, we met our Dutch hosts in their facility to discuss mission objectives and training rules to follow. They also gave us photocopies of the local aide-memoire that highlighted local procedures as well as local restrictions.

On 10 September 2001, well after sunset, we took off as planned from Goose Bay. During the initial climb, only stars and a shy half-moon accompanied us. Behind my jet I saw nothing but blackness. There was only one island of light at my six o'clock witnessing the human presence in this isolated and fascinating environment.

The CF-18 is an incredible aircraft, offering an impressive number of resources to the pilot. One of them, the one that interests us here, consists of the possibility to program three altitude passage warnings. At each programmed altitude passage during the descent, a verbal warning is heard. At those altitudes the pilot will hear a female voice saying: "Altitude, Altitude." This voice is notoriously known as "Betty", and we only hear her when a warning is necessary.

The night of September 10, I had programmed my first two altitude warnings at ten and five thousand feet above sea level (ASL) and above ground level (AGL), respectively. The third one was programmed at one thousand feet AGL. With this program I was not expecting to hear the last altitude warning before the final approach in Goose Bay. My rationale behind programming the thousand feet from ground warning, was that it would be possible to initiate a recovery to allow me to miss the ground if something were to go wrong...a small family insurance policy, I suppose. I never dreamed I would actually need it.

The return to base was in formation under visual flight rules (VFR). From about forty nautical miles, we went through twenty thousand feet in descent. Shortly after, following a radio conversation with Goose Bay tower we received instructions to proceed to point "Sierra", which is 13 nautical miles southwest of Goose Bay.

Up until that point, during our recovery to base, everything was normal. I had no doubt about the procedures we were following; everything was according to the visual flight rules and seemed routine.

As we were passing ten thousand feet ASL in descent, Betty could be heard. (I have developed the habit of acknowledging Betty whenever she warns me about my altitude passage; that way I can maintain an active response to the information given to me in the cockpit.)

Still in descent, my leader called a formation change to "right echelon." That formation is easier on radio communications with the tower as well as air traffic control during the return to base with a large number of aircraft. At this point, I need to specify that as winger, I did not know at what altitude my leader was planning to level off around point "Sierra".

As the descent continued, Betty pointed out to me the five thousand foot passage, and once again, I acknowledged her by confirming and reading my altitude. We were now in the lower level (below five thousand 5000 feet AGL). I was convinced that we were not to descend below the instrument flight rules (IFR) minimum sector-safe altitude. That altitude assured us one thousand feet clearance from the highest obstacle within 25 miles of the airport.

This meant that I was not to hear my last altitude warning...especially when Goose Bay sits at 160 feet ASL and is surrounded by obstacles as high as 2100 feet ASL within that 25 nautical miles. Point "Sierra" being one of them, reaching almost 1575 feet ASL. So our descent continued and my confidence level was reinforced by that island of light in my peripheral vision at my one o'clock position and slightly below horizon. We were getting closer to Goose Bay. At less than twenty nautical miles, suddenly, something was wrong. Betty manifested herself again...this time to warn me that we had passed through one thousand feet AGL! The following events happened very quickly (in less than 3 seconds).

Never, in more than six thousand flying hours, had I been confronted with such an appalling reality. In a fraction of a second, the safety of my flight, ***MY*** safety, was threatened. I could not believe it. Since I was in close formation, I had to first make power and position adjustments before I could stop looking at the lead aircraft. Once I had a safe distance from the lead aircraft, I was able to quickly glance at the radar altimeter.

Before I could even satisfy my curiosity, Betty was heard again. That only meant to me that we were still below one thousand feet AGL and in rapid descent. The horror was to climax when I saw the radar altimeter needle active and in rapid descent from six to four hundred feet AGL.Without any doubt in my mind about what had just happened in front of my eyes, I transmitted to my lead the code words associated with this rare event, "***PULL UP ! PULL UP !***" At the same time I initiated an aggressive recovery. Fortunately, my lead made his recovery as well. Even though my radio transmission must have been like thunder in his helmet, his recovery was tinted with disbelief. He took the time to ask me if we were supposed to report ourselves at point "Sierra" at 1500 feet ASL. After this radio transmission, trying to overcome my surprise, I quickly began to convince him of the danger that had just occurred. I told him that I saw four hundred feet on the radar altimeter when I had given him the "pull up" call. Now back at five thousand feet ASL we proceeded back to the base in "route" formation (a loose formation) until we were in a position to land without any further problems.

It was on the ground that I realized that my lead had used the photocopy of a Dutch "Genbook'' that they had given to us and was referring to ***day*** visual flight rules. The 1500 foot altitude was designed for aircraft on a low-level mission during daytime only. According to the procedure, those low level aircraft have to climb to 1500 feet ASL as they fly around obstacles, before entering the Goose Bay control zone. The aim here is for the fast air aircraft to rejoin the circuit in a safe manner allowing all helicopters and floatplanes around Goose Bay to fly ***below*** all military traffic, in this case below 1500 feet ASL.

After the "MSDRS" review (the equivalent of the "black box'' for the F-18) we found out that we avoided impact with the earth by only 396 feet. Also, it was found that at the recovery altitude we were actually 125 feet below the highest obstacle (2100 feet ASL) which was somewhere around us...in the darkness of the night.

From that altitude and at that rate of descent (nearly three thousand feet per minute) there was only eight seconds before impact with the ground. That profile is based on a descent over a flat terrain with no trees or obstacles, which was not the case around Point "Sierra"!

There are two colossal lessons to take from that night mission: first, whatever we want to believe, night VFR is not the perfect visual meteorological conditions (VMC) condition. In this case, the ground visibility was nonexistent; we may have been VFR but we needed to be flying under instrument meteorological conditions (IMC).

Under these conditions it is imperative to follow approved published approach plates and nothing else; secondly, it is crucial to instinctively react to the "PULL UP" call without one second of hesitation. It would always be possible to discuss it in the debriefing room but impossible at the cemetery... ◆ *Captain Daniel Bélanger*

COPA Flight 65 Club

Hangar News

Vernon Flying

SEPTEMBER 2022

A QUIET AFTERNOON IN THE OLD WEST

A cowboy walked into a bar and ordered a whisky.

When the bartender delivered the drink, the cowboy asked, "Where is everybody?"

The bartender replied, "They've gone to the hanging."

"Hanging? Who are they hanging?"

"Newspaper Pete," the bartender replied.

"What kind of a name is that?" the cowboy asked.

"Well," said the bartender, "he always wore a newspaper hat, newspaper shirt, newspaper trousers and newspaper shoes."

"How bizarre," said the cowboy. "What are they hanging him for?"

"Rustling," answered the bartender.

Paul Bertorelli on engine failure - https://youtu.be/mwpzTnLC8BY?t=4

PANCAKE BREAKFAST – 25 SEPTEMBER 2022

COPA Flight 65 Club

Hangar News

Vernon Flying

SEPTEMBER 2022

RANDOM THOUGHTS

I planted some birdseed. A bird came up. Now I don't know what to feed it.

I had amnesia once -- or twice.

I went to San Francisco. I found someone's heart. Now what?

Protons have mass? I didn't even know they were Catholic.

All I ask is a chance to prove that money can't make me happy.

If the world were a logical place, men would ride horses side-saddle.

What is a "free" gift? Aren't all gifts free?

They told me I was gullible. And I believed them.

Teach a child to be polite and courteous in the home and, when he grows up, he'll never be able to merge his car onto a freeway.

Two can live as cheaply as one, for half as long.

EDITOR COMMENT:

Seventeen years ago, I wrote these words:

"Summer has come and gone and with it, some changes. Most notable is the "retirement" of Marion Ross as Editor of the Newsletter. After three years, Marion has decided to step aside and let others have their shot at fame and glory. During her tenure, she did an admirable job of providing club members with interesting articles, information, and entertainment. The job of Editor of the Vernon Flying Club Newsletter is a volunteer one and Marion is to be commended for her efforts. I have gone through the back issues which were under her stewardship and have realized that I have large shoes to fill."

After ten years, I 'retired' and the Bill More assumed the position of Editor and –as time went by – Marion Ross again found herself immersed in the business of putting out the club newsletter. Between the two of them, they continued to provide club members with interesting articles and pictures of club activities and aviation matters in general.

Which brings us to another change: Bill and Marion are 'retiring' and I am taking over the newsletter. In assuming the position of Editor, I will rely on your continued assistance: all members are the eyes and ears of this publication. Information, stories, interesting trips, pictures, etc. are welcomed and can be e-mailed or left in the flying club for pickup; with your help, I can live up to the legacy of my predecessors…

COPA Flight 65 Club

Hangar News

Vernon Flying

SEPTEMBER 2022

John Swallow

VERNON FLYING CLUB / COPA FLIGHT 65

PRESIDENT:	Betty Lee Longstaff
VICE PRESIDENT:	John Swallow
TREASURUER:	Bill More
SECRETARY:	Marion Ross
DIRECTOR:	Alison Crerar
DIRECTOR:	Tom Glover
DIRECTOR:	Dereck Riphagen
COPA CAPTAIN:	Stuart McLean
COPA CO-CAPTAIN:	Stan Owen
COPA Navigator:	Michael Crutchley
Newsletter Editor:	John Swallow

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

Vernon Flying Club Media Links:

Website: https://www.vernonflyingcllub.ort
Facebook: https://www.facebook.com/flyingclubvernon
Instagram: https://www.instagram.com/vernonflyingclub/
e-mail: flyingclubvernon@gmail.com