



Darcy MacPhee (l) is all smiles as he takes possession of his Piper Colt C-FWED.

AJ (r) (Ajaypal Mann) made his first trip across the mountains from Edmonton to deliver the aircraft to its new owner.

Darcy is a retired Conservation Officer and a recent addition to our membership.



Congratulations to Darcy on obtaining his PPL in May. His wife, Sherrie, has informed him that she'll go flying once he has more than 100 hours!

The Piper Colt

- From AOPA Pilot 2006

In the early 1960s the Piper Cherokee (built in Vero Beach, Florida) was falling behind in production and Piper Aircraft needed an interim two-place trainer.

A meeting was called at the company's Lock Haven, Pennsylvania, executive offices in the fall of 1960, or maybe it was early 1961, to see about a trainer as a temporary fill-in.



The meeting began in the morning and alternatives were discussed. Perhaps the company could buy rights to manufacture the Forney Aircoupe (a modification of the original Engineering Research Ercoupe). There were other build-under-license suggestions and the arguments — well, discussions — continued throughout the morning.

During all this talking, the senior Mr. Piper sat as if asleep.

There was more discussion as different build-under-license ideas were brought up. Everyone had his own ideas — except Mr. Piper.

Late in the afternoon Mr. Piper looked up from his state of rest and said, "We're going to make a two-place version of the Tri-Pacer. Tony (Thomas Piper), you have three weeks." That was the end of the discussion. The company needed a two-place training aircraft that could be assembled quickly and cheaply. This need created the Colt, which could be viewed as a flapless, two-seat version of the Tri-Pacer — the two did share type certificates and model designation — or a modernized, tricycle-gear Clipper. It was powered by the Clipper's Lycoming O-235. It cost \$4,995, just over half as much as the most recent PA-22.

In addition to deleting the Tri-Pacer's flaps, the Colt was produced sans rear windows, the second wing tank, and the rear door. Though not as popular as its four-seat stablemate, the Colt nonetheless sold almost 2,000 units.

That the Colt was the last in the line of short-wing Pipers seems only fitting. At the end of 1963, the Colt's assembly line was shut down, ending the era of short-wing Pipers. The only other tube-and-fabric Piper remaining was the Super Cub.

The Snowflakes fly-past the Clubhouse on March 25th during the Celebration of Life for John Olsen who passed away February 23, 2023. (Photo by Edie Schleiss)



2023 Vernon Rust Remover – back after an absence of three years!

- by Alison Crerar

This year's 20th annual Rust Remover was once again a resounding success, despite the inclement weather. We had word that several pilots from other locations had intended to fly in for the event but were unable due to the unfortunate rain and cloud that moved in. Nevertheless, 101 people signed the registration log including 10 volunteers.

The weekend began with a Friday night Cinco de Mayo celebration! This year the 5th of May presented an opportunity for a special dinner party, complete with Mexican food and decor. The clubhouse filled with members and guests who enjoyed generous servings of beef and pulled pork tacos complete with all the trimmings. Rounding out the fare were a black bean, corn and rice salad, citrus cole slaw with lime, shredded cheese, sour cream, and a choice of 5 pies for dessert. Our own Mayte Barrigan, who just arrived back from Cancun, provided her valuable assistance and also her own contribution of Mexican queso and home-made pico de gallo, refried beans and salsa verde. It was all delicious and no-one went home hungry, with the evening concluding around 9:00pm.



Because our usual venue at the Okanagan College aircraft hangar was unavailable for the Rust Remover presentations (renovations are being done), Aurora Aviation Academy right next door kindly offered their hangar for the event. In hindsight, this was very fortunate for us - the trek back and forth from the college to the luncheon would have been very unpleasant if it had been raining. As it was, the rain abated at the right time and guests were able to use the outside picnic tables as well as the inside tables.

Comments regarding the venue and presenters were mostly favourable, with the most common negative comment being on audio issues. Those problems will be rectified for the next Rust Remover.

Grant Barry, an Aurora flight instructor, addressed Forced Approaches and explained the best procedures to deal with them. Andrew Graham, FIC, spoke on the issues of Weather, Flight Planning and Communication. Monty Cook, Vancouver FIR, explained Kelowna Airspace Issues and Procedures. Dan Clarke and Tom Pezer, Transport Safety Board, gave many explanations of "Why Accidents Happen". Monty assured us that the TSB is not there to assign blame, but only to investigate the how and why and to assess what could be done to mitigate the risk. Norm Thompson, AME Instructor at Okanagan College addressed the issue of "Pilot Maintenance and Airworthiness".

The success of the event was largely due to our many volunteers who put in a lot of work in planning, acquiring equipment, setting up, making cookies and squares, preparing and serving the food, cleaning up and returning everything to its rightful place. Thank you all. Our events would not be possible without the members who are generous with their time and talents.

Vernon Rust Remover 2023 Version

Step One: Registration

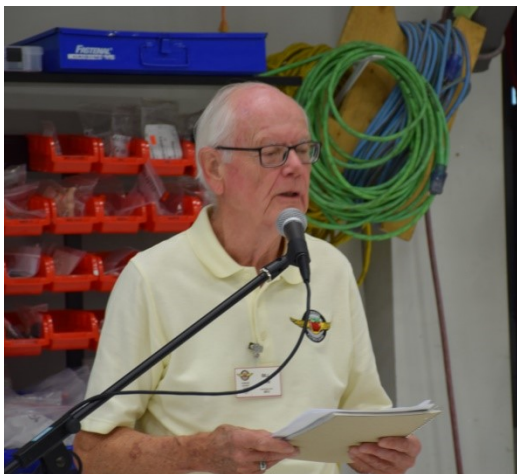


John Smith accepts \$25.00 registration fee from an eager attendee



Hammy McClymont checks the contents of his envelope (logbook sticker, pencil and an evaluation sheet). Everyone wore a name tag so the lunch ladies knew who was a RR participant.

Step Two: Seminars



Master of Ceremonies, Bill More



Grant Barry, Aurora Aviation Academy



Andrew Graham, FIC, Kelowna



Monty Cook, Vancouver FIR

Step Three: Lunch



And Then, Two More Seminars After Lunch...



Dan Clarke, Transportation Safety Board



Norm Thompson, Okanagan College

Oh, and there was a coffee break in the morning featuring homemade baking provided by members of the Vernon Flying Club!

Thanks, again, to all the volunteers. The Flying Club could not put on events like this without you!

Photos by Club Photographer, Edie Schleiss

**Home Cities of
Rust Remover Attendees:**

150 Mile House	1
Armstrong	3
Blind Bay	2
Calgary, AB	1
Coldstream	7
Kamloops	12
Kelowna	7
Lac La Hache	1
Lumby	4
Magna Bay	1
Monte Creek	1
Naramata	1
New Denver	1
Osoyoos	1
Pitt Meadows	1
Pritchard	1
Quesnel	1
Salmon Arm	6
Seymour Arm	1
Spruce View, AB	1
Summerland	1
Vancouver	1
Vernon	30
West Kelowna	1
Williams Lake	2
Winfield	1
Total	90



Dianne Usher with just a few of the homemade goodies provided by the members of VFC for the Rust Remover.



A double thumbs up to A&W for the generous donation of burgers (beef and veggie) and buns for the Rust Remover!

Mayté Barrigan, Carolyn Hoffman (Food Service Coordinator), Dianne Usher, Del Desrosiers, Melissa Brown (Hats and Apparel), and Dennis McLeod

Meeting and Barbeque Supper April 20, 2023



John Smith and grill-master, Dave Crerar



Edie Schleiss, Kathy Jorimann, Clare Johnston, Cameron Bottrill, Don Usher



*Chris Castles
November 9, 1949 to
March 11, 2023*

We were shocked to hear of the sudden death of VFC member, Chris Castles on March 11th at Silver Star Mountain. He enjoyed a morning skiing and collapsed in the locker room apparently suffering a massive heart attack.

Chris, unfortunately, did not have a will and so the Public Guardian and Trustee has been appointed Administrator of his estate.

His next-of-kin is a niece in England and the flying club has extended our sympathies to her.

We'll miss seeing Chris driving his right-hand drive blue van to the airport to fly his RV4 C-GCBV. RIP Chris.

Successful Bidders on the Rotary Dream Auction "Flight with The Snowflakes"

Steve Swallow, **Deb Matheson**, **Rob Nichols**, Steve Foord

Rob and Deb were the successful bidders for a "Flight with the Snowflakes" at the Rotary Dream Auction. April 27th was the day!



An absolutely gorgeous flight with eight aircraft to Revelstoke and down the Columbia River to Nakusp and back to Vernon via Sugar Lake and over Silver Star Mountain.

As it turns out, the family association between the Swallow family and Deb's family (nee Storch) goes back decades. Back to two small towns in the Alberta prairie: Rumsey and Rowley... Well done to all...

Pi Day March 14, 2023

Homemade pie and coffee to celebrate Pi Day



Ted Bates and Cameron Bottrill



Chuck Ross, Friend of John Smith, John Smith, Steve Foord and Roberta Drinkwater

Newfoundland to Lumby, British Columbia

By Chuck Ross

Doesn't seem that long ago but it was in 2014 when my friend, Jack Rennie, bought a deHavilland Beaver and asked if I would help ferry it back to Vernon. One little snag was that it was in Saint John's, Newfoundland. That's a long ways east; actually it's about a thousand miles closer to Ireland than to Vernon. I was to gain new insight as to just how large Canada is. On the plus side the plane had been inspected by an AME I trust and had a clean bill of health.



24-Sep-2014 0420 hrs

Our first hint of east coast weather was the four hour wait in Toronto on the way over because WestJet chose not to launch while the Saint John's winds were gusting to over 120km. Day two was spent loading and securing the wheel gear (the plane is on amphibious floats), asking questions, checking etc. and pushing the plane out to fuel it up. At \$3.07 per litre it was the most expensive gas of the trip and this Beaver holds more than 522 liters.

Day three we launched directly into a strong wind, for Stephenville on the west side of Newfoundland

where the VFR chart supplement indicated aviation gasoline was available. A NOTAM advised that the runway most aligned with the 27 knot wind was closed but I asked air radio anyway and they just confirmed it closed. I wish I'd asked why it was closed because it turned out that it was closed because seagulls leave it littered with clam shells and they don't bother sweeping it during the summer. I would have taken a few shells over that much cross wind. After all that we found they had no 100LL anyway so we had to back track sixty miles to Deer Lake to fuel up.



24-Sep-2014 GPS reading 52.8 kt ground speed

The fuel guy at Deer Lake couldn't have been more helpful, not only with filling all the tanks but he drove us to the motel and then, since the next day was his day off, he picked us up and took us back to the airport. There may be Newfoundlanders who are not friendly, cheerful and hardworking but we never met any, in my opinion the world could use a lot more of Newfies!

Day four we launched for the great leap to the Mainland but after a little over an hour into ever increasing headwinds (our groundspeed dropped below 50 knots), we turned around and zipped back to Deer

Valley in less than half the time the outbound leg took. It was a little disappointing but at least the friendly fuel guy was there to sell us more gas and drive us to the motel.

Day five was the longest of the trip. 3.4 hours flight time to Gaspé, Quebec; 4.8 hours to LaTuque and another 2.8 hour leg to Val-d'Or to overnight. We experienced no language problems in Quebec and were well treated. The folks at the airport were beaver fans and checked Jack's plane over carefully and showed us the much modified plane in their hangar. They were sitting on chairs in front of their office as I fired up and missed the start for the first time of the trip; seems you have to move the mixture out of the idle cut-off position. The second try went better and with the engine running in a contented rumble I remembered we hadn't removed



26-Sep-2014 Gaspé Peninsula



26-Sep-2014 Quebec

the wheel chocks. I chose not to look at our audience as we taxied out but imagine they were shaking their heads sadly.

Day six was not bad, taking us to fuel stops in Timmins, Ontario and Marathon and on to Ft Francis to overnight. The air temperatures were unseasonably warm and



26-Sep-2014 Fort Francis area

we couldn't climb because headwinds increased with altitude. Quite a bit of engine heat gets into the cockpit and that plus our heading into a blazing sun left us quite dehydrated so I was glad to be done for the day.

Day seven had us stop early at Steinbach Manitoba due to lowering ceilings and heavy rain. There are two airports at Steinbach only a few miles apart and we landed at the first one because the visibility was down to a couple of miles or so and ceilings were less than the height of towers in the area. There wasn't a soul at the first airport so when the rain let up we moved over to the second airport where we met Bill who is an avid aviation enthusiast and pilot. Bill is semi-retired and seems to have a multitude of talents and was quite happy to go way beyond the call of duty to help fellow aviators. The world needs more people like Bill as well. I would recommend Steinbach as an overnight stop because even without a Bill to chauffeur you around the town the motel is an easy walk from the airport.

Jack had to abandon ship at this point because he had a meeting he couldn't miss, so Bill drove him into Winnipeg to catch his flight and I got away when the ceiling picked up that afternoon. A fuel stop in Brandon and then on to Moose Jaw to over-night. By now the wind had dropped quite a bit and more importantly had swung to a quartering headwind and later a cross wind so my ground speed improved considerably.



Day nine I had hopes of getting home but again the weather didn't co-operate and I only made it to Medicine Hat. I could probably have gone further but still had to overnight somewhere so I didn't push on. To tell the truth I was having the time of my life anyway. At the FBO in Medicine Hat one of the fueling ladies asked what

kind of plane this was and without thinking I said I thought they would know what a Beaver was. They were still laughing when my cab arrived. I have grave concerns about how those young ladies think.

Day ten I made it home without stopping and with only a bit of cloud dodging coming through the rocks. It was a great trip, it would have been nice to have a little less headwind but other than that it couldn't have been much better. It didn't hurt that the Beaver is just about the most pleasant working plane I've ever flown. Thank you, Jack, for the opportunity!



31-Sep-2014 Over the rocks and then home!



30-Sep-2014 Hundreds of thousands of snow geese – Southern Saskatchewan

Upcoming Events:

- May 28th Pancake Breakfast
- June 8th Curiosity Club, Maven Lane Day Care visit to the airport 9:30 a.m.
- June 20th **Last meeting of 2022/2023!**
Barbequed burger supper
- June 25th Pancake Breakfast in the morning
Salmon Arm Airport Day in the p.m.
- July 15th **Discover Aviation Day**
- September 19th **AGM and Election of Directors and Officers**

Introducing the newest member of The Snowflakes, Mike Hewson flying his RV9A C-FAJO. It was built by Don Champion in Salmon Arm in 2005.



Pancake Breakfast March 26, 2023



Roberta Drinkwater's Grandchildren

Our Pancake Breakfasts are always well received. We love it when we get fly-in's.

And, as always, many thanks to the volunteers who work so hard to make breakfast for us all!



Stu McLean and Carolyn Hoffman

Give Hope Wings 2023 Western Expedition



visit unique locations like Haida Gwaii and Watson Lake, Yukon.

This is your chance to fly with a dedicated group of Canadian pilots and make a lasting difference in the lives of patients who must travel long distance for vital medical care. Give Hope Wings 2023 Western Expedition is a 9-day, multi-aircraft series of flights with stops throughout BC and Yukon raising funds for Hope Air. This June

Register today at hopeair.ca/ghw2023. For more information contact steve@givehopewings.ca

On the Ramp Photos by Bill More



Ken Hewson's new aircraft – a Nanching



A beautiful C172M registered to Grant Sherbeth and Swartz Holdings C-GQDX



Dave Crerar (and Quinnah) intent on checking out this interesting 2004 Cessna 208B (Cessna Caravan) N704MD owned by Avion Capital Corp out of Anchorage, Alaska. Note the long exhaust pipe under the belly. The aircraft was in the area doing laser surveys. The hot gases from the regular exhaust interfered with the readings hence the long pipe.

Stuff Around the Clubhouse...



You may have noticed these marks in the cement on the patio.

The Vernon Flying Club was established in 1946 and when Barry Harsent was president in 2000, he initiated a project to build a covered patio. It made a tremendous difference in the comfort level inside the clubhouse – it got pretty warm with the sun beating through all those windows all summer.

There is a bench on the patio that was built as a memorial to Stan Nelson who passed away unexpedly in 2011 at age 56. Stan was a very active member of VFC and COPA. The bench was made by Stan’s good friend, Tommy Winter.



Also, I’m sure you noticed the address sign on the clubhouse! It was created by Mark Chapman in about 2009. Mark was our Treasurer at the time.



It depicts an aircraft flying in front of the sun.





Medevac flights are a common sight at the Vernon Airport.



The BCEHS air ambulance program currently has a dedicated fleet of 16: six air ambulance helicopters and 10 air ambulance planes. A breakdown of air ambulance transports in BC (for fiscal 2019/20):

- o Northern Health 39%
- o Interior Health 26%
- o Vancouver-Coastal 18%
- o Vancouver Island 14%
- o Fraser Health 2 %
- o Out-of-Province less than 1%

**VERNON FLYING CLUB / COPA Flight 65
2022 / 2023**

PRESIDENT: Betty Lee Longstaff
 VICE PRESIDENT: John Swallow
 TREASURER: Bill More
 SECRETARY: Marion Ross
 DIRECTOR: Alison Crerar
 DIRECTOR: Tom Glover
 DIRECTOR: Derek Riphagen

COPA CAPTAIN: Stuart McLean
 COPA Co-CAPTAIN: Stan Owen
 COPA Navigator: Mike Crutchley



Temporary Newsletter Editor: Marion Ross
 John Swallow is hors de combat and we wish him all the best!

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

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Instagram: <https://www.instagram.com/vernonflyingclub/>