



HANGAR NEWS



COPA Flight 65

VERNON AIRPORT APPRECIATION DAY

Celebrating 80 Years
of the Vernon Flying Club
and Vernon Airport.

80TH

ANNIVERSARY



Admission by
Donation

FEATURING THE
Flyers & Tires Alley

AUGUST 23, 2026 ✈️ 10AM – 3PM

AT THE VERNON AIRPORT

6300 Tronson Road, Vernon, BC, Canada

FOOD TRUCKS • VENDORS AND EXHIBITORS
STATIC DISPLAY OF AIRCRAFT AND VEHICLES
REGULAR AIRPORT FLIGHT ACTIVITY WITH PLENTY TO SEE!

SORRY, NO PETS ALLOWED. SERVICE ANIMALS WELCOME.

If you are interested in being a vendor, exhibitor, or volunteer,
please contact us at flyingclubvernon@gmail.com

Brought to you by the Vernon Flying Club and supported by the Canadian Owners and Pilots Association and the City of Vernon.



The Vernon Airport Appreciation Day In Celebration of 80 Years of the Vernon Flying Club and Vernon Airport Featuring Flyers and Tires Alley

VAAD was the biggest event the flying club has attempted. The planning took three months (we didn't know that most events like this take a year to organize!). The planning committee met weekly over those three months and the team leaders spent countless hours planning and working out details and issues.

There was a terrible storm on the 22nd and we worried that the next day would be affected by weather. There was a little rain in the afternoon but not enough to dampen spirits!

81 volunteers spent 541 volunteer hours at the event; not just flying club members but friends of friends and members of the public who just wanted to participate. Thanks to those who volunteered and to those who attended the event!

We were exhausted; our feet were so sore; but we were elated that it was such a success! 2,000 attendees; \$8,125.86 from the gate donations; \$6,250.00 corporate sponsorships.

Projected net proceeds: \$8,392.10 which will be donated to the Bradley Creek Wildfire Relief Fund.

WELL DONE, EVERYONE!

The Flying Club Board is determined to host another Airport Appreciation Day in the summer of 2028!

A very special thank-you to our terrific photographers! Edie Schliess, Paul Graham, Daniel Graham, Les Isted, Hayden Jeon, Wayne Emde. All the photos from that day can be found on our Facebook page. It was not possible to include them all in this issue of *Hangar News*!



Some of the 81 volunteers for VAAD

Announcer, Hammy McClymont



Hammy, from Salmon Arm, and a member of The Snowflakes (Van's RV4) interviews Pauline Readner, past-president of the VFC, about building the Van's RV10 with her husband, Keith.

The Main Gate

Ashley Owen welcomed our guests with her team of volunteers



Cal Paley leading "The Slowflakes" along the flight line of "The Snowflakes, RV Formation Flying Team"

President's Year End Review

- Rob McDicken

When I sat down to think about what I wanted to say in this year's President's Report, I quickly realized that simply creating a laundry list of everything that has happened at the Vernon Flying Club over the past twelve months really wouldn't do the year justice. As we all know, 2026 has been a particularly significant year for our club.

This year we **celebrated 80 years of the Vernon Flying Club** and Vernon Airport. That gave us a wonderful opportunity to look back at an extraordinary history that began in 1946 and to recognize the generations of people who have contributed to both the club and the airport over those eight decades. But as I thought about the past year, something else struck me. As much as our 80th anniversary has been about looking back and celebrating where we have come from, many of the things we accomplished this year have actually been about looking forward.



Perhaps one of the most significant developments this year has been the addition of a **Cessna 172** that SkyTec has leased to the club. I'm not sure if the club has ever rented aircraft in it's 80-year history, but if it did it has not done so for a significant number of years. This addition has proven to be very popular, but perhaps more importantly, it has helped attract some new faces. We are seeing younger members joining our ranks, flying the aircraft and becoming an active part of our Vernon Flying Club community. For any organization, being able to attract new members is an important part of remaining viable and its future ultimately depends upon people deciding that they want to become part of it. The club aircraft is definitely one of those things that will continue to attract new members.

Our **Discover Aviation** program is another example of how we continue to look forward by making a wee bit of an investment in the next generation. On June 20, our members once again volunteered their time, energy, enthusiasm but most importantly aircraft and fuel, to introduce an eager group of young people to aviation. The weather didn't make things particularly easy for us this year. Windy and bumpy conditions eventually forced us to end the flying earlier than planned, but not before 104 Junior Aviators had flown. As usual, it was simply a fun airplane ride for some. For others, who knows? Perhaps somewhere among those 104 young people is a future private pilot, commercial pilot, aircraft maintenance engineer, air traffic controller—or maybe even a future president of the Vernon Flying Club.

When thinking of the possible “seeds of interest” we may plant during our Discover Aviation events, I am reminded of a Greek Proverb that I'll paraphrase; “A society grows great when we plant trees with the knowledge we will NEVER sit in their shade.” For us, the experiences we give at Discover Aviation are those trees. We may never truly know the full impact of giving a young person that first opportunity

to experience flying or the trajectory their Discover Aviation flight may put them on, but I feel this remains one of our most worthwhile programs.

Our club has also always been a place that brings people together to share knowledge and experiences. This year as in past, we enjoyed a variety of great guest speakers and presenters covering a variety of interesting subjects. We heard about building your own aircraft engine, received some insight from the controllers in the Kelowna tower and learned a little about what it takes to be a missionary pilot. I even somehow ended up as one of the guest speakers, talking about my experiences as a corporate pilot.

Our annual **Rust Remover** also looked a little different this year. Rather than holding it in a larger venue, we brought it back home to the Flying Club building for a smaller, more intimate gathering of 50 participants. Feedback was good and I think the smaller, more relaxed setting worked extremely well. It provided a good opportunity for pilots to learn, ask questions as well as swap stories and ideas without the need for a dedicated PA system all while doing so at a significantly lower cost to the club. I feel this was a fine example that sometimes bigger isn't necessarily better.

We also made some important, albeit less glamorous, investments in the future of our building. The installation of **solar panels**, at a fraction of their regular cost, and the addition of a **mini-split** heating and cooling system at the clubhouse are both improvements that should serve us for many years to come. These things make our clubhouse more comfortable, more efficient and more affordable, all while helping to reduce our environmental footprint. They may not generate quite the excitement of a club plane, getting 104 kids into the air or filling an airport with people, but these are exactly the kinds of practical improvements that help ensure an organization and its facilities remain sustainable for the next generation.

Again, it comes back to looking forward.

But of course, we did spend a great deal of time reflecting on where we have come and our club's past. Because of this, it would be impossible to talk about this year without mentioning our 80th anniversary celebration. Early in the year we introduced a commemorative **80th anniversary logo**, along with shirts and hats to mark the occasion. But we wanted the anniversary to be more than simply something we celebrated amongst ourselves. To celebrate 80 years of both the Vernon Flying Club and Vernon Airport, we came up with the idea to invite all of Vernon to the airport which eventually morphed into the Vernon Airport Appreciation Day. We set our sights on August 23rd and started the process of planning a "wings and wheels" type event. What followed was probably one of the more ambitious projects our club has taken on in quite some time.

I was told (after we had decided to move forward) that an event of the size we planned could easily take a year to organize. However, in a display of grit, tenacity and maybe just a little stubbornness, we managed to pull it off in a little over three months!

In that 3 plus months, the planning committee spent a great deal of time collecting the things that would be part of our event. There were to be aircraft displays, classic and specialty vehicles, local airport businesses, community organizations, vendors, food trucks, family activities and an opportunity for people to get onto the airport and see what's on the other side of the fence.

We had a great thing going, but as we approached the 23rd of August doubt began to creep in. Did we get the word out to enough people? Were we going to hold the event and have no one show up? So much time had been put into planning and organizing, money that we would not recover had been paid out. Not to mention ALL the volunteers who were planning to give up their day and who shared in the vision. I have to say that there were some small feelings of doubt and right up until the very last minute I was plagued with the idea that perhaps we hadn't advertised enough.

But then, the people of Vernon showed up. With just a little under 1850 recorded at the gate, conservative estimates say we had close to 2,000 people on site that day! For a while that afternoon the weather became a little damp, but apparently nobody told anyone they were supposed to care. Families continued exploring the displays, people kept visiting, and the rain did very little to dampen the spirit of the day.

What impressed me most, however, wasn't the size of the crowd. It was our volunteers!

We had an extraordinary number of people step forward. There were countless jobs that needed taking care of. Some were very visible, but there were many more that anyone attending the event would ever know happened. And yet everyone tackled their assigned tasks with enthusiasm and energy. To me that day demonstrated what a relatively small organization can accomplish when everyone involved bands together to pull in the same direction toward a common goal. Many hands make short work, or with enough ants it is possible to move mountains. Not that we are ants, but you get the idea.

It also gave us an opportunity to remind the community that the Vernon Airport is about much more than airplanes taking off and landing. It's showing that the airport is 2/3rds of a mile, or a little over one kilometer, of asphalt that connects Vernon with the rest of the world. It supports local business and tourism, provides access to emergency medical air transportation and supports flight training, airborne recreation and careers in aviation. Through our efforts we demonstrated that the Flying Club has an important role to play in all of this. Not simply because we use the airport, but because for eight decades the histories of the Vernon Flying Club and Vernon Airport have been intertwined. Our anniversary celebration helped demonstrate that relationship to the broader community in a way that perhaps no letter or meeting ever could.

A year like this also reminds us that a club isn't really its building, its airplanes or even its events. It's the people.

While we **welcomed new faces** this year, sadly we also **said goodbye to some familiar ones**. We lost club members and friends who had been part of this aviation community and who, in their own ways, contributed to the story of the Vernon Flying Club. We remember them, and we are grateful for the time they spent with us. Their passing is also a reminder of something that becomes particularly meaningful during an anniversary year: none of us owns the history of this club. We simply get to look after a small piece of it for a while.

And that brings me back to where I started.

We spent a lot of this year looking backward. We looked at photographs, told stories, celebrated milestones and recognized 80 years of the people and airplanes of the Vernon Flying Club.

But I see so many ways that we looked toward the future.

I see younger people joining our club.

I see a club aircraft being flown and enjoyed.

I see us making investments in the future of Canadian flight with Discover Aviation.

I see members continuing to learn from one another.

I see the good things we do being recognized with cover stories by local magazines. For those that may not know, the Vernon Flying Club will be the cover story in Okanagan Lake Living Magazine's October issue.

I see investments being made in our clubhouse and its environmental sustainability.

And I see us sharing our passion for flying, our club and our airport by inviting nearly 2,000 members of our community to show up and see what exists on the other side of the airport fence.

In 2046, someone will hopefully stand at a Vernon Flying Club meeting and talk about the club's 100th anniversary. Most of us have no idea what the airport, the club or even aviation will look like by then. But what that person has to say will, in some small part, depend on the things we have done today.

Eighty years ago, a group of people created something that eventually became the club we enjoy today. Our responsibility is to leave something equally worthwhile for those who come after us. Personally I think we are on the right path to do just that.

Finally, I want to thank our Executive and Directors, our members, our volunteers, our sponsors and community partners, and the many spouses, partners, families and friends who support what we do—and who sometimes find themselves “volun-told” simply because one of us said, “Hey, I have an idea...”

This has been an unusually busy year. It has also been a very rewarding year.

Thank you to everyone who played a part in it and thank you for giving me the privilege of serving as President of the Vernon Flying Club during such a memorable time in its history.

Here's to the first 80 years—and to whatever comes next.

Congratulations!

- Ian Adkins, Manager, Roads, Drainage and Airport, City of Vernon Operations

Email received from Ian regarding the Airport Appreciation Day:

Good morning, VFC members!

I'm only now realizing while reading this email that while I passed along my appreciation to Rob McDicken after the event, I didn't extend my thanks and congratulations to all of you for the success of the 80th birthday celebration of the Club and Airport.

Please accept my sincere thanks and congratulations for all the hard work that went into hosting such a well-received event. Its success is a true reflection of the dedication of the Club, its members, and the broader community that supports the airport we are fortunate to call home.

Thank you not only for making this event such a success, but also for the support you provide to the airport every day. From daily FOD walks and reporting of safety and security concerns, assisting during emergencies and training exercises, working on the Great Southern Route initiative, helping with customer parking, to countless other contributions, your involvement makes a real difference.

I truly appreciate everything you do to help make Vernon, in my opinion, the best GA airport in all of BC!

And \$6,892.10 raised for the Bradley Creek Wildfire Relief Fund speaks for itself. What an incredible result.

From Curtis and I both, Congratulations, and thank you to all of you!



Fix Wings hangar

A Heartfelt Thank-you to the Vernon Flying Club

I wanted to take a moment to thank you all for the help, guidance, and opportunities the Vernon Flying Club has given me.

I have truly loved being part of this community and making so many wonderful friends and mentors. I will always remember the afternoons spent sitting around the club, chatting, learning, and hearing stories that helped me along my journey. Beyond the conversations and friendships, club members have gone out of their way to help me

tow my plane when it was broken, take a look whenever I had a concern, and countless times, John and Kathy Jorimann have even helped push my plane into its hangar. These acts of kindness created such a strong sense of community, and I am incredibly grateful to have experienced it.

I also want to extend a special thank you for the scholarship I received, which I used to complete my flight instructor rating. Shortly afterward, I was given the opportunity to work at a flight school in Penticton. The scholarship and the support surrounding it were a tremendous help in completing my training, and I remain very thankful for that opportunity.

On top of that, I am so grateful that the club welcomed me to sell my baking to help fund my flying. You were certainly a hungry bunch, and I loved being able to share my baking with everyone! Finally, thank you for the many opportunities to experience different aspects of aviation. Being able to try aerobatics and formation flying only deepened my passion for aviation. A special thank you to Chuck Ross for making those experiences possible!

The Vernon Flying Club has been such a meaningful part of my aviation journey. I am leaving with not only more knowledge and experience, but also wonderful memories, friendships, and a deep appreciation for the community you have created.

Thank you all so much.

Warmly,

Lola Gulyas



Original painting by Lola Gulyas of the Club's Cessna 172

The Flying Club Movement in Canada and Edmonton's Role

– Story by Neil Taylor, Alberta Aviation Museum

At the conclusion of the First World War over 2,500 trained Canadian airmen, who had served in the Royal Flying Corps and the Royal Naval Air Service, returned home. Many of these men were anxious to continue flying, and more than a few took to barnstorming and exhibition flying to earn a living.

The general public had learned much about aviation following the exploits of Billy Bishop and Baron von Richthofen during the war, and initially there was keen public interest in attending flying exhibitions or paying to be taken aloft for a few daring minutes. Unfortunately this interest began to wane as a series of flying accidents proved just how dangerous these early flying machines were.

In response to these problems, the Canadian government created the Air Board in 1919 with a mandate to establish regulations and standards for civil aviation, including the licensing of pilots and certification of aircraft. This government action helped to normalize the aviation industry and by the end of 1920, 56 private pilot certificates and 161 commercial certificates had been issued. Nevertheless, public interest in flying continued to decline making it difficult for aerial entrepreneurs to remain financially viable. As a result, the number of firms engaged in commercial air operations in Canada declined from 30 in 1920 to only 9 by 1925. Similarly, the number of flights flown by these companies declined by an astonishing 90% from 18,671 flights in 1920 to only 1,829 flights in 1925.

Canadian authorities were alarmed by these statistics and concerned that Canada was falling behind the United States which was already offering trans-continental air services. While bush flying operations were starting to take hold for prospecting and mine servicing purposes, the more populated areas of Canada lacked proper airport facilities and more importantly licensed pilots.

The Canadian government, in hopes of building the nation's stagnant aviation sector, turned its attention to the British government's **Flying Club Movement** which had led to a significant increase in the number of private and commercial pilots in Britain. Since private Canadian flight training schools were largely unprofitable, the Canadian government decided to encourage the establishment of local flying clubs that could, in turn, boost the development of community airfields.

An Order-in-Council was passed in September 1927 and the Controller of Civil Aviation was charged with supporting and approving the creation of these flying clubs.

Edmonton, which had been lobbying for the establishment of a flying club became the first Canadian city to receive a federal charter. Called the Edmonton and Northern Alberta Aero Club, this organization already had Wop May as its president and a hangar at Blatchford Field.



DH.60X Moth G-CYYG) on display at the Alberta Aviation Museum

Flying club organizers had to demonstrate compliance with several conditions in order for their clubs to be certified. In addition to providing an instructor and an aircraft mechanic, clubs had to have at least 30 members seeking flying instruction along with a minimum of ten licensed pilots who were interested in continuing their flying. In

Edmonton's case, the club's formal application listed 35 members prepared to qualify as pilots and 12 already qualified pilots, including such notables as Wop May, Cy Becker and James Bell. By the end of 1927 five clubs had been approved in Canada and eleven others were at various stages of development.

Upon club certification, the Canadian government, through the RCAF, committed to providing on loan two light aircraft, usually de Havilland DH.60X Moths, and \$100 for each ab initio pupil qualifying for a pilot's license up to a maximum of \$3,000 a year per club. In addition, the RCAF would provide one additional aircraft for each one purchased by the flying club during its first five years of operation.

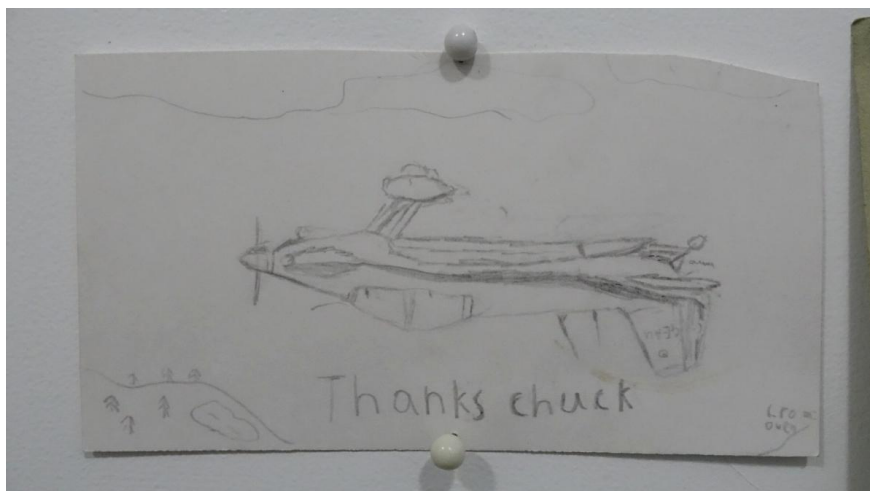
The impact of this policy on general aviation was immediate and significant. By the end of 1928, Canadian flying clubs had 2,400 members, and 8,124 hours of flying time were logged. In 1929, membership more than doubled to 5,233 and flying hours grew to 16,612.

To increase the number of qualified instructors for the flying clubs, the RCAF sponsored instructor training sessions commencing in 1928. In 1930 the Canadian Flying Clubs Association was founded, and one of its initial goals was to establish standards for flying club operations.

The depression of the early 1930s adversely affected membership in the flying clubs but a framework had been put in place that would influence and encourage the growth of general aviation in Canada for decades to come. By the time the Second World War broke out in 1939, Canadian flying clubs had graduated more than 2,000 pilots – a critical source of skilled manpower for the RCAF. In addition, the demand for pilot training of Allied airmen was so great that the flying clubs were approached to play a critical role in the British Commonwealth Air Training Plan. Eventually, twenty-five flying clubs were contracted to operate 22 elementary flying training schools for the RCAF.

Today Canada is facing a critical shortage of pilots – industry experts estimate a shortfall of 6,000 professional pilots by 2040. Flying clubs will continue to play a critical role in helping to address this shortfall, building upon the experience and knowledge gained since the clubs graduated their initial classes of novice pilots back in 1928.

Thank-you from 11-year-old, Owen



VFC Member, Chuck Ross, took Cal Paley's young visitor flying in the RV4. Owen is airplane-mad and was very keen to go. He said his "legs felt like rubber" but he was excited that he'd experienced a loop in the sky!



Kalamalka Highlanders Pipe Band at VAAD

Okanagan Fix Wings Ltd.

Proud Corporate Sponsor of the 2026 Vernon Airport Appreciation Day

By Ryan and Holly Zaworski

Okanagan Fix Wings Ltd. is proud to support the 2026 Vernon Airport Appreciation Day and join the community in celebrating the 80th anniversary of the Vernon Flying Club at Vernon Regional Airport.



Our roots in Okanagan aviation go back more than 25 years. Founder Ryan Zaworski began working within the local aviation community in 1999, gaining extensive aircraft maintenance experience with Carson Air and the Kal Tire Flight Department. Those early relationships helped shape the standards of safety, service, communication, and flexibility that continue to guide our company today. Both organizations have remained valued partners and customers throughout our journey.

The business was originally established as Zaworski A/C in 2013. In 2019, Ryan and Holly Zaworski took the next major step and established Okanagan Fix Wings Ltd. in Vernon. The company began in a small City-owned hangar with no heat or insulation. With Ryan and two employees, the early years required determination, resourcefulness, and a willingness to take on almost any challenge, including painting an aircraft through a cold Okanagan winter.

Holly and Ryan established Okanagan Fix Wings together. In 2020, Holly took responsibility for the Parts and Stores Department and helped develop the company's aircraft-parts services. That same year, Okanagan Fix Wings received approval from Transport Canada as an Approved

Maintenance Organization—an important milestone that expanded the company’s ability to maintain commercial aircraft and perform specialized maintenance.

As demand continued to grow, the company moved through several facilities, outgrowing each one before relocating to its current hangar at Vernon Regional Airport in 2021. From there, Okanagan Fix Wings expanded its services and capabilities to support everything from privately owned general aviation aircraft to turboprops and corporate business jets, including Cessna Citation and Beechcraft King Air aircraft.

Today, Okanagan Fix Wings provides inspections, repairs, modifications, aircraft imports, pre-purchase evaluations, structural repairs, parts support, mobile maintenance, and aircraft-management assistance. The company also works alongside commercial operators and other aviation organizations that require additional maintenance capability, specialized expertise, or manpower for major inspections and projects.

Although based in Vernon, our work reaches well beyond North Okanagan. We support aircraft owners, businesses, and commercial aviation operators throughout British Columbia and Alberta, including customers in Kelowna, Kamloops, Prince George, Port Alberni, Vernon, and many communities in between.

What began with Ryan and a small team has grown into a locally owned company with 10 full-time team members and clearly defined roles throughout the organization. Experienced aviation professionals, including Production Manager Chad Roberts, have joined the team, alongside a full-time Parts Manager and a skilled group of Aircraft Maintenance Engineers and Apprentices.

We are particularly proud of our commitment to developing the next generation of aviation professionals. Okanagan Fix Wings provides opportunities for local high-school dual-credit students, students enrolled in Aircraft Maintenance Engineer programs, apprentices, and summer employees. Students can begin their journey with us, progress into full-time apprenticeships, and ultimately become licensed Aircraft Maintenance Engineers—all within our company. During the summer of 2026, three students are working alongside our team, gaining valuable hands-on experience and building a strong foundation for careers in aviation.



Our success has been built on the confidence of our customers, the dedication of our employees, and the support of the local aviation community. As we continue to grow, one of our most important goals is to create meaningful skilled employment, develop the next generation of aviation professionals, and contribute to the long-term strength of aviation in Vernon and throughout British Columbia.



Fix Wings bubble machine was a big hit

We are grateful to be part of the history of Vernon Regional Airport and excited to help build its future.

Our Vision

To be the preferred aircraft maintenance provider for private, commercial, and corporate aircraft owners and operators throughout British Columbia.

Our Mission

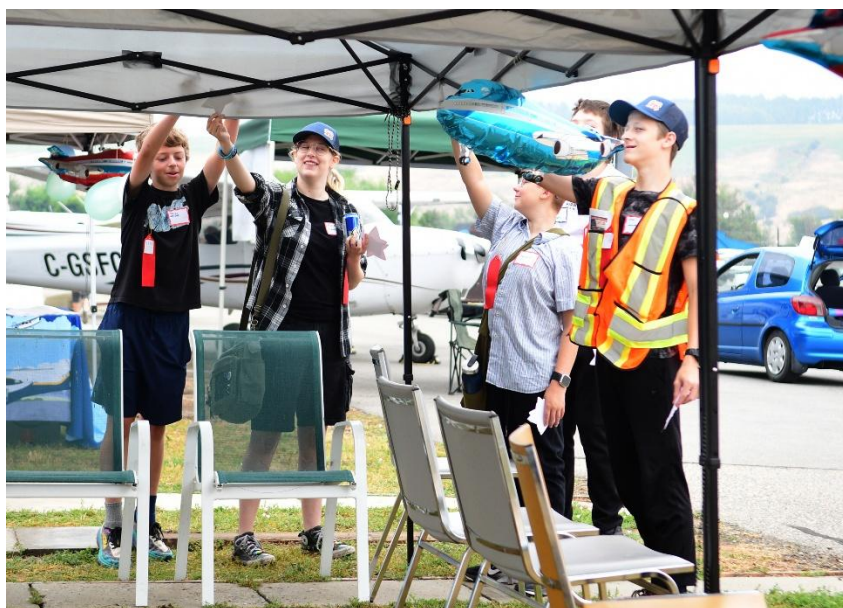
To give aircraft owners, businesses, and aviation service providers a better choice for aircraft maintenance by delivering industry-leading safety, exceptional service, clear communication, and the flexibility required to keep their aircraft operating safely and successfully.

Thank you for flying a safer aircraft today than you did yesterday.



Vernon Airport Appreciation Day

Set-Up on Saturday, August 22nd as early morning August 23rd



Air Cadets were a big help!





Most of the volunteers had more than one job! Everyone pitched in to get set-up



Laura-Lee Lockheed and Pauline Readner set out the gate prizes



Les Isted and Paul Graham, two of our six photographers



Greg Green and Phil Symmans – there was a lot of fencing to put up (and take down!)

Displays and Vendors

CASARA – Civil Air Search and Rescue Association



The Civil Air Search and Rescue Association (CASARA), is a Canada-wide volunteer aviation association dedicated to providing air search support services in downed aircraft, recently more humanitarian efforts, and promotes Canada's Search and Rescue Program across Canada. Our volunteers are on call 24 hours a day, 365 days a year to assist in providing air search assistance to the RCAF.

FlyRite Accessory Overhauls



FlyRite specializes in overhauls and repair of aircraft starter-generators for helicopters and light turbine aircraft. Hal Hobenshield, owner.

Okanagan Skydive



Emily Swartz at the Okanagan Skydive booth. We invite you to experience the Okanagan Valley like never before! From 10,000ft and at 120mph! They offer tandem skydives as well as providing an opportunity for licensed skydivers to jump

Thank-you, Okanagan Skydive for donating a tandem skydive as a gate prize!

Air Rescue One Heli Winch Society



The Air Rescue One Heli Winch Society (AROHWS) is a registered charitable organization dedicated to saving lives by delivering advanced helicopter-based rescue capability across British Columbia's Southern Interior. Founded in 2017, AROHWS was originally established to fund, equip, and operate specialized aerial rescue programs in support of search and rescue (SAR) operations throughout the Thompson Okanagan. Through strong partnerships with local SAR teams and government agencies, AROHWS provides rapid access to helicopter rescue services when terrain, distance, or patient condition make ground response insufficient.

Vernon Tourism



Vernon Tourism has been working closely with Laura-Lee Lockheed on "The Great Southern Route" initiative to have Greater Vernon included on their website.



Kim Williams, Kelly Sheret, Betty Lee Longstaff

99s International Organization of Women Pilots

The organization was founded on November 2, 1929. Amelia Earhart was elected the first President and the group selected the name Ninety-Nines to represent the 99 charter members from around the world.

Today the 99s are a global community across 44 countries united in a love of flight and a commitment to advancing women in aviation. Currently there are 7,750 members worldwide.

The purpose is simple: honour the legacy, grow the future.

Through education, mentorship, and scholarships, we support women pilots at every stage of their flying life.

The Ninety-Nines provide scholarships, educational resources, and leadership opportunities, and outreach programs.

The local chapter of the 99s have painted the compass rose at the Vernon Airport.

97.9 FM Valley Radio Society



In 2017, Gord Leighton and others saw a need for an additional radio station to provide local ON AIR programming for the greater Vernon area. So they founded the Vernon Community Radio Society.

Since that time, the society has gotten an approved FM radio frequency, studio space, and broadcasting equipment. In addition, Valleyfm.ca has been streaming content (and a growing list of local programs) online.

Valley FM is now taking the dream of a locally focused radio station into reality and is broadcasting on 97.9 FM ON AIR!

Southern Interior Flight Centre



Southern Interior Flight Centre's Pilot Licence and Rating Programs are exciting opportunities for you to chase your dreams and become a member of the elite flying community. Industry-experienced leadership and instruction ensure you not only learn the basics, but also the 'Real World' of aviation.

Our program graduates are flying around the globe! Check out some of our Testimonials. We offer everything from the Recreational Pilot Permit and Private Pilot Licence to the all-inclusive Commercial Aviation Diploma in conjunction with Okanagan College.

Their flight simulator was very popular!



Rotech Motor Ltd.

ROTECH MOTOR LTD. is the authorized Canadian distributor of ROTAX aircraft engines and the North and South American distributor for the certified ROTAX aircraft engines. We are also a factory authorized Training Organization and Authorized Certified Parts Distributor.

ROTECH MOTOR LTD. is a Transport Canada Approved Maintenance Organization (AMO) with specialized ratings for certified Rotax 912, 912iS, & 914 overhauls. As well as ratings for Gliders and Sheet metal repairs.

Thank you, Rotech Motor Ltd. for donating \$1,000.00 to our event!

**Start of the Fall Clean-Up**

Sarah Green and John Mogenson clean up the planters and hanging baskets (generously donated by The Flower Spot).

Chuck Ross, Cal Paley, and Greg Green folded the picnic tables and put them away.

The Snowflakes, RV Formation Flying Team

Lola Guylas, who flew with Chuck Ross, Darcy MacPhee, Rob Kennett, Dave Fish, Steve Foord, Franz Fux, Mike Hewson, Stu McLean (missing Hammy McClymont and Ron Townson)

Aircraft

Almost 50 aircraft were on display with The Snowflakes, the RV Formation Flying Team, and Ken Hewson with his Nanchang CJ6 managing to get up into the air during the event.



Ken Hewson with Thomas Heemskerk, who won a ride with Ken



The Snowflakes, RV Formation Flying Team
Managed two fly-pasts





The Flight Line, Wayne Emde, one of our six photographers (in green shirt)



Kal Air Citation C-FTOM had a constant stream of visitors eager to see inside a business jet



The Snowflakes 'members talked to members of the public about their amateur-built aircraft and formation flying.



Mike Hewson and Franz Fux talk to an instructor from Southern Interior Flight Centre



Melissa Hewson, Team Leader, Aircraft Display, registers pilots

Kim and Dave Williams, RV7A, from Oliver



Terry Elgood's Tiger Moth replica



Vehicles

John Allan Smith, Terry Shannon, and Bev Bonner, who organized over 50 vehicles in a terrific display



Tim Moore's C170 and Challenger and Truck





Stan Owen proudly shows off his bikes



Family Activities



Alison Crerar, Family Activities Coordinator, giving out prizes for the scavenger hunt as well as promoting Discover Aviation



The Okanagan Science Centre Outreach program was busy all day and was a terrific addition to the event.

Thank you, Okanagan Science Centre for also donating a Family Pass as a gate prize.



“The Slowflakes” proved very popular with the little ones. We don’t know who had more fun, Stan Owen, or the kiddies!

Cal Paley bringing up the rear as the outrider

Vernon Radio Control Aeromodelers Society

Terry Elgood hosted the display in his hangar. Thank-you to the members who displayed their model:

Khal Hooper
Len Steg
Les Isted
Lorne Hansen

Roger Martens
Greg Milne
Frank Musil
Terry and Brian Elgood

And, from the St Annes club;
Chad Donahue

Your participation is greatly appreciated.

"And also, the Vernon flying club should be congratulated for a well run event. The "organizing team" put in a tremendous effort.", Terry Elgood





We even had a medivac helicopter land, transfer a patient from the ambulance and take off again during the Airport Appreciation Day!



Edie Schleiss, VFC Photographer



Inside the Clubhouse

Gate Prizes and History Display



Rob McDicken, President VFC and Event Coordinator, with Laura-Lee Lockheed, Fundraising and Sponsorship Coordinator draw for the gate prizes

Winners

Thanks to the very generous sponsors and supporters of the Vernon Flying Club's 80th Anniversary Celebration held at the Vernon Regional Airport.

- Cora's Breakfast and Lunch Kitchen - gift basket: Bob Peachey
- Davison's Orchard - gift certificate and basket: Lynn
- Diana Birrell - collectors Snowbirds coin and stamp set: Robert Janes
- M&M - gift card and cooler bag: James Dreger
- Okanagan Science Centre - Family Membership Gift Certificate: Martha Dyck
- Okanagan Skydive - tandem skydive: Layne Geck
- PetValu/Total Pet Vernon - Gift basket: Zoe Brassent
- Safeway - gift card, reusable bag and potted plant: Danielle
- Staples - back-to-school backpack stuffed with school supplies: Callen Ralph



3D edible airplane cake created and donated by Cake'em which the volunteers enjoyed very much at the thank-you pizza party on Monday evening!



The Hospitality Hangar

Chuck Ross' hangar was transformed into a rest area where the pilots and drivers could relax and enjoy refreshments and take a break from their adoring fans



Cakes by *Cake'em*



Discover Aviation Vernon June 20, 2026



Our wonderful volunteers. The pilots are wearing blue t-shirts

Thanks to all the brilliant, dedicated volunteers, especially the pilots, without whom there wouldn't be a Discover Aviation program! We managed to get 104 Junior Aviators into the air before we had to cancel due to the strong cross-winds. (All the photos from our Discover Aviation Day are on our Facebook page.)



Darcy MacPhee, Van's RV9A



Aiden Satherwaite, VFC's C172



Forrest Opland, C206



Tyler Swartz, Piper PA28



Steve Foord, Van's RV9A with volunteer marshaller, Paul Peng and daughter, Mia

C-GVYT	Van's RV9A	PILOT
C-GRBK	Van's RV6A	Steve Foord
C-GYGA	Cessna 182M	Rob Kennett
C-FAJO	Van's RV9A	Steve Abbey
C-GXRT	Van's RV6A	Darcy MacPhee
C-FIOX	Kitfox 7	Dennis Ellingson
C-GRTK	Piper PA28R	Grant Barry
C-FOXY	Wagaero Illusion	Tyler Schwartz
C-GTST	Cessna 206	Mike Hewson
C-GGHB	Cessna 172	Forrest Opland
		Aiden Satterwaite

FLIGHT ATTENDANT

Tobby Foord
Ashley Owen
Carolyn Hoffmann (Lead)
Liga Serzane
Clint Taylor
Alex Krolivet
Emily Schwartz
Jim Hewson
Daniel Milroy
Roberta Drinkwater



Marshallers, Safety First, Always!



Ground School, Chuck Ross

Solar Panels

The solar panels are already showing a return on the investment! As of September 8, 2026, the Vernon Flying Club has a credit of \$188.25 with BC Hydro!

Return-it Express

Bottle and Can returns at Chaser's Bottle Depot
(Use the code 250-241-2531 to print labels at the kiosk)

Jan 1, 2018 – Sep 22, 2026 1,307 Total containers

\$130.70 will be added to the Scholarship Fund

Membership Dues are payable on October 1st of each year for all members.

For new members only, dues are assessed based on when they join:

\$100.00 October, November, December

\$75.00 January, February, March

\$50.00 April, May, June

\$25.00 July, August, September

Interac / e-Transfer to club email preferred method of payment, although we will also accept a cheque or cash.

VERNON FLYING CLUB / COPA Flight 65 2026 / 2027

PRESIDENT: Rob McDicken
VICE PRESIDENT: Cameron Bottrill
TREASURER: Betty Lee Longstaff
SECRETARY: Marion Ross
DIRECTOR: Alison Crerar

COPA CAPTAIN: Art Ratte
COPA Co-CAPTAIN: Cameron Bottrill
COPA Navigator: Keith Readner



TEMPORARY Newsletter Editor: Marion Ross

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

e-mail: flyingclubvernon@gmail.com
website: www.vernonflyingclub.org
Facebook: <https://www.facebook.com/flyingclubvernon>
Instagram: <https://www.instagram.com/vernonflyingclub/>