



# HANGAR NEWS



COPA Flight 65



The **Vernon Flying Club** is a vibrant community of aviation enthusiasts based at the Vernon Regional Airport in Vernon, BC. We are known for our welcoming atmosphere and various activities, including the popular **Discover Aviation** program for youth and the annual **Pilot Rust Remover** event. The club offers resources for pilots, including a clubhouse with Wi-Fi and access to nearby amenities such as the Sky-High Diner (*open over the spring and summer; closed Sundays and Mondays and Stat Holidays*).

The Vernon Flying Club is a social club for those with a passion for aviation and not a flight school. If you are looking for flight lessons or taking a sightseeing flight, sorry, but we cannot help you with that. There are flight schools in Kelowna and Penticton who would love to hear from you. Stay tuned for an exciting announcement about our club leasing a Cessna 172 for rental to members!

## Rust Remover, COPA AGM, Discover Aviation CYVK was the place to be in May and June!

### Rust Remover, May 3rd



According to my records, our first official Rust Remover was in 2001 and has been offered annually since then except for 2020, 2021 and 2022 were cancelled due to COVID. Our average attendance is 148!

Photos by Edie Schleiss

*More photos can be found on our Facebook page!*

Well, the inclement weather kept a lot of our expected attendees from flying in but almost 100 participants (88 registered plus volunteers!)

### Registration & Welcome to the RR Morning Coffee and Continental Breakfast





**Lunch** was delicious, barbequed burgers, salads, and a bag of chips. Dessert was homemade cookies, squares, and cake.

Thank-you to **Wyatt & Jonathon McMurray of the A&W Group** for their very generous donation of the burger patties and buns.

Also, thanks to all the many volunteers who helped to make the 2025 Rust Remover fun, safe, efficient, and informative!

The annual Rust Remover / Recurrency Training for Pilots is a great opportunity to reconnect, network, and perhaps (hopefully) learn something useful. We don't know what the future holds for our Rust Removers considering all the changes being proposed by Transport Canada but if we have volunteers and speakers willing to participate, we will continue to host "Spring Training for Pilots"!



## Terrific Great Speakers



*MC Rob McDicken*



*Doug Tempsma, Flight Info Centre Kamloops,  
Flight Planning and Self Briefing*



*Norbert Pfefferkorn, Class 1 Flight Instructor, Cockpit  
Resource Management and Pilot Proficiency*



*Ryan Zaworski, AME, FixWings, Vernon, Aircraft  
Maintenance Requirements and Responsibilities*



*Grant Nelsen, Unit Manager, NAV CANADA,  
Kelowna Tower, and Kris Johnstone, ATC  
Supervisor receive a token of our appreciation  
from MC Rob McDicken following their  
presentation of Kelowna Airspace Issues &  
Procedures*

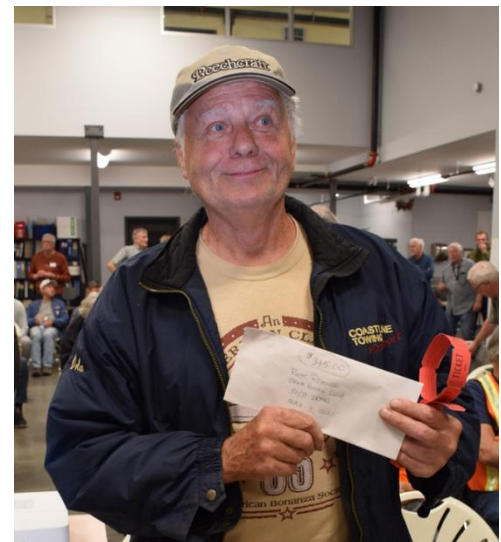
Unfortunately, we experienced some technical issues with lighting – there was no way to turn the overhead lights off so it made seeing the screen difficult. The College has a central control system which we couldn't access on a weekend. Otherwise, most things went according to plan. We had to scramble a bit to move the lunch from the clubhouse to the College venue so that attendees didn't get wet getting lunch. As it turned out, the sun came out just in time for lunch!

**Attendees:**

100 Mile House	1
150 Mile House	1
Armstrong	5
Blind Bay	2
Campbell River	1
Coldstream	8
Edmonton	1
Enderby	1
Kamloops	5
Kelowna	7
Lumby	2
Magna Bay	1
Monte Creek	1
Naramata	1
North Vancouver	1
Okanagan Falls	1
Peachland	1
Pitt Meadows	1
Powell River	1
Prince George	5
Quesnel	3
Salmon Arm	5
Spallumcheen	3
Summerland	1
Tappen	1
Vernon	28
<b>TOTAL</b>	<b>88</b>



*Betty Lee Longstaff, Marion Ross, Alison Crerar, Louise Paley, and Del Desrosiers at the dessert table. Thanks to all the bakers and dessert makers who made the wonderful treats!*



*Orla Jensen from Campbell River was the winner of the 50/50 draw and took home \$345.00*

"Kelowna Tower, C-GABC is 8 miles southeast inbound for landing."

"Roger that, ABC, this is Kelowna Tower, report a 3-mile final to runway 36 and verify you have Hotel".

"ABC will report a 3-mile final and uhhh, we don't need a hotel, we're staying with friends"!

## COPA Board Meeting June 21<sup>st</sup> and Annual General Meeting June 22<sup>nd</sup>



*Members of the COPA Board at the clubhouse, Photo by Alison Crerar*



*Pauline Readner ready to serve lunch*



*Rob Kennett registering for the AGM*



*Bill More waiting to direct AGM attendees to lunch*

## COPA AGM 2025 by the numbers

	2024	2023	2022	2021
Membership	10,400	10,600	10,900	10,200
Salaries & benefits	\$875,657	\$701,499	\$635,543	\$585,288
Operations Costs	\$1,847,274	\$1,761,163	\$1,589,405	\$1,129,729
Revenue or Deficit	-\$128,409	-\$166,920	+\$10,780	+\$262,724

Increase of Operations Cost over 4 years \$718,000 or 63%

Salaries & Benefits forecasted to increase to \$1,000,000 in 2026-27

President turnover since 2015	Bernard Gervais	5 years
	Christine Gervais	2 years
	Mark Van Berkel	2 years
	Marcia Kim	3 months

## AGM attendees in Vernon

Registered to attend	92
Actual attendees	45
Proxies to vote	180

Members with 25, 50 or more years as loyal COPA members	8,000 members
Members less than 25 years	2,400 members

COPA name change proposal was withdrawn until further notice

#### AI Overview

The Canadian Owners and Pilots Association (COPA) has proposed a name change to **Aviators Canada Association**, which would be shortened to Aviators Canada in normal communications. However, the vote on this proposal has been temporarily postponed due to member concerns and a desire for more dialogue.



#### Here's a more detailed breakdown:

##### Original Proposal:

COPA's board of directors initially proposed changing the name to Aviators Canada Association to encourage broader participation in the organization, including those interested in aviation beyond just pilots, [according to AVweb](#).

##### Postponement:

The planned vote at the Annual General Meeting in Vernon, BC, on June 21st was withdrawn due to member feedback, [according to AVweb](#).

##### Reason for Postponement:

COPA acknowledged the concerns raised by members regarding the name change and the potential impact on the organization's identity and values.

##### Future Plans:

COPA has stated that this is not the end of the discussion and that they will continue to engage with members to address their concerns and find a solution that aligns with the organization's values and mission, [according to AVweb](#).

##### Current Situation:

COPA remains the official name of the organization until further notice.

## Discover Aviation Vernon, June 28, 2025

### The Pilots



### The Volunteers



## "And a good time was had by all!"



*Event Coordinator, Rob McDicken addresses the group at the All Volunteers Briefing*

It takes a lot of volunteers to pull off a successful event such as Discover Aviation.

We are blessed to have some of the best volunteers at the Vernon Flying Club / COPA Flight 65! They come out year after year and make sure that the event runs smoothly, efficiently, and safely. We really do have such a great time!

## The Welcome Desk



*Bob Marsh hand-propping Rob McDicken (Photo by Edie Schleiss)*



*Louise Paley, Sarah Green, check-in eager Junior Aviators with Pauline Readner and Liam Payne (Flow Control) waiting for their first group*

## Get Your Boarding Pass Here...



*Sherrie MacPhee, Pauline Readner, Kathy Jorimann*



*Laura Lee Lockheed donated and handed out sunglasses which were a big hit!*

## And then head off to the Safety Briefing & Ground School



*Norbert Pfefferkorn with Art Ratte's Lancair Legacy*

By running two Ground Schools simultaneously we could get each group up in the air every half hour.



*Mark Heinzleritter with Bev Bonner's C-150 Aerobat*



*Cal Paley towing the barrel aeroplanes with Aiden Satterthwaite riding shotgun*

## The Boarding Gate



## Going Flying!

Without the pilots and their aircraft, Discover Aviation would certainly be a bust! Many thanks to the pilots:

Ident / Type	Pilot	Flight Attendant	Seats
C-GKKG Lancair Legacy	Art Ratte	Carolyn Hoffmann	1
C-FAJO Van's RV9A	Darcy MacPhee	Liga Serzane	1
C-GXRT Van's RV4	Dennis Ellingson	Dennis McLeod	1
C-FIOX Kitfox	Eddie Ronveaux	Tanya Barnard	1
C-GGCP Cessna 172	Karla Dunn	Roberta Drinkwater	3
C-FPTY Kitfox	Phil Symmans	Laurie Symmans	1
C-GRBK Van's RV6A	Rob Kennett	Melissa Brown	1
C-GYGA Cessna 182	Steve Abbey	Harvey Prato	3
C-GVYT Van's RV9A	Steve Foord	Carolyn Hoffmann	1
C-GWTJ Cessna 172	Tom Glover	Betty Lee Longstaff	1



*Darcy MacPhee (pilot) and Liga Serzane (flight attendant)*



*Air Boss, Keith Readner*



*Safety Marshalls talking to pilot, Rob Kennett, Cameron Bottrill, John Mogensen, Stu McLean*

**More pictures are uploaded to our Facebook Page:**

**<https://www.facebook.com/flyingclubvernon> or  
<https://www.facebook.com/disc.av.vernon/>**

## Airport Tours



The Flying Club hosted a group of high schoolers on April 28<sup>th</sup>. The group was very well behaved, respectful, and seemed to enjoy themselves.

We started off in the clubhouse with a safety briefing and introductions and then everyone donned a safety vest and headed Air Side.

Chuck Ross and Dennis Ellingham had their homebuilt aircraft on display and each talked to the group about their plane. And then the group watched as they both took off, Dennis back home to Salmon Arm and Chuck to do aerobatics over Swan Lake (but that was of course too far away to watch!)

We saw Ben, Dan, Seth, and Yeager fixing airplanes in FixWings hangar; thanks to the owner Ryan Zarowski for arranging that.

We looked at a variety of airplanes on the way to the Kal Tire hangar where everyone climbed aboard the Citation jet thanks to the pilot and one of the tour guides, Rob McDicken.

Earl Seigle let us take a look at his Cessna 185 parked in his hangar; he'd just flown in from Westlock, Alberta.

Ted Malewski had just landed his new-to-him 1980 Beechcraft Skipper T-tail and talked to the group about it and the difference between aircraft fuel and car gas.

Our last stop was to look at an airplane under construction. Stu McLean showed off his project and showed the kids how rivets work. Art Ratte had given permission for anyone who wanted to sit in his homebuilt, fiberglass aircraft which was a big hit.

They enjoyed watching the helicopter taking off and airplanes flying overhead.

All-in-all, it went very well.

And, we received a nice thank-you from Caitlan, the School-Based Resource Teacher - Summits Program Clarence Fulton Secondary:

*Thank you so much for having our group out yesterday. The kids came back just beaming! They had so much fun. My adults were very excited about the tour as well!*

*Thank you for sending these pictures. They are so awesome!*

*A HUGE thank you to your organization!! What an amazing opportunity for our kiddos.*

*Best,*

*Caiti Koffler*



Stu McLean showing variety of rivets



Rob McDicken impressed with towel holder at the FixWings hangar

## Guest Speakers at our Regular Monthly Meetings

### April

#### Mike Reed, with Beth Christianos Reed, from Finnair



We had a terrific guest speaker, at our meeting Tuesday, April 15, 2025.

Mike shared some of his experiences and insights in the Powerline Operations for BC Hydro flying his beautiful Airbus Eurocopter EC135 P2+ C-FINZ.

Mike's friend and former instructor, Ross was visiting from New Zealand with his family and they were warmly welcomed by the group. Ross spoke briefly about his career which included flying Metroliners and 767's and 777's. Funny, every plane he flew was his favourite! Ross turned the podium over to Mike with Beth at the laptop managing the photo/video lineup.

This amazing, highly skilled helicopter pilot talked about his career and learning to fly in New Zealand and focused his talk on his work for BC Hydro.

There were a lot of OMG's and shaking heads at the photos and videos of him landing on top of transmission towers to off-load linemen; long-lining the bits and pieces required to keep the power running including setting a cart on the lines for the lineman to use!! Powerline inspections and maintenance is

dangerous and safety is of paramount importance.

It is always a treat to see Finnair's EC135 Eurocopter come in, set down on its dolly and then get towed to the hangar. It was custom made for the work, no dual control, air conditioning and a camera which can take ultraviolet and infrared photos and HD video. This kind of work requires expert piloting and a machine with maximum reliability and safety. Next time you flip on your light switch, thank Mike and his crew!

### May

#### Wills, Power of Attorney, Health Representation Agreements

Lawyers from the Vernon based Kidston Helm Ross, David Helm and Jordan Karol spoke about the importance of having an updated will, power of attorney, and health representation agreement in place before death which can be unexpected. Incapacitation or death of a loved one is traumatic and anything that can be done to lessen the stress on grieving family members is one of the most un-selfish things you can do.

We have our own Cautionary Tale. One of our members died suddenly and unexpectedly on March 12, 2023. Eventually a will was found but it was from 1989 and the Executor was now 90 years old and blind so declined the role. The Public Guardian was now responsible for administering the Estate. He had made unwitnessed notes and various changes including bequeathing his RV4 to VFC. Probate has been a long, complicated affair and it is likely to take many more months to settle.

Don't wait! Get your affairs in order because you just never know! You don't want to leave a mess for your family!



## June Final Flight

Brian Mellis learned to fly at the Sechelt Airport on the Sunshine Coast in 1980. Earning his private pilot licence along with night and float ratings, made getting to various pulp mills and heavy industry facilities for his work as an industrial repair technician much easier.

It was on a business trip to England in 1993 at the Duxford Air Show in Cambridge, that the idea of Final Flight was conceived after talking to some of the WWII vets expressed the desire to have their remains released to fly forever in the winds.

The concept of Final Flight is actually 7 years old but due to workload and commitments to Flight Line Aviation Wear (Brian and Marilyn's other going concern), it was only recently that interest has been shown in this idea as an alternative to an in-ground internment. Of note, a press release recently advised that Westbank Cemetery has recently raised the cost of an urn internment to \$1400 plus.

Brian is (supposedly) recently retired and says he is enjoying their C- 172 "Lucy" more, along with the fellowship and camaraderie of the Vernon Flying Club which has made them both welcome.

He showed off his creation - a remote-controlled ash dispersal unit that clips to the gear leg.



## 2025 Scholarship Winners

Congratulations to these two amazing young people, **Kendra Huttema** and **Aiden Satterthwaite** winners of the 2025 Vernon Flying Club Scholarship!



Normally the Vernon Flying Club awards one \$1,000.00 Scholarship each year but once again we found ourselves with two outstanding, deserving candidates so we decided to give each of them \$1,000.00! Well Done!



## Rick Thorburn, Aviation Junkie

By his son, Jay Thorburn



Earlier this year while flying back home from Vernon BC, I reached into my bag and pulled out the latest issue of EAA Sport Aviation magazine, which I had sneaked from my father's hangar. It had been ages since I'd last read one of these magazines, but the articles about aviation enthusiasts—people who shared my father's enduring passion—offered a familiar comfort.

Luckily, since my father had been a member of EAA since 1974, these magazines were all over our house and hangar for as long as I can remember. During my childhood in the 70s and 80s, the kit aircraft world became more

mainstream, and by my teens I had taken a real interest in the articles on different designs and aircraft builds. But on this flight from Vernon, I was drawn to the Members Central' section near the end of the magazine, filled with information about hobbyists and their latest projects.

Rick Thorburn—my father—passed away in the spring after a life marked by an enduring interest in all things related to aircraft. He helped to shape the CYVK airport in Vernon. In the early 1980s, he acted as Regional Airport Commission Chairman with the \$500,000 runway extension. Over the years, he was president of the Vernon Flying Club, and served on the BC aviation council, but his biggest influence was on the local flying community. The last 30 years of his life were spent as an avid builder of Van's kit planes, a passion that brought him a great deal of knowledge, adventure, and friendship.

Since he was a little kid, my dad was a huge fan of anything that flew. In the early 1950s, he started out with scratch-built control line aircraft, relying on photos, magazines, and his imagination. He came by his fascination honestly: his own father was an aviation radio-navigation instructor during WW2, spending hours in the back of a Noorduyt Norseman, and eventually devising a push button remote controller for the aircraft. My father would have loved to become an airline pilot, but his colour blindness made a commercial licence out of the question.



Instead, he attended the University of British Columbia and pursued a career as an architect, eventually practicing all over BC and Alberta from his home office in the Okanagan.

Though architecture was his career, aviation remained his passion. In 1976, he started on his pilot's licence and by the early 1980s he had bought his way into a third-ownership of an Aeronca Champion 7GC. It had heel brakes and was in desperate need of fresh fabric covering. After a few years, he was able to buy out his partners. This is where the

transition started from working on RC planes to real, full-sized aircraft.

The shift brought change to all parts of his life, from developing sewing machine skills to bringing real aircraft parts into our family home! Over time, my father was able to bring his passion for flying into his "day job," saving time traveling to job sites around western Canada, turning multi-day trips into single day trips, grinning ear to ear while flying his freshly rebuilt aircraft. Sure, he faced challenges: not being able to land in 30-knot crosswinds at destination, dog vomit down the side of the airplane, and being way too low in mountain passes during times of "get-home-itis" as he wasn't able to hold a night rating. But that was all part of the adventure.

My father soon set his sights on a Stinson 108 and flew that as well as the Champ for years. I'll always remember eating caramels from the old coffee tins behind the backseats to ward off motion sickness. Yet, I marvelled at how smooth the controls were in that plane as the old Franklin engine cranked along. I remember watching him loop the old Stinson on the downwind as he came into land. Unfortunately for my dad, the Stinson didn't have enough issues to require a long-term overhaul, so he moved on to a completely different project (though his dream of a 108-3 never came to fruition).

A Luscombe 11A was up for grabs after a ground loop in Revelstoke BC, and my father brought it home on a trailer. This introduction to working with aluminum influenced my dad for more than thirty years afterwards. But since he was working on a budget, the big-ticket items such as an engine rebuild and a bent spar were a bit too much for him, and he eventually sold the aircraft to a gentleman south of the border.

From the sale of the Luscombe, the timeline of my dad's various aircraft projects gets blurry, probably because his passion intensified. He loved to have at least two projects on the go, getting bored and flip-flopping to other projects. CF-JSY or 'Jessy' was a Piper Pa-12 Super Cruiser was purchased on wheels, but a dream of having it on floats had to be fulfilled. All of this had to be done on a budget. Three sets of wrecked CAP 2000s floats in various states of destruction were dismantled and reconstructed into one serviceable set. New float fittings were attached to the fuselage, and a silver spray bomb primer aircraft paint job was thought to have completed the

project. But with a hot Okanagan summer completion date for the flapless Pa-12, and a few arduous take-offs, the O-235 was soon replaced with an O-320 and a borer prop. I had the chance to fly this aircraft for a few years and, hands down, it was the most fun I have ever had in an airplane. No radio, no bells and whistles, just bare bones stick-and-rudder fun.

During the 1990s, my father's hobby switched from working with classic tail draggers to building his first Vans RV-6A. He was drawn to an "A" because it was an aircraft anyone could fly, and he noted that the tail-dragger experience of the average pilot was dwindling. He started building in the shop at our house, leading to parts and pieces being strewn all over the place, including metal shavings in the carpet. By the time I was a teenager, the sound of my father's rivet gun from the shop had turned into my personal alarm clock. It wasn't uncommon for me to bring a friend home, only to tell them to watch out for the propeller in the hallway, or not to sit on the tail kit on the couch. At one point the fuselage was on our dining room table! Dad estimated 3000 hours of build time from kit to finish. The "Thorburn finish" on his C-FXLC, or "LC," included extra drilled-out holes to save weight, an additional dorsal fin ahead of the vertical stabilizer to reduce waddle, side fuselage inspection panels for accessing behind the instrument panel, and all-metal front window mouldings to replace the factory fibreglass. My father loved the military-style slider canopies and trying to keep the aircraft light. With 150hp O-320 and an over-coursed fixed-pitch cruise propeller, LC's cruise was 150 knots, never reaching engine red line and almost always running flat out.



When one project ended, the other was right around the corner. My dad's love for flying was matched, if not surpassed, by his love for building metal aircraft. He was always intrigued by flying boats, and this pushed him to design and build a complete fuselage for an aluminum single-engine pusher-style flying boat based on Vans RV components. He eventually ditched the build due to theoretical stability issues, and possibly because of his lack of strength as a swimmer.

Over the next few years, he purchased and built an additional RV-6A kit. RV #2, or "VTJ," had an engine upgraded to a 160hp O-320 and a less course fixed-pitch propeller, as well as a professional paint job and a clean leather interior finish. This was a really well-built aircraft—a bit of a cream puff. My dad's trend of building one project and having one flying aircraft continued for many cycles.

RV #3 was the first RV-7A. My dad avoided scratching any metal surfaces, aiming for a polished war-bird finish. "AKO" was its registration, but it was referred to as the "Silver Bullet," as this aircraft received an IO-360 208 hp engine and a big fixed-pitch propeller. It climbed like crazy with the big engine and the lighter weight of the fixed-pitch prop. My dad didn't keep this aircraft for long, as he was worried that higher-octane fuel would soon be unavailable.

At one point, he picked up an old ex-Canadian military 182D model, and even a Lake Buccaneer La4-200. The 182 sat for years and was never worked on, but my father cleaned up and eventually sold the Lake prior to receiving a new paint job.

The next build was number #4, "AJE," the one and only RV-8A with a 180hp O-360 and another fixed-pitch prop. This aircraft was painted bright yellow with a black lightning bolt like an old cub and finished with a military green interior finish. It was an absolute hot rod, and a joy to fly. The aircraft was well matched to the 180hp. My father loved everything about it, but the excitement of flying with a friend was lost due to the tandem configuration. His preference to have someone beside him to enjoy the experience of flying was a clear sign of my father's selflessness. He loved to take people flying and teach them how to build these aircraft. More often than not, his hangar became a social gathering of local RV builders either looking for answers or giving a helping hand.

As RVs came and went, the builds continued. His final project to completion was RV build number #5, "RVJ," an RV-7A. It was a great experience having a fixed pitch 180hp Lycoming like his previous build, along with a Dynon Skyview, Garmin G5, ADSB, and Dyson autopilot. But my dad was starting to age, and his name is only in the logbook a few times. Eventually, he lost his aviation medical, but his passion for building remained. A friend of his would fly the plane and my father switched gears to a new idea.

After seeing the propulsion changes in the radio-controlled world with the introduction of lithium polymer batteries and DC motors, his idea was to help general aviation switch gears into an electric age. He dreamed of having an electric-powered Vans RV-9A. This aircraft build was finished past a point of 50%, but my father was starting to depend on others to make it happen as his health declined. Instead of daily trips down to the hangar, he transitioned to weekly visits with the help of friends and family.

But in my dad's last years, he created many drawings of different layouts of DC motors, Voltage and Amperage calculations, reduction gearbox designs, battery layout sketches, and weight and balance calculations. His goal was to utilize two or more DC motors with individual battery combinations for redundancy. His first set up was two smaller DC motors, battery controllers, a belt drive reduction gear system, and a wooden ultra-light propeller. This was run and tested on a PA-12 airframe as the test-bed. Calculations were estimated at almost 100 hp, fine for a J3 Cub, but not for an RV-9A. We all told my father that under no circumstance would we sit in an electric airplane with a belt drive system, so it was back to the drawing table for a larger system.

The second propulsion system used two 65 KV brushless DC motors and a custom milled reduction gear box made by a local millwright. This would generate enough power to fly an RV-9A, while utilizing an engine design to keep the original RV cowling and conical engine mount for the aircraft. Before my father passed away, his friends joined together and helped him finish off the electrical setup of this larger engine design with its motor controllers and battery hook-ups. They were able to get the system running, putting a big smile on my dad's face. It never made it into the RV-9A, but hopefully one day soon someone will be able to finish my father's dream project and introduce the world to an electric homebuilt Vans RV.

During my father's "aviation career," he "tore around the patch" (his words) for over 1500 hours, and he spent over 10,000 hours of "tinkering," completing five full RV projects, owning and maintaining over eleven airplanes of various shapes, speeds and sizes. An obsession that lasted over seventy years allowed him to find and fulfil his passion. He was his happiest thinking about and working on radio-controlled and real aircraft, aircraft history and nostalgia, rebuilds and new Vans RV projects, and he found many great friendships along the way.

My dad passed away in February of this year, and he will be dearly missed. My whole life was shaped by his interest in aviation and aircraft, as I'm now a commercial airline pilot with over 10,000 hours, a credit to his influence on me. It's a comfort knowing my father's incredible, life-long passion lives on in me, as well as the countless builders, students, pilots, and friends he impacted along the way.

## Helpful Information for Pilots at YLW – Fun Facts

- ✓ YLW is the 4<sup>th</sup> busiest IFR airport in western Canada (9<sup>th</sup> busiest in Canada). In western Canada, only YYC, YEG and YVR are busier.
- ✓ In 2024, 2,133,582 passengers passed through the terminal at YLW.
- ✓ Medium weight IFR aircraft make up about 50% of the aircraft movements at YLW

### Airspace

- Altitude-enabled transponders (Mode C) are required within the Kelowna control zone.
- They are also required in 3500ft or above outside of the Kelowna control zone.
- All VFR pilots should be familiar with the published arrival and departure routes and be prepared to fly them.
- VFR pilots outside the control zone flying between Peachland and the bridge or between the northern boundary of the zone and the north end of Kalamalka or Okanagan Lakes should watch out for inbound IFR traffic when flying above 3500ft. The IFR approach and departure procedures for YLW follow the lakes and valleys.
- IFR approaches RWY 34 – start either Shannon Lake at 8000ft in West Kelowna and fly southeast, or over Peachland at 6000ft. Both join a wide base in line with the south shoulder of Okanagan Lake.
- IFR approaches RWY 16 – start either north of Adventure Bay around 6200ft (straight in), the north end of Kalamalka Lake at 6800ft (follows Kalamalka and Wood Lake), or just north of Terrace Mountain at 6400ft (base over Predator Ridge then follow Kalamalka and Wood Lakes).

### Taxiing

- Due to jet blast, prop wash, the airport layout, and volume of traffic, aircraft are often told to **“HOLD SHORT”**
- Of a taxiway as part of their taxi instructions.
- Kelowna has a high number of runway / taxiway incursions caused by pilots failing to hold short of the taxiway they have been instructed to hold short of or taking a route that differs from the one they were given.
- Pilots must pay close attention to the airport layout and the instructions they have been given by ATC. When in doubt, clarify with ATC.
- It may seem like it should be your turn to go, or that there may be a better route, but there are many other factors at play that the pilot may not be aware of, e.g. Flow Control, Medevacs, IFR constraints, etc.
- The words **“OF”** and **“ON”** are no longer used when giving hold short instructions as they sound too similar on the radio.

## Cockpit Resource Management for the Single Pilot

By Kim (Alric) Mechielsen

*(Ed. Norbert Pfefferkorn spoke about this at the Rust Remover and some of the information he relayed was from Kim's point of view...)*

Some of you may remember me from the Vernon Airport back in 2020-2021. If not, my name is Kim, and I started working professionally in the industry back in 2020 as a Flight Instructor at Aurora Aviation. Since retiring from flight instruction, I have flown a variety of aircraft such as the King Air, Cessna Caravan and Boeing 757. Besides instructing, all my work has been in the IFR world, both single pilot and multi-crew.

Single Pilot IFR can be some of the most challenging and tasking types of flying, especially in busy airspace and on bad weather days. When I was working on the Caravan, I was working for a company called Morningstar, which is a Canadian FedEx feeder. We would work primarily very early mornings in and out of Vancouver's busy and complex airspace. This came with many obstacles such as fatigue, time management, task priority, busy airspace and on some days, terrible weather.

I've put together some bullet point notes on things that I see as valuable when flying IFR by yourself:

### **Fatigue**

Fatigue is a serious dilemma when flying airplanes of all types, especially (in my opinion) flying IFR. Being on your a-game is especially important when you can't see outside. Critical thinking and following procedures may seem like a simple exercise, but when you're fatigued, it is so easy to miss things. I am sure you've all seen in Transport's books that being awake for something like 17 or 18 hours is relative to being at a blood alcohol percentage of 0.05%. Beginning your day with a full mental capacity is critical; it will make everything much easier for you on your journeys. Starting out, I found that prioritizing my rest was one of the hardest things to accomplish as it is not as simple as running a checklist or completing a specific maneuver in the airplane. It is homework! Finding a routine that works for you the day before a flight is vastly underrated.

### **Time Management**

I'm sure you've all heard your flight instructor say to you at some point in your training "stay ahead of the airplane". It goes the same in the world of single pilot IFR; when you are the only one there to ensure everything runs smoothly, staying ahead of the airplane and managing your time accordingly is mandatory to staying safe and abiding by the rules. Simple things such as getting to the runway, calling tower and being ready for takeoff to more complex things like flying into Nanaimo when the ceiling is at minimums and being fully prepared for the go-around well before minimums is all so important in the IFR world to help maintain situational awareness. Besides actually knowing the rules, situational awareness is one of the golden rules to flying IFR. Managing your time in whatever circumstance you may find yourself in allows you to have more time to be aware of the things going on around you and anticipate your next few moves.

### **Task Priority**

Like time management, managing your tasks in a way that works and makes sense to you from most critical to least is of the utmost importance. It could be a situation where the tower says, "contact departure airborne, cleared for takeoff runway 16", you start your takeoff roll, get airborne, and call departure immediately through something like 100' before bringing the gear up. Then you forget your landing gear down and are not getting the climb performance you need, you're just about to enter cloud and make a turn in a mile or so. I use this specific

example as I have seen this a couple of times at different airports, and the gear gets forgotten until you get the time to complete an after-takeoff check. Prioritizing your tasks in every situation whether it be this, an abnormal or an emergency situation will help you maintain safety for you and others around you by staying ahead of the aircraft. We hear *Aviate, Navigate, Communicate* so often and yet it still gets forgotten. Some things I do when flying professionally to help me priority my tasks is to speak aloud to myself. I read my checklists, memory items, briefings and say aloud my strategies/plans for any given situation. Verbalizing to myself helps me hold myself accountable. It also helps me in creating plans that ultimately keep me safe and confident with my decisions.

### **Busy Airspace / Weather**

The key to this one is familiarity. Preparing ahead of time to understand what you can expect and knowing what you are to do to minimize surprises as much as possible. Something as simple as writing down the different frequencies you will need will make your life much, much easier than looking down at the plate to determine your next frequency before making a wrong turn. Looking at the weather and making sure it is something you're comfortable with and maybe even determining if you will need alternate routing to avoid patches of bad weather.

At the end of the day, IFR is a very procedure-based type of flying. Being aware of the rules is a large part but not the only piece of the puzzle. Doing everything you can to stay ahead and maintain situational awareness is invaluable...especially when you are by yourself.

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## **Annual General Meeting**

The Vernon Flying Club / COPA Flight 65 Annual General Meeting will be held on Tuesday, September 16, 2025. The main agenda item will be the election of VFC Board of Directors and COPA Flight 65 Executive for 2025/2026 fiscal year.

### **Why join a flying club?**

Flying Clubs offer a vibrant community where mentorship, training, education, camaraderie, and a shared passion for aviation thrive. A flying club brings together individuals from diverse backgrounds, a love of general aviation is the common denominator.

Our members offer a rich tapestry of experience in a supportive, friendly environment. Our club hosts enjoyable social gatherings and we try to have informative and interesting guest speakers. There are plenty of opportunities to "hangar fly" alongside experienced pilots who are always ready to share their wisdom. We also give back to the community in a variety of ways including the annual free-flights-day (Vernon has flown about 3500 Junior Aviators since our first event in 1997!); airport tours for various groups such as day cares, special ed classes, seniors in care outings, school field trips, etc.

Thank you to all our members and their families who support the Vernon Flying Club / COPA Flight 65 in whatever way you do! We have fun at the pancake breakfasts, monthly meetings, Rust Removers, Discover Aviation, and our parties and daily coffee get-togethers but even if you rarely make it down to the clubhouse, we appreciate your support!



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VERNON  
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AUGUST 30  
10:00 TO 14:00**

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FOR COFFEE  
AND PIE**

**JOIN US FOR COFFEE AND PIE  
BRING A BROWN-BAG LUNCH OR GET A BURGER  
FROM THE SKY-HIGH DINER FOOD TRUCK  
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2024 / 2025

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COPA Navigator: Keith Readner



**TEMPORARY** Newsletter Editor: Marion Ross (VACANT)

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

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