



SWALLOW, John Martin

February 11, 1939 to June 19, 2023



It is with great sadness that we announce the passing of our father, John Martin Swallow of Vernon, BC. Born February 11, 1939, in Drumheller, Alberta, to Walter John and Lillian (née Jervis) Swallow, John died peacefully on June 19, 2023, while a resident at the North Okanagan Hospice House, where he received amazing care. He was predeceased by his loving wife, Bernice, in 2020, and by brothers Ken (Sharon) in 2023, and James (Carolyn) in 2022. He is survived by his brother Stephen, son John (Diane), daughter Suzanne, as well as grandchildren Brittany, Scott, and Kaden.

Dad had an aviation passion that spanned over 60 years. He joined the Royal Canadian Air Force in 1957 and became a fighter pilot in Zweibrücken, West Germany, with 434 (Bluenose) squadron flying the F-86 Sabre. His talents as a gunfighter saw him twice selected to Canada's four-man international aerial gunnery team. His most passionate achievement (apart from his two children of course!) was when he was selected to be a member of the Golden Centennaires, an air demonstration team formed to celebrate Canada's centennial (100 years) birthday. The Centennaires flew the Canadair Tutor jet aircraft, and they performed 121 shows in 1967 across Canada and in the United States. Dad said that if the weather was good, the team performed the "high show", and if the cloud ceiling wasn't great, they would perform the "low show", and if it was really bad weather, they performed the "indoor show", usually accompanied by a few beers, lots of hand gestures and the occasional song.

After 24 years with the RCAF, dad retired to become a corporate pilot with Irving Oil Canada based in Saint John, New Brunswick, where he flew a variety of fixed wing and rotary aircraft.

Over the span of his military career, this true "pilot's pilot," trained on the Harvard and thereafter followed tours on the F-86 Sabre, CF-5, the Canadair Tutor, and even brought his new bride to the east coast on their honeymoon in a T-bird jet trainer. After his retirement to Vernon, he continued his flying passion with the RV7A that he built in his garage (until the wings needed to be added). You have likely seen him leading the Vernon "Snowflakes" in formation, a group of aviation-obsessed, like-minded individuals piloting their fast-flying kit-built aircraft, over the Okanagan skies during the past 20 years.

You will be missed dad, by so many. We have never heard you raise your voice. You never had a bad word to say about anyone, and oh could you tell a story and a joke!

As he would often say to fellow pilots upon saying goodbye, "Low and slow, and nose up in the turns."

A remembrance of dad's life will take place at Pleasant Valley Funeral Home 4303 Pleasant Valley Rd. Vernon, on Thursday, June 29th, at 11:00 a.m. Tears are okay, but laughter will be expected.

In lieu of flowers, a donation to North Okanagan Hospice Society, or a charity of your choice, is appreciated.



The world has lost a great man, a superb aviator, an officer and a gentleman; he was a man of many talents and he will be missed by everyone who ever had the privilege to meet him.

On behalf of the members of the Vernon Flying Club / COPA Flight 65 I extend heartfelt sympathies to his family and friends.

John and Bernice became members of the Vernon Flying Club in 2005. John was editor of "Hangar News" for many years and an active participant in all the events at the club. At the last AGM, he was voted in as the Vice-President and had agreed to take on the role of newsletter editor again. He freely gave of his wisdom and knowledge; he was a natural mentor and our club is the poorer for his passing.



John playing his keyboard at VFC Christmas Party

His daughter, Suzanne, posted the following to John's Facebook page on June 20, 2023.

Last evening, around 830 PM, the world lost an incredibly great man, an incredibly kind, loving, funny, great man.

Our dad, John Swallow, had been receiving treatment for prostate cancer that had metastasized to his bones and liver. He didn't share this. He was never one to complain. He preferred to smile and have a laugh and he never looked on the downside of a situation.

In March, it became apparent that living on his own was no longer a great idea so he moved into a beautiful suite at Carrington retirement residence. In short order, he cluttered it with whatever he could find at Walmart during his daily rides on his new scooter, and with what he could buy from his newly discovered Amazon Prime (We are secretly thankful he didn't know about Amazon prime before....). He moved into Carrington March 31st, but typical to dad, he made friends very quick, and it became "home".

Just over two weeks ago, he got into a crisis with pain and mobility, and with my brother's incredible help, he was admitted to Hospice for pain and symptom control. It was supposed to be for just a couple of weeks and he would return to Carrington. But it quickly became apparent that more was going on.

It turns out that our dad had a few special connections at Hospice which made his time there even more special. He was so thankful to be at Hospice, and was worried he would have to leave, as time there does have a limit. Once he was reassured that he would not be moving anywhere, he settled in and truly, he received the best care imaginable. He was never in pain. His grandchildren were able to see him and spend quality time, his friends dropped in...sometimes it was more like a party room than hospice with so many visitors...but he appreciated it so much and he would never have it any other way.

This weekend, his beloved "Snowflakes" performed a fly past for him. We wheeled his bed out to the garden area so he could watch. It was a beautiful sunny day. His Snowflake friend stopped by and made sure we had dad's bed pointed in the right direction...if he hadn't of been there...dad would have missed the whole thing lol. Dad had a great day Saturday. It was perfect. And then that evening, he said he didn't want to go, but it was time. And he didn't wake up after. His brother Steve, his son John, and myself, his daughter Suzanne, kissed him good bye and started into his final flight.



We cannot thank all the people in his life that made his final years so special. Colleen with her regular delivery of treats to my dad and my uncle Steve, to Stu and Carolyn for checking in on him and just spending time, to his Vernon Flying Club buddies for being his social group for the past 20 years, to his beloved Vernon Snowflakes, to so many, many friends that have reached out to us, and to my dad. There are too many to list. That says something. When there are too many friends to list. How many people can say that?

John at the Birthday Party his kids threw for him in on April 23, 2023 at the Clubhouse1



John with a Junior Aviator at a COPA for KIDS Event

Congratulations to the Recipient of the 2023 VFC Scholarship

Chanelle Wilson of Coldstream, BC, is the first recipient of the new Vernon Flying Club Scholarship. Following is her application:

I am currently pursuing my Commercial Pilot License at Mount Royal University in Calgary, Alberta, but my hometown of Vernon, BC is where I started my aviation career. I decided to work toward becoming a pilot when I was 15 years old when my parents put me in a week-

long camp at the Kelowna Southern Interior Flight Club. I knew from my first flight in a Cessna 172 that I had a huge passion for flying. It never occurred to me that I could actually turn this into a career until I started talking to my dad's childhood friend, a Captain on the Boeing 737 for Westjet. I started inquiring with him, asking all about how he got into flying and what I had to do to get there. My mom also worked for Westjet as a CSA for four years up until Covid happened, so a combination of the two made me decide I want to become a pilot.

I graduated high school in 2020 and started working toward and received my Private Pilot License in September of the same year. Since I was putting myself through the program, I also worked full-time to keep up with the flying costs. I worked at The Bay as a Sales Associate for almost two years. I also worked for Jillian Harris, packing up her Jill Boxes on an assembly line whenever I was needed, and worked at The Rise Golf Course for the past four summers and plan to continue working there. Even with the money I saved, I still have struggled to pay for everything myself. My parents help me out when they can, but we are a family of six, and the cost of living in BC is only getting higher. I understand that in order to reach my goals, I will require a huge amount of money, so to help myself, I have made a budget to help me save accordingly and limit unnecessary spending. I also have a job lined up to provide more income and try to ease the financial burden.

I am a part of numerous women's aviation groups, including The Ninety-Nines, Elevate Aviation and Women in Aviation. I believe empowering is very important in our world today, so I have spent many years volunteering. I started by coaching my younger sister's ringette team in 2018, where I helped run practices and traveled to games and tournaments. I then became an official assistant coach and got my coaching certification which allowed me to progress further in my coaching ability. I also have been part of coaching many volleyball teams and running camps during the summer, as I love being a role model and mentor for these young girls. Over these last few years, my strength as a coach evolved tremendously. Seeing how much these girls depended on their consistency of this outlet for their mental health made me realize that I can empower others through my dedication and skills.



The aviation diploma at Mount Royal will cost about \$94,000 over the two-year program. Although I have all of my savings and as much parental help as possible, I have still had to take out student loans and get a student line of credit. The money I would receive from this scholarship would go directly to paying for my current program. Receiving this scholarship would help me in so many ways, not only with my financial stresses, but also it would be an honor to proudly represent everthing this award stands for. Despite my financial challenges, I have persevered to achieve my goals and hopefully one day I can fly all over the world.



The obvious answer is not always the correct one!

During WWII, the Navy tried to determine where they needed to armor their aircraft to ensure they came back home.

They ran an analysis of where planes had been shot up, and came up with this. Obviously the places that needed to be up-armored are the wingtips, the central body, and the elevators. That's where the planes were all getting shot up.

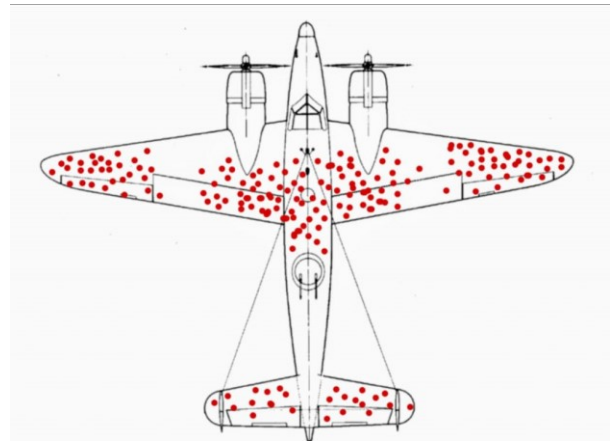
Abraham Wald, a statistician, disagreed.

He thought they should better armor the nose area, engines, and mid-body.

Which was crazy, of course. That's not where the planes were getting shot.

Except Mr. Wald realized what the others didn't.

The planes were getting shot there too, but they weren't making it home. What the Navy thought it had done was analyze where aircraft were suffering the most damage. What they had actually done was analyze where aircraft could suffer the most damage without catastrophic failure. All of the places that weren't hit?



Those planes had been shot there and crashed. They weren't looking at the whole sample set, only the survivors.

Meet Our Members

Darcy MacPhee

Darcy McPhee and his wife Sherrie have been members for a short time and Darcy has quickly become a 'regular' at the club. He's spent a lot of time chatting at the "round table" and learning the ropes from other pilots while working on his own pilot's license. Having achieved his license on the 16th of May, Congratulations are in order!

Darcy and Sherrie are originally from Vernon, having gone to high school at VSS together. Darcy became a Conservation Officer and they spent their first years in Dease Lake, subsequently transferring to 100 Mile House and then Kamloops for the last 10 years. Throughout his career he did a lot of flying in northern BC, which involved tracking, looking for lost people and aircraft and other conservation work. He always thought that he'd like to fly himself one day after he retired.

After 35 years of marriage, Darcy and Sherrie decided to retire to the Vernon area where they have family. They bought an acreage in Lumby and, after getting their house in order, Darcy headed for the airport to begin his quest for a license. It didn't take long! Darcy bought a sweet little Piper Colt, C-FWED, featured in the previous issue of the newsletter, and wasted no time putting in the hours.

We welcome two more active members to the club and we look forward to seeing Darcy and Sherrie enjoy their new aviation venture!

Esther Shortt



Vernon's newest oldest member is a true aviation enthusiast! Esther Shortt has been parking her truck in front of the fence to watch airplanes for a long time, but recently came in the door and joined us because she needed a new activity!

Esther is just 92 years young and keeps very busy! Her life has always been a big adventure and her love of airplanes is still strong - she had a pilot's license before she was married, back when women pilots were still pretty scarce.

Since then she's had her own business (as a well-known professional upholsterer in Lake Country), raised three children and gone on to do missionary work annually for over 20 years in many locations including Mexico, Peru and El Salvador.

Having built a perfect camper for her truck (by herself!), plus an actual house, Esther also volunteered for wildfire fighting (along with her youngest daughter, Lindy), used chain saw to fall trees, and has exercised her creative side painting pictures. She even found time to write a book! In her free time, her trusty truck has taken her many times to the Baja in Mexico where her daughter Denise lives.

We're very happy to have Esther in the club and look forward to seeing her join in our activities (like maybe building a deck????!!!)



a

Guest Speakers

We have had the privilege of hearing some great speakers at our meetings.

In May, we learned about MAF from **Greg Reeder / Western Partnership Manager, Mission Aviation Fellowship of Canada.** Most of us were unfamiliar with this organization but by the end of the evening, we were impressed with the dedication and

From their website: *Mission Aviation Fellowship began in 1945 as the Christian Airmen's Missionary Fellowship (CAMF). Betty Greene flew the inaugural missionary flight to Mexico on February 23, 1946. MAF is a family of organizations led by people in countries around the world who have a similar vision of taking Christ's love into the most remote places on earth. MAF-US collaborates with our sister organizations to meet spiritual and physical needs in 37 different countries. Collectively, our fleet of 135 airplanes serves some 1,500 non-profit, churches, and humanitarian organizations.*

Each year, MAF provides aviation services to more than 400 mission agencies, churches, and humanitarian organizations around the world. Without MAF, some of these organizations would be unable to reach the people they serve. Through these partnerships, MAF connects isolated people with vital services and goods while sharing the love of Christ in a tangible way.

Greg showed several short videos which were eye-opening and thought-provoking.



At the June meeting, **Dr. Derek Muggeridge** spoke about his experiences as an aeronautical engineer and marine offshore structures engineer.

In 2001, Dr. Muggeridge was dean of the faculty of science at Okanagan University College, where he was also associate vice-president of research. He was president of Offshore Design Associates Ltd., which provided specialist services in offshore safety and wave and ice structure interaction.

He also talked about being a teenager when his dad worked for A.V. Roe (Avro Arrow). His photos showing various structural failures in early aircraft models and offered his insights regarding the missing submersible diving on the Titanic. He mentioned that Burt Rutan was his classmate.



Betty Lee Longstaff presents a VFC mug as a thank-you gift to Dr. Derek Muggeridge



2017 Offshore Energy Hall of Fame “Impact of Ocean Ranger Incident & Investigation” Dr. Derek Muggeridge is on the right

The Ninety-Nines: International Organization of Women Pilots, also known as The 99s, is an international organization that provides networking, mentoring, and flight scholarship opportunities to recreational and professional female pilots. Founded on November 2, 1929

Members of the local 99s (and Tom Glover from the VFC) paint the compass rose at CYVK. The first time they did this was about 1997. Rest assured, the compass rose has been realigned at least a couple of times!



108 Mile Ranch Fly-In



Some of The Snowflakes flew to 108 Mile Ranch for their airport day. It was a little bumpy on the way there and it was surprisingly cool on the ground. The Lions Club served a nice lunch and we enjoyed wandering around kicking tires.



2020 Super Bushmaster C-FPWV "Look at the balls on that thing!"



2001 Air Comp 7SL C-FEDE

The Comp Air 7 is an American piston or turboprop-powered light civil utility aircraft manufactured in kit form by Comp Air. It is configured as a conventional high-wing monoplane with tailwheel undercarriage.

Overhead at the Clubhouse...

- If a bottle of poison reaches its expiration date, is it more poisonous or is it no longer poisonous?
- Which letter is silent in the word "Scent," the S or the C?
- Do twins ever realize that one of them is unplanned?
- Every time you clean something, you just make something else dirty.
- The word "swims" upside-down is still "swims".
- Over 100 years ago, everyone owned a horse and only the rich had cars. Today everyone has cars and only the rich own horses.
- If people evolved from monkeys, why are monkeys still around?
- Why is there a 'D' in fridge, but not in refrigerator?
- As I've grown older, I've learned that pleasing everyone is impossible, but pissing everyone off is a piece of cake!
- I'm responsible for what I say, not for what you understand.
- Common sense is like deodorant. The people who need it the most never use it.
- My tolerance for idiots is extremely low these days. I used to have some immunity built up, but obviously, there's a new strain out there.
- It's not my age that bothers me - it's the side effects.
- I'm not saying I'm old and worn out, but I make sure I'm nowhere near the curb on trash day.
- As I watch this generation try and rewrite our history, I'm sure of one thing: it will be misspelled and have no punctuation.
- As I've gotten older, people think I've become lazy. The truth is I'm just being more energy-efficient.
- I haven't gotten anything done today. I've been in the Produce Department trying to open this stupid plastic bag.
- Turns out that being a "senior" is mostly just googling how to do stuff.
- I want to be 18 again and ruin my life differently. I have new ideas
- I'm on two simultaneous diets. I wasn't getting enough food on one.
- I put my scale in the bathroom corner and that's where the little liar will stay until it apologizes.
- My mind is like an internet browser. At least 18 open tabs, 3 of them are frozen, and I have no clue where the music is coming from.
- Hard to believe I once had a phone attached to a wall, and when it rang, I picked it up without knowing who was calling.
- My wife says I keep pushing her buttons. If that were true, I would have found mute by now.
- There is no such thing as a grouchy old person. The truth is that once you get old, you stop being polite and start being honest.



Photo by Melissa Brown from the RV9A flown by her husband, Mike Hewson, the newest member of The Snowflakes

The Snowflakes were invited to doing a fly-over at **Shuswap Regional Airport Open House and Emergency Preparedness Expo June 25.**

The airport had been closed for five weeks in order to pave the runway. It is very nice and smooth now. - Photo by Melissa Brown



“Walk the Runway” was one of the events at the Salmon Arm Airport Open House that many took advantage of.



Photo by Ariel Tyk

Aviation turbulence soared by up to 55% as the world warmed – new research

Published: June 14, 2023 by The Conversation

Submitted by John Eaton

Turbulence on flights isn't most people's idea of fun. Drinks start wobbling, hearts start racing and even rational minds start to wonder whether the aircraft can cope. But for the many people who have a diagnosable fear of flying, turbulence can be terrifying.

That's why it has given us no great pleasure to have published many studies over the past decade predicting that climate change will worsen turbulence in the future. But these studies have left one gaping question unanswered: given that humans started changing the climate over a century ago, has atmospheric turbulence already started to increase?

According to our new study, the answer is a resounding yes. Over the course of the past four decades, severe turbulence has increased on many busy flight routes around the world, including in Europe, the US and the north Atlantic.

Many people have a diagnosable fear of flying.

The climate–turbulence link

Clear-air turbulence is an invisible form of rough air that is undetectable by in-flight weather radar and is challenging to forecast. It has nothing to do with clouds and storms, but instead is generated by windshear (wind variations with altitude), which is concentrated largely in the jet streams.

Windshear in the jet streams has increased by 15% at aircraft cruising altitudes since satellites began observing it in 1979. A further increase of around 17%–29% is projected by 2100.

These increases are consistent with the expected effects of climate change: atmospheric feedback loops (where warming generates further warming) are strengthening the temperature differences that generate windshear in the upper atmosphere.

That's why climate models indicate that clear-air turbulence will become much more common in

future. Turbulence strong enough to pose an injury risk could double or triple in frequency.

These increases are projected to occur all around the world. Some regions, including North America, the north Atlantic and Europe, are set to experience several hundred per cent more turbulence in the coming decades. Every additional 1°C of global warming will increase the amount of turbulence further still.

And for those wondering whether climate models can be trusted with the task of making future turbulence predictions, the evidence shows that they can. The key factor limiting these predictions is not the performance of the climate models, but our understanding of turbulence itself.

Clear-air turbulence is undetectable by in-flight weather radar.

Past turbulence trends

So have the predicted turbulence increases already begun? A previous analysis of pilot reports of turbulence found evidence of an upward trend. But the short coverage period of 12 years raised questions about whether the increase was genuine or simply a statistical blip.

A longer study analysed 44 years of atmospheric data from 1958 to 2001 and found turbulence increases of 40%–90%. But the lack of satellite data for the first half of this period leaves huge observational gaps and raises questions about the reliability of the results.

Our new study analyses turbulence in atmospheric data over the entire meteorological satellite era, from 1979 onwards. Although satellites cannot detect clear-air turbulence, what they can measure is the three-dimensional shape and structure of the jet streams.

From this we can calculate how much clear-air turbulence was being generated by the windshear. Our work has produced the most detailed picture yet of how turbulence has already started to change around the world.

We find that severe clear-air turbulence has increased by 55% over the north Atlantic and 41% over the US since 1979. It does go up and down from one year to the next, but there's a clear long-term upward trend, consistent with the expected

effects of climate change. We find similar increases on other busy flight routes over Europe, the Middle East and the south Atlantic.

The future of turbulence

We've been warning for the past decade that climate change would increase atmospheric turbulence. And now we see that it is happening. So what can be done to stop the more turbulent atmosphere leading to bumpier flights and more injuries to passengers and crew?

The aviation sector uses specialised turbulence forecasts to plot smooth flight routes around turbulent air. These forecasts have improved greatly over the past few decades, but there is still plenty of room for improvement.

Technological advances might one day allow pilots to remotely sense invisible clear-air turbulence from the cockpit in real time. But high costs mean such technology is not yet viable.

The best advice to passengers is to keep your seatbelt fastened.

For now, the best advice to passengers is to keep your seatbelt fastened. It's what you do when driving down the road at 20mph, so it makes sense to do it when hurtling through the sky at 600mph. During a turbulence encounter, remember that turbulence strong enough to cause injuries is relatively rare.

If that thought doesn't calm you down, we have heard that it helps to order a large drink, place it on the table in front of you and observe how little the liquid surface actually moves. You will see that the turbulent forces are rarely as bad as they feel.

Authors

1. **Paul Williams**

Professor of Atmospheric Science,
University of Reading

2. **Isabel Smith**

PhD Candidate, Meteorology, University
of Reading

3. **Mark Prosser**

PhD Student in the Department of
Meteorology, University of Reading

Disclosure statement

Paul D. Williams has received funding from the Royal Society, Natural Environment Research Council, Leverhulme Trust, European Union, and Heathrow Airport.

Isabel Smith receives funding from NERC

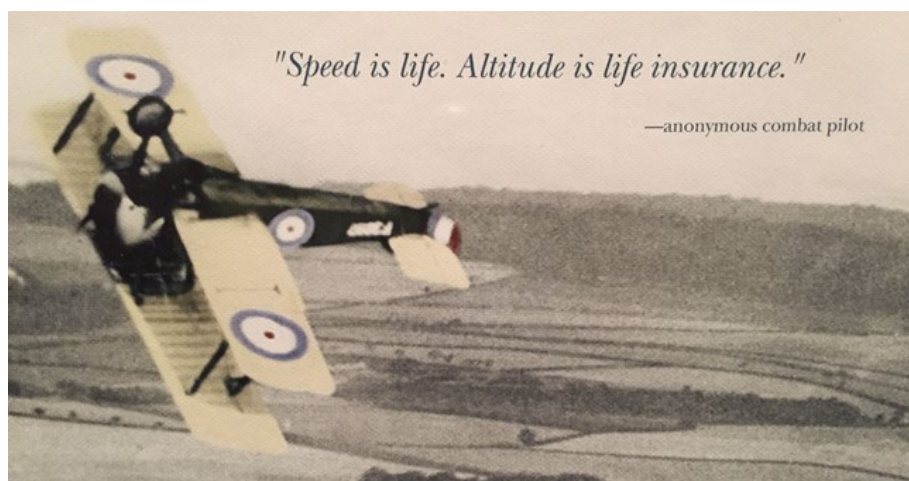
Mark Prosser receives funding from NERC.

Partners

University of Reading provides funding as a member of The Conversation UK.

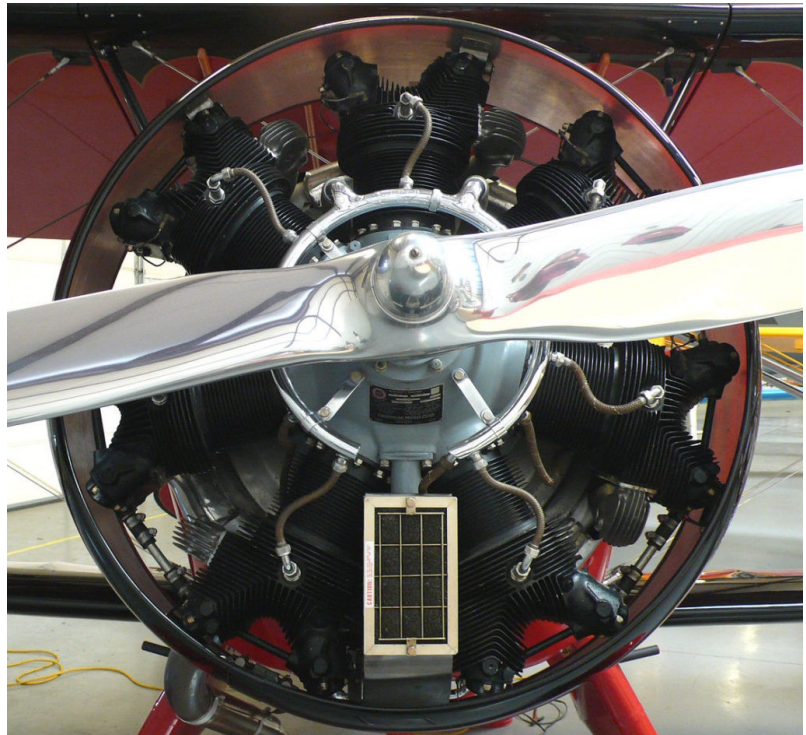
We believe in the free flow of information

Republish our articles for free, online or in print, under Creative Commons licence.



Dedicated To All Who Flew Behind Round Engines

- We gotta get rid of those turbines; they're ruining aviation and our hearing...
- A turbine is too simple-minded, it has no mystery. The air travels through it in a straight line and doesn't pick up any of the pungent fragrance of engine oil or pilot sweat.
- Anybody can start a turbine. You just need to move a switch from "OFF" to "START" and then remember to move it back to "ON" after a while. My PC is harder to start.
- Cranking a round engine requires skill, finesse, and style. You have to seduce it into starting. It's like waking up a horny mistress. On some planes, the pilots aren't even allowed to do it...
- Turbines start by whining for a while, then give a lady-like poof and start whining a little louder.
- Round engines give a satisfying rattle-rattle, click-click, BANG, more rattles, another BANG, a big macho fart or two, more clicks, a lot more smoke, and finally a serious low pitched roar. We like that. It's a GUY thing...
- When you start a round engine, your mind is engaged and you can concentrate on the flight ahead. Starting a turbine is like flicking on a ceiling fan: Useful, but, hardly exciting.
- When you have started his round engine successfully your crew chief looks up at you like he'd let you kiss his girl too!
- Turbines don't break or catch fire often enough, leading to aircrew boredom, complacency, and inattention. A round engine at speed looks and sounds like it's going to blow any minute. This helps concentrate the mind! Turbines don't have enough control levers or gauges to keep a pilot's attention. There's nothing to fiddle with during long flights.
- Turbines smell like a Boy Scout camp full of Coleman Lamps. Round engines smell like God intended machines to smell.



Upcoming Events:

July 14th All Volunteer Briefing (pilots are exempt) and Set-Up 4:00 to 6:00 p.m.

July 15th Discover Aviation Day 7:30 to 2:00

September 19th AGM and Election of Directors and Officers

➔ Four, and possibly six, of our current board members will not be seeking reelection so please consider accepting a nomination for a position on the Executive so, dear members, think about who you can nominate! If you have any questions, please talk to anyone on the Executive.



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

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

e-mail: flyingclubvernon@gmail.com

web-site: www.vernonflyingclub.org

Facebook: <https://www.facebook.com/flyingclubvernon>

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