



Kelowna Flying Club General Meeting

Mar. 6, 2018 – At the Clubhouse, 6135 Airport Way, Kelowna.

Called to Order - 1910

Agenda – as follows

Chair – Chad Gartly; other directors present included James Sexton, Richard Wagner, Gene Creelman, Jon Itterman and Michael Blair.

- 1. Welcome** – 26 members and two visitors present. Chad covered the upcoming events. Gene asked for someone to work on April 1 to help with the nominations process insofar as the entire board is up for re- election. John Itterman also mentioned that COPA for kids is on June 16 and that we will need lots of volunteers for that. He said we need 15 planes for that day so we can carry 200 children.
- 2. Financial Report.** James gave his treasurer's report. There is a bank balance of \$10,732 for the club and \$21,950 for the flying program. Richard mentioned we have over 115 members (probably 118). James mentioned that dues of \$75 are due on April 1.
- 3. Annual General Meeting** – Gene said the AGM will take place Tuesday, April 3. He said all board positions up for election, and that we need a minimum of seven on the board and a max of nine. Everyone running or voting must be paid up with regard to dues and a member in good standing. He said we need a leader and members to work on the nominations committee, and that people should e mail him to volunteer.
- 4. Project** – Doris Livingstone said Dave McElroy will be back tomorrow, March 7 at 1700. He is flying in with club member Terry Grover following his 32,000 flight around South America to raise funds for Give Hope Wings. Doris will get to the club house at 3:30 to set up and would welcome volunteers to help. Doug Keller-Hobson, CEO of Give Hope Wings, will give a talk here, and Sam Sammadar will also attend. CTV will be at the club house to cover the return. Global has also been invited.



Presentation on March 6, 2019 – Richard Visscher talked and showed pictures of his recent flight from St Louis, Missouri, to Guyana in a Cessna 182 owned by Adventist World Aviation (AWA). He was accompanied by Jud Wickwire, Vice President of AWA.

They picked up the plane at Wings of Hope, a charitable organization which takes planes that are donated to it and fixes them up with the help of volunteers and AMEs. They spent \$65,000 on parts, and donated labor, and it was sold to AWA for \$25,000! Richard and Jud left St. Louis on January 30 around 1600 hours and flew the majority of the first leg in the dark. With the “Blue Moon” that night it was almost magical.

Richard said they flew VFR all the way but followed IFR rules. Their first stop was at Eufaula, Alabama, and next morning they had to keep turning the plane so that the sun could melt off the frost! Frost, In Alabama, who new! They flew to Ft. Lauderdale that afternoon, filed EAPIS and flight plans out of the USA and rented a life raft which is required to fly over water. They always flew at 9500 feet. They stopped that night at Exuma, Bahamas, and he said the paperwork was extensive for landing and taking off but that was expertly handled by Jud.

From Exuma they flew to the Turks and Caicos Islands. When they returned to the FBO they got bill for navigation, communication, landing, parking, tie down, ramp fee and gas - \$550 for one night including \$168 for fuel. From Turks and Caicos they flew to St. Thomas in the US Virgin Islands (and had to file an EAPIS in and out of St. Thomas). As they were landing the tower asked them to hurry up, and they had just landed when a wall of rain water hit them. Another commercial flight landed behind them and then marginal IFR was declared by the tower, forcing another plane to divert. St. Thomas was hit by two hurricanes last year and there were hundreds of workers there fixing the damage. Richard said 20-25 seriously damaged planes from the hurricane were strewn around the airport. Pictures of two planes that he took showed one damaged beyond repair or recognition.

From St. Thomas they flew to direct to Grenada rather than the island hopping arc – the freshly overhauled Cessna 182 engine ran very well. Richard said that of all the

islands Grenada was the only one he'd go back to. There was a large German cruise ship in the harbour and also a couple of large private yachts. "Beautiful place," he said. Left Grenada next morning and went between Trinidad and Tobago and made sure to miss Venezuelan air space. They were told that if they went into it they might get shot down. Their plane had a Stratus transponder with ADS-B in and out, which meant they could see all aircraft equipped with ADS B out and any weather from ADS-B ground stations. Nice system, Canada should follow suit!

They landed at the AWA base near Georgetown, the capital of Guyana, on Feb. 4, and started unpacking there. AWA needed to get permission to fly the US registered plane in the country. In Guyana, AWA flies out to pick up people who are injured or unwell, and the government pays for their fuel – and nothing else.

Jud Wickwire of AWA asked Richard if he would like to forego three days on the beach and go along with him on a trip within Guyana, a visit to the mission up north in Mabaruma. They flew for 1:15 before landing at an 1800 foot jungle strip, which is also used daily by a commercial flight by a Cessna Caravan. He showed a video clip of the Cessna taking up the whole length of the runway and barely climbing out on takeoff. Richard and Jud stayed there for three days with the operations manager of AWA and his wife. AWA has a base there for their operations.

The first day there Richard got involved in the repair and complete rewiring of the AWA Mission boat, and later went boating on the nearby river. Just like Disney Jungle cruise but with real Anacondas! Sights included a long dugout canoe filled with school children.

AWA has all the parts for a steel hanger in a container which had arrived without erection instructions nor plans, and this occupied his 2nd and 3rd day there. He engineered the foundation for the building and assisted the AWA people in negotiations with local contractors who are prepping and pouring the foundation as we speak. Richard spent his third day figuring out how the hanger should be built. The hanger arrived with just two pieces of paper with some instructions jotted on them. A few detailed pages later, Richard had written out the instructions and marked up the plans to erect the hangar. A structural engineer can come in handy!

Next day they flew to Kaieteur National Park which has a 745 foot high waterfall, because of its height and volume make it one of the most powerful waterfalls in the world. Kaieteur Falls is the world's largest single drop waterfall by the volume of water flowing over it. Located on the Potaro River in the Kaieteur National Park, it sits in a section of the Amazon rainforest (Wikipedia).

From there they flew to Georgetown where he stayed in an AWA rented house and spent the night listening to babies crying. It turned out that the building behind was an orphanage. From Georgetown they flew on Surinam Airlines to Miami. Caught an Uber to Fort Lauderdale to return their life raft, then returned via Seattle to Kelowna.

This is the second time that a club member has helped fly an AWA 182 to Guyana. The previous member was Ray Young about six years ago.