

## de Havilland Employees' Sports Club - Flying Section

Some notes on the early history of the DHESC-FS by D.Lye Sept 2005

Refs - File of paperwork from Bill Tee, input from DCO logbooks etc

File FS\_brief\_annual\_notes\_20070326.doc

1969

A group of employees forms a flying club (as part of DHESC) and makes an arrangement with a flying school at Markham to use C-150 CF-Y SX. John Harris is one of the leaders, the first Chairman of the Flying Section, with other members being Bill Tee, Steve Goulter, Dan Oswald, Sig Schrottner, Ed Popek, Les Bisanz, Piers Teeling. John Harris has a logbook entry for 19 July 1969, which is the earliest record (so far) of DHESC-FS Flight Operations. Cost to members is believed to be \$15 per hour, after subsidy from DHC &/or DHESC.

1970

C-150 CF-MKB is now being used by DHESC-FS members.

1973

A 1966 Cessna 150F, registration CF-UHG, Serial Number 15063663 was purchased by the DHESC in June 1973 for \$6,200, with no liens or mortgage. Flying club operations started on 22 June, but not any flight training operations which required an OC. C-FUHG had 1,979 hours TTSN when purchased. Initially the aircraft was kept at King City airport, but at the end of August was moved to Downsview. Application was made for an OC, and for a Commercial Registration, and for permission to operate at Toronto Island. Bill Tee, as Chairman, wrote several letters for these purposes.

1974

Letter dated 22 March from MCW Davy confirming that he accepts the position of CFI, for OC application. Similar letter from Terry Rawlins as AME.

20 June - OC 3421 issued to DHESC as Air Carrier, based at Toronto Island. TC fee of \$50 for OC.

Downsview was ruled out because of proximity to Toronto International Airport & the fact that it was a military airport under the control of DND.

8 July - C of R issued for UHG as Commercial.

5 November - Letter from Ministry of Manpower & Immigration certifying DHESC as an Educational Institution for the purposes of the Income Tax Act

1977

C-150 C-FEGN is now part of the club (but leased I think? what happened

1978

Dan Oswald starts Instructing, with Mike Davy.

1979

Wickens joins Mike Davy & Dan Oswald

1981

Cessna 150 leased from Orillia, C-GGNJ, is now half of the fleet, with C-FUHG.

Len Battrum instructing now.

1982

Chris Basham starts instructing

## 1984

29 June - OC 3421 reissued with Downsview as base of operations

18 October - OC 3421 reissued with Downsview as base of operations

## 1985

G.Leyton is now Chairman.

Cessna 172M, C-GCOW leased to join the fleet. GGNJ returns to Orillia & FUHG remains.

## 1986

Dan Oswald no longer Instructing (towing gliders) but still a Checkout pilot.

June 21- nosewheel axle fatigue failure with UHG, wheel fell off on landing, slid along on on fork

June 22 - landing over-run onto grass at Maple rwy 14, then prop strike on ground on attempted taxi

## 1987

David Lye starts instructing as a novice Class 4 Flying Instructor, under supervision of MCWD.

Doug Ingold starts instructing as a novice Class 4 Flying Instructor also, but not for very long (about a year?) before leaving to join TC in Ottawa.

Both Lye & Ingold were trained for the Instructor Rating by MCWD.

22 April - OC 3421 reissued with Downsview as base of operations

November - Rates increased to \$36 for UHG & \$57 for COW.

The club has now over 50 PPL graduates

## 1988

M.Garyfalakis now instructing with the club, but not for very long (about a year?)

Instruction rate increased from \$10 to \$12 per flight hour.

D.Lye moves up to Class 3 FIR.

## 1989

C-150M C-GQKX purchased to join the fleet, alongside FUHG & GCOW

November - Mike Davy retires as CFI, with some medical issues. He had earlier retired from the company as VP Engineering, but retained DHESC membership.

November - Tom Johnston (Class 1 FIR) agrees to take over as CFI.

November - Dave Franks resigns as Chief AME

In-house PPL groundschool started in the fall, completed next spring.

## 1990

January - Gord Pratt elected as Chairman of the DHESC-FS, taking over from George Leyton.

January - Flying Club voluntarily relinquishes OC (because of not having a Chief AME)

April - TC suspends OC, requires that we hire CME by July 1990

May - Dave Franks agrees to return as CME, with letter to TC

June - Flight Training Base Inspection - passed.

July - Maintenance Base Inspection - some deficiencies which were rectified.

August - TC cancels the OC, citing that we have not hired a CME

August - Tom Johnston resigns as CFI

September - During meeting at TC, it was evident that May letter to TC was 'lost'

November - Newsletter series written by D.Lye begins.

C-172M C-GCOW lease is terminated, reducing fleet to two C-150s, GQKX & FUHG

Leases initiated, in order to restart flight training with freelance instructors and no OC.

Beltran Peralta starts instructing, joining C.Basham & D.Lye.

### 1991

Rates are \$61 for UHG, \$65 for QKX, and \$12 for Instruction.

Ken Rawlins joins as Flying Instructor, but is not active in the club for long.

### 1992

November - Fuel depot completed, with one 500 gallon tank.

In-house PPL groundschool started in the fall, completed next spring.

### 1993

January - David Lye elected as Chairman of the DHESC-FS, taking over from Gord Pratt.

D.Lye & D.Oswald completed DHC-6 pilot training at FlightSafety, using the newly upgraded simulator, and were then both authorised to use this sim for club training purposes, at no charge (facilitated by Bert Ellis, an alumnus of our club working at FSI).

Annual club dues reduced from \$40 to \$20 per year.

### 1994

In-house PPL groundschool started in the fall, completed next spring.

### 1995

Memo written by D.Lye setting out all the fees payable to AMEs, Instructors, Treasurer

### 1996

January - John Hakner elected as Chairman of the DHESC-FS, taking over from David Lye.

Adam Mason starts instructing, joining C.Basham, D.Lye & B.Peralta

Alan Vincent joins as AME.

### 1997

April - 1975 Cessna 172M C-GCZJ purchased for \$54,000 (+tax) from Clarm Air in Sault Ste.Marie.

Aircraft had 2207 hrs TTSN & 210 hrs SMOH. Rental rate set at \$72 per hour.

June - 1966 C-150F C-FUHG sold to Steve Goulter for \$13,500 (+tax), now with 6,716 hrs TTSN, after 24 years and 4,737 hrs with our club.

Instruction rate increased from \$12 to \$15 per hour.

MCWD still doing flight tests for us as freelance DFTE.

In-house PPL groundschool started in the fall, completed next spring.

### 1998

Rob Klessens joins as Class 1 Flying Instructor (and as a pilot in Flight Operations).

Adam Mason moves away to Wichita.

### 1999

MCWD completed his last PPL flight test for our club as a freelance DFTE.

### 2000

Karen Deme joins (briefly) as Class 3 Flying Instructor, but is busy as a new pilot in Flight Operations.

November - Rob Klessens died suddenly.

Dan Matovic a DFTE from Toronto Airways starts doing flight tests for our club members.

## 2001

Tom Whitfield retires from the company, and as Chairman of DHESC.

Lance Kessler takes over the Chairmanship of the DHESC.

New policy for Ground School, no longer to be done 'in-house', club asks a few students at the top of the waiting list to complete PPL groundschool at a nearby school with an OC (or on-line).

D.Lye moves up to Class 1 Flying Instructor.

## 2002

March - MCWD passes away.

May - Rates increased to \$70 for QKX & \$80 for CZJ (+\$5 for HopeAir missions).

Still \$15 for Instruction. D.Lye starts FIR groundschool for 3 candidates (Hakner, Simo, Sider) but this had to be stopped when daughter of D.Lye diagnosed with Leukemia (she recovered fully).

FSI cancelled our access to DHC-6 Simulator (post 9/11 issues).

## 2003

DHESC can no longer afford to pay all of the insurance, as the company has ended the grant it was giving to the DHESC (and membership is down & store sales down). The Flying club starts to contribute to the insurance, paying \$4,500 of the \$11,350 premium. Rates increased to \$80.00 per tach hour for QKX (except \$85 for RPP or PPL training; \$90.00 per hour for CZJ (except \$100 for RPP or PPL training). If any flights are flown for Hope Air missions, an additional \$5 per hour is added to the rental rate, to cover the increased cost of fuel bought elsewhere. Instruction fee still \$15 per flight hour. D.Lye re-started FIR training with Hakner (Simo & Sider had left the company), but Hakner stalled at the written exam.

L.Biderman moved up to FIR Class 3 (at YTZ) and instructed in our club for a short while, then left.

## 2004

Feb - Club is re-certified by HRDC as an educational institution for tax purposes

Lynne McMullen a DFTE from Seneca College does 2 flight tests for club members, and Dan Matovic also did 2 this year.

D.Lye starts FIR training with H.Villalobos, who passes FIR Written Exam & Flight Test

## 2005

B.Peralta had to drop out as Instructor for medical reasons

## 2006

H.Villalobos moved up to a Class 3 FIR, through instructing at Markham, and started instructing in our club, joining Lye & Basham. B.Beale regained his Class 4 FIR after working with D.Lye.

## 2007

D.Franks retires (at 76) after many years as Chief AME. A.Vincent takes over this role. Fees for routine scheduled inspections revised upwards, and 'retainer' payment for Chief AME is discontinued.

Rates revised again, to \$100/105 for 150M, and \$110/120 for 172M.

D.Lye starts FIR groundschool for 4 people (J.Hakner, A.Kitching, N.Ribeiro, A.Kozlowski).

C.Basham now has 25 years continuous instructing service in our club, and D.Lye has 20 years.