

de Havilland Employees' Sports Club - Flying Section

Some notes on the early history of the DHESC-FS Compiled by D.Lye
Refs - File of paperwork from Bill Tee, input from logbooks, emails etc
File FS_brief_annual_notes_yyyymmdd.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 Mike CW 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

1975 - 77

Albert Wickens joins the club as an Instructor, in late 1975, until leaving the company at the end of 1977.

About 1976, Dan Oswald starts instructing, making a team of 3, with Mike Davy.

In 1977, C-150 C-FEGN is part of the club, on lease, but is gone by 1981.

1981

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

Len Battrum is instructing now, for a few years.

1982

Chris Basham starts instructing in our club

1984

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

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

1985

George 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 Mike Davy.

Doug Ingold starts instructing as a novice Class 4 Flying Instructor also, but only for about a year.

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

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

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

The club now has over 50 PPL graduates

1988

Manny Garyfalakis is now instructing with the club, but only for about a year.

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

David Lye moves up to Class 3 FIR.

1989

C-150M C-GQKX purchased from an owner at Brampton, with about 1,500 hrs on airframe and engine, 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), so no ab-initio training, temporarily, but advanced training of licenced pilots continues.

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 (runs for 15 years to 2004).

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

Engine overhaul for QKX, at Leavens, after breakage of starter clutch.

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

Beltran Peralta starts instructing, joining Chris Basham & David 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.

Chris Basham left the company, but continues to instruct in our club.

1993

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

David Lye & Dan 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.

Runway 09/27 is closed.

1994

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

1995

Memo written by David 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 Chris Basham, David Lye & Beltran 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.

John Hakner & David Lye flew to SSM in Borden Flying Club C-172 for DL to ferry it to YZD.

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

June – our 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.

Mike Davy 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

Mike Davy 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, replaced by Lance Kessler.

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).

Another engine overhaul for QKX, the second one while we've operated it.

David Lye moves up to Class 1 Flying Instructor.

2002

March – Mike Davy passes away.

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

Still \$15 for Instruction. David Lye starts FIR groundschool for 3 candidates (John Hakner, Dennis Simo, Scott Sider). 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. David Lye re-started FIR training with John Hakner (Simo & Sider had left the company).

Luke 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.

David Lye starts FIR training for Humberto Villalobos, who passes FIR Written Exam & Flight Test

2005

Beltran Peralta had to drop out as Instructor for medical reasons, and then left the company.

Our old rusty shed was replaced by a new metal shed assembled from a kit, but during the first winter this new shed was damaged beyond repair by a snow-thrower; replaced by fiberglass shed with roll-up door (at no cost to the club)

2006

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

2007

Dave Franks retires (at 76) after many years as Chief AME. Alan 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.

Graham Elliott creates our club website & online system for booking and status sheets

In October CZJ was damaged during a landing roll-out, running through the dual jet blast behind a Global Express. Beltran was PIC. Damaged nosewheel (replaced) and small wrinkle in firewall (acceptable)

2008

C.Basham starts working abroad, in Dubai, so does not have much time for instructing.

H.Villalobos moves up to Class 2 FIR (& Class 1 in 2010), but is instructing mostly at Markham.

2009

QKX was repainted in the company paint shop, as a test article. Mostly white, with red swoops.

2011

FIR training started, with D.Lye, for Bruno Marchesan & Claire Lemiski.

C.Basham is back from Dubai and doing some instructing again, along with Lye & Villalobos.

Check Pilots Art Kitching & Jorge Abando stepped down after many years, so current check pilots are J.Hakner, B.Beale, B.Marchesan & C.Lemiski.

At 2011 AGM, Richard Libby stepped down after 18 years as Treasurer (and left the company soon after), and B.Marchesan took over as Treasurer.

Rates revised again, to \$105/115 for 150M, and \$125/140 for 172M (with/without ab-initio training).

2012

Both Bruno Marchesan & Claire Lemiski gained Class 4 FIR, including flight tests with John Chandler.

2013

H.Villalobos retired from the company, but as a retiree is still a club member, & instructor.

2015

FIR training started, with D.Lye, for Tiago Dos Santos, who had earlier completed his CPL in our club.

FIR flight test completed in July, with John Chandler, and then Tiago started instructing at Brampton.

On 9 September our 1975 C-172M C-GCZJ was damaged in a landing incident (Mark Carter PIC) and was written off, with payment of \$60,000. On 30 October we bought 1974 C-172M C-GRAJ for \$35,000 + 13% HST, and it was ferried from Brechin to Downsview by Chris Meelker. RAJ had only about 2,280 hrs on airframe and engine, but needed a paint job and an engine overhaul.

2016

In January John Hakner retired after over 40 years; Graham Elliott is the new Chairman of the flying section of the DHESC.

RAJ entered service in April, after engine overhaul at Orillia and a huge amount of work by Alan Vincent & his team, using a temporary spot in Bay 5, to thoroughly inspect it and make repairs where needed.

2017

In February RAJ was completely stripped and repainted in the Bay 7 paint shop. It was desperately in need of new paint. Unfortunately some of the chemical paint stripped did some damage to some of the transparencies, but they are still serviceable.

RAJ was flown to Oshkosh by Hal Sabeti-Mehr, Adam Loney, & Mark Carter. This was the first such trip in our club, which needed special approval.

An agreement was established to allow RAJ to be used for training at Brampton, under the BFC OC, mainly for the benefit of Class 4 instructors in our club (mainly Ben Beale).

In August, Tiago Dos Santos moved up from Class 4 to Class 3 and started instructing in our club with David Lye (who had been sole instructor since 2012).

2018

Ben Beale was hired by Brampton as a part-time Class 4 instructor, and did some instructing using BFC planes, but not with RAJ because the agreement with BFC expired in August.

2019

RAJ was flown to Oshkosh for the second time, by Hal Sabeti-Mehr, Adam Loney, & Deb Teelucksingh. This was the first such trip in our club, which needed special approval.

On 1 June, the Dash 8 product line, and the DHC name, were sold to Longview; but the DHESC and the flying club continue, with both Bombardier and DHC employees eligible.

Ben Beale did do some instructing using RAJ at Brampton, with Andreas Casal, and Andreas did his first solo in RAJ at Brampton in October (the first time there has been a first solo in our club away from YZD)

2020

The COVID-19 pandemic disrupted our operations. David Lye was laid off in March, recalled to work in July, but directed to work from home. Provincial rules prohibited flight training for some of the year, but Tiago did manage to keep flight training going with Peter Barbuto who achieved both first solo and passed the PPL flight test; this was the first time Tiago had authorized first solo & a flight test at Downsview as a Class 3 instructor.

2021

In March, QKX was sold to Select Aviation College in Quebec, for \$20,000. The DHESC has owned it since 1989 (32 years) and its flying hours have increased from about 1,500 to 4,950, so about 3,450 hours flown in our club. 32 years is the longest our club has operated one plane, but in terms of hours flown FUHG holds the record with over 4,700 hours in 24 years. QKX had not been used much for the last few years, so because of insurance and other fixed costs, and the closure of Downsview in 2023, it was time to sell it.

2022