

# Glidepath

The quarterly newsletter of the  
Canadian Museum of Flight

Issue #104  
Spring, 2010



## The Barn Cleanup

### - Towards an Updated Inventory of Museum Holdings

by Colin McDonald

In the last issue of *Glidepath* there was mention of the "Barn Inventory" project undertaken last fall. This article provides more details, and explains its importance to the Museum's future.

You're probably aware the Museum operates on a pretty lean budget. One of our biggest and most consistent expenses is for off-site storage at the "Barn" and at Langley Airport Hangar 30. We would like to reduce this expenditure. However, that's not an easy thing to do for several reasons:

- \* We have only a few incomplete records to tell us what we actually possess (none of which include the exact location).
- \* There are some doubts as to the legal ownership of some artifacts.
- \* We have never ascertained the suitability

of each artifact for presentation as part of the history of aviation in B.C. Do we have enough parts of aircraft X to be able to restore it? Is it a good example of a type important to BC aviation history?

The Board has decided it is imperative we develop (you might say re-develop, as there were efforts in the now distant past) a comprehensive inventory of the Museum's artifacts, and that we maintain such an inventory.

This will help us determine what restoration and display projects the Museum will be able to undertake in the future.

We decided to do the Barn first and to include:

- \* a written description to document each item;
- \* one or more photographs of the item (engines get a

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*This view of the Barn gives some idea of the diversity and scale of the artifacts held by the Museum, including Spitfire replica, DC-9 cockpit section, miscellaneous engines, and rows of shelving holding smaller items.*

## Upcoming Events ...

- **April 10: Annual Fundraising Auction "Diamonds and Rivets"**
- **April 24: CMF Annual General Meeting**

**Please see Page 4 for details, and for news of other Museum activities.** Page 1

# The Canadian Museum of Flight

## Bringing British Columbia's Aviation Past into the Future

### Honourary Patron

The Honourable Steven L. Point, OBC,  
Lieutenant Governor of British Columbia

### Board of Directors

Gord Wintrup	President
George Miller	Vice President
Paul de Lange	Treasurer
Matt Offer	Secretary
Bruce Bakker	Director
Carol Bellavance	Director
Vic Bentley	Director
Colin McDonald	Director
Capt. Bill Thompson	Lifetime Director



### Museum Staff

Terry Brunner  
Douglas Tait

### Museum Coordinates

Telephone	604 - 532 - 0035
Fax	604 - 532 - 0056
e-mail	tbrunner@telus.net
Website	www.canadianflight.org
Address	Hangar #3 5333 - 216th Street Langley, BC V2Y 2N3

**Museum Hours:** daily from 10:00 a.m. to 4:00 p.m.

### Membership Benefits!

- **New Partnerships!** Members are now entitled to visit, free of charge:  
*Flight Museum in Seattle*  
*West Coast Rail Museum in Squamish*  
*Mining Museum in Britannia Beach*
- **Discounts in the Gift Shop increased from 10% to 15%**
- **Adrian's Restaurant offers, with proof of membership, 10% off your food bill**

### Choo Choo's Restaurant Contest

*This issue's winner is Gordon Varney, member #3577. He will be receiving a certificate for dinner for two at Choo Choo's Restaurant in downtown Langley. Congratulations!*

*The Canadian Museum of Flight is always looking for new volunteers. We are always in need of history and aviation enthusiasts of all kinds, for aircraft restoration, gift shop operations, facility maintenance, and many other tasks. No experience is necessary. We invite everyone, from young students to retirees, to join the team. If interested, please contact the Museum General Manager, Terry Brunner, at 604-532-0035.*

### Cover Photo

A lovely study of a Canadair CT-114 Tutor over terrain in Northern Washington, just south of the Canadian Museum of Flight, this photo depicts the Tutor owned and flown by Museum member Bill Lamberton. The CMF displays ex-RCAF Tutor 114003 in the colours of Snowbird "8", pilot Captain Miles Selby (photo to the right).



## The Barn Inventory continued from Page 1 ...

lot of photos);

\* the make, model and registration mark of aircraft involved (if known); and

\* physical sorting and grouping of items by aircraft.

The process aimed to store the catalogued material neatly so it takes up less space (we pay according to the space consumed) and to increase the odds of being able to find the item when it is required.

The project officially started September 29, 2009. Over the next two months we moved everything (except a couple of wings and fuselages) out for documenting and photographs, moved all the shelving around to better utilise the space, and created and used pallets with sides (kind of like apple bins) for our principle storage. The artifacts are now accessible when we want them; we can now get at everything easily.

It was a lot of work, more than we had estimated, but the organizers (Colin McDonald and Matt Offer) had some help - and that was the very best part of the project! With a little effort, Colin and Matt were able to get forty-one different people to contribute time. Lots of people came for one day (all we asked for), but many others were willing and able to come several times. In total we spent 24 days working on this project, and a total of just over 625 working hours. The documentation comprised 1,143 entries for 3,971 items and included 1,436 photographs.



*During the massive documentation and photography process, Colin McDonald, contemplating yet another batch of artifacts, wonders "Are they breeding on me?"*



*Bruce Bakker holds the inventory identification number as an engine is photographed for future reference.*

We completed the major portion, the ground floor, on November 26, 2009. We returned for the "loft" portion in February, and will tackle the outdoor storage in April/May 2010.

Currently the Board of Directors is developing plans for the Museum's future. We must determine which items are of value and should be retained (and actively preserved as necessary), and which do not fit into plans for the future. Watch for your opportunity to express your views.

## The Barn Inventory workers:

Gordon Varney  
Cyril Meadows  
Dave McRae  
Dave Beales  
Ralph Rosenthal  
Doug Moan  
Vic Bentley  
Bruce Friesen  
Ralph Weflen  
Don Perrin  
Bob Fowles  
Bob Parkes  
George Kirbyson  
Bill Macrae  
Frank Rink  
Sadley Shinruck  
John Clark  
George Reamsbottom  
Ray Smith  
Peter Davidson  
Adam Saad  
Jay Kohl  
Shannen McDonald  
Bob Smith  
George Serviss  
Bill Thompson  
Ken McDonald  
Jane Robinson  
Paul de Lange  
Carla Deminchuk  
Bill Findlay  
Bruce Bakker  
Warren Sadler  
Harley Bashor  
Stan Walter  
B. J. MacMillan  
Kyle Taylor  
Mike Koch  
Matt Offer  
Colin McDonald

## Around the Museum - News and Events

### Winter Maintenance

As the first signs of Spring appear, and aviators' thoughts turn to flying, the Museum fleet of flying aircraft is in excellent shape due to the hard work of many volunteers, particularly Dave Beales, Bill Findlay, Doug Moan, Vic Bentley and Bob Fowles.

The Waco Cabin has passed its annual inspection with flying colours, which is particularly remarkable after its odyssey to Alberta last season. Low compression in one engine cylinder necessitated its removal and repair. The cylinder has returned from the engine shop with the problem rectified, and the engine reassembled. Cyril and Gordon fabricated replacement wooden support pieces for the gear leg fairings. The last item outstanding is a propeller overhaul which will commence shortly.

The Fleet Finch will make a welcome return to airworthy status this year. The overhauled engine has been mounted and test run, with excellent results. The oil pressure problem has been solved (third time the charm!), and the C of A has been signed off. Having re-hung the engine, the team went the extra mile restoring everything from the firewall forward. The sheet metal nose bowl and cowlings were reworked for improved fit and new anchor nuts were installed for attachment security. Hoses and ignition wiring were replaced. She looks great!

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### Museum Calendar

#### A look ahead to the events of 2010 ...

April 10	"Diamonds and Rivets" annual fund-raising auction
April 24	Annual General Meeting
April 25	British Car Show, Fort Langley
June 19	Boundary Bay Air Show
July 17	Princeton Air Show
August 13	Abbotsford Air Show
August 21	Chilliwack Air Show
September 25	"A Barnstormer's Picnic" Members Day

**Note: Event dates may change due to changes in circumstances such as time constraints and schedule conflicts. Please check the Museum website for the latest information or confirm dates with the Museum office closer to each event.**

### *"Diamonds and Rivets" Fundraising Gala*

*CMF Hangar  
Saturday, April 10, 2010*

*Dinner and a no-host bar*

*Silent and Live Auctions  
featuring weekend getaways, awesome flights,  
jewellery, and a hot tub*

**Doors open at 5:30 p.m. for cocktails and auction preview, with dinner at 7:00 p.m. and the live auction thereafter.**

**Tickets are available at the Museum front desk, or can be purchased online under "Events" at [www.canadianflight.org](http://www.canadianflight.org).**

### *Canadian Museum of Flight Annual General Meeting*

*April 24, 2010*

**April 24, 2010 is your chance to elect your Board members and to air your concerns. Please bear in mind that to vote one must be a member in good standing 30 days prior to the election. This year the AGM will take place from 7-10 pm and tea, coffee and light refreshments will be served.**

*The Glidepath Newsletter is published quarterly by the Canadian Museum of Flight; Editor Bruce Friesen. Contributions in the form of articles, news items, letters and photos are always welcome, as are comments and suggestions, although no payments are made for manuscripts submitted for publication in the Newsletter. Please feel free to contact Terry Brunner at the Museum by calling 604 - 532 - 0035.*

## Engine Displays

Led by Vic Bentley, volunteers have been making exceptional progress on engine displays. Our newly acquired Merlin (a Packard-built Merlin 224 version with a two-stage, single speed supercharger as fitted to the Canadian-manufactured Lancaster X) is now on display in the main hangar thanks to a wheeled stand designed and fabricated by Dave Beales. The Barn clean-up yielded several interesting engines and inspired clean-up to display standards of two stalwarts of the immediate pre- and post-WWII light plane fleet - an early cast iron version of the Lycoming O-145 and a Continental C-65. Vic is



**Continental A-65 ready for display, an excellent example of Vic Bentley's restoration work.**

also currently cleaning up a recently-donated De Havilland Gypsy Major engine similar to the one fitted to the Museum's Tiger Moth.

Bob Smith is diligently working his way through our inventory of engine parts, cleaning and conserving items to preserve and protect them until such



**Bob Smith working to conserve and preserve engine parts.**

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time as a determination can be made in each case: Is it airworthy? Can it be repaired? Will the CMF have a use for it for flight or display? Does it have value for another museum, and could be traded? The engine parts wash bay built by Geoff has been a huge help in this regard.

## Lancaster Radio Room

Cyril Meadows and Gordon Varney continue to work on their full-scale reproduction of a Lancaster radio room. A back panel has been added, a perspective painting by Virginia Ivanicki-Strell of the view through the radio room to the pilot's and bombardier's stations in the nose of the aircraft during wartime action, greatly enhancing the visual impact of this display. Thank you, Virginia, for this valuable contribution!

Soon, the guys are off to Seattle to inspect a restored Lancaster; all those who have seen Gord's model railway layout know the attention to detail and accuracy they aspire to achieve.

## New Aircraft Models

Cliff Oswald dropped off two new large-scale aircraft models - a Cessna 310 and a Beech Staggerwing - and they are beauties. They will be hung from the hangar ceiling soon, but can be admired now displayed on the hangar floor.

## Vampire Restoration

The Vampire looks a bit more business-like these days, with its armour plating re-attached. Work on refinishing the canopy has been frustrating, as it is very sensitive to temperature and pressure (turns out this was a weakness of the Vampire aircraft way back during its service in Canadian conditions) so it appears the best that can be done is surface polishing leaving any major flaws and scratches visible. Further advice and expertise would be welcome.

## Fleet Canuck

Work on the fleet Canuck is slow but steady. Ray Fessenden has soldiered

on down through the pile and only three ribs remain to be repaired, at which point assembly of the left wing can commence. Chris has completed the fabric covering on one gear leg. The fuselage frame has been painted. The fairing between the fuselage and the undercarriage has been fabricated.



**Hank and Chris enjoy a discussion of the finer points of aircraft re-covering.**

## Airfield Display

The CMF was delighted to receive from the estate of the late Glenn Adams the gift of an N scale diorama of a World War II RAF satellite airfield. Mr. Adams, a master modeller, crafted this diorama over a period of years to include a hangar, aircraft revetments, AA guns, vehicles and figures, and numerous aircraft including most of a squadron of Spitfires on the ground and in the air. Cyril and Gord built a table and plexiglass cabinet for this remarkable accomplishment.



**A close-up view of a portion of the Glenn Adams satellite airfield diorama (please accept editorial apologies for the extraneous reflections in this image).**

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## "Fly Me To the Moon" Event

CMF's special-event season blasted off February 13th without the Lancaster radio room picking up any distress calls like "Houston, we have a problem!" However, our attendees had a real problem buttoning up their pants the next day; those delectable cakes, squares, trifles and cupcakes on the "Heavenly Dessert Bar" sure were tempting. Terry, a.k.a. Joe the Bartender, kept the chocolate martinis flying while pianist and soloist Doug Ross crooned some of Sinatra's best. Who needs Vegas or the moon when we have the museum?

Bill Findlay, a.k.a. Bob "Turn and Bank" Eubanks, excelled as the cool and collected quiz master of the "Not-So-Newlywed



*Our "Not-So-Newlywed" Couples. Left to right, Colin and Karen McDonald, Chuck and Lori Watts and Terry and Doreen Brunner who were the prize-winning couple. (Boy, do they ever know each other! Bravo!)*

Game." Three brave couples (Colin and Karen McDonald, Chuck and Lori Watts, and Terry and Doreen Brunner) were awfully good sports — some of the innuendo in those questions would make a line mechanic blush. Our quiz master let it be known that he did not formulate the questions. I wonder who did?

A big thank-you to our sponsors Frosting Cupcakery, Sugar Plum Desserts, Sno-Cap, Choo-Choo's Restaurant, David McIntosh and The Butter Bakery, and Terry and Doreen Brunner for those sweet edibles. Also, the Fort Pub and Grill, Lana Brunner, Gord Wintrup/The World of Wheels, "Bicycle Carol," Boeing, and the set-up/clean-up crew (and there were certainly others so apologies to any not mentioned).

Get ready to sparkle April 10th -- see you at the Diamonds and Rivets Gala!



*Guests landing at the "Heavenly Dessert Bar."*

doors open 5:30 pm  
dinner at 7:00 pm  
silent & live auction



**Canadian Museum of Flight**

fundraising  
gala

April 10, 2010

\$40 per ticket, available at  
Canadian Museum of Flight

604 532 0035

[www.canadianflight.org](http://www.canadianflight.org)



Hangar #3, 5333 216th St, Langley Airport

## Important Reminder - New Membership Year Has Started

For all those who have renewed their CMF Memberships for 2010, thank you very much! Members are very important to the Museum, for their support in time, energy and dues.

For those who have not yet renewed, please consider doing so. In these difficult financial times, your contribution is extremely valuable as the Museum strives to continue delivery of its quality programs and benefits to all its members and the general public.