

Glidepath

*The quarterly newsletter of the
Canadian Museum of Flight*

*Issue #122
Spring 2015*



Getting Reacquainted – Museum visitor Alice Thew was part of the Canadian sisterhood that built DeHavilland Tiger Moth trainers for the British Commonwealth Training Plan 75 years ago

Whatever the Age - They Come to the Museum by Terry Brunner

My position as museum manager has given me the opportunity to meet many wonderful people from all ages and walks in life. It is the greatest perk of the job.

The museum recently hosted a bus tour of seniors from White Rock. One of those seniors was 94 year-old

Alice (Higgins) Thew, who was very interested in viewing the Tiger Moth. Unfortunately, the Moth was still in the repair shop, but we wheeled Alice across the street to Valley Aero Structures where its wings are being reconstructed. When Alice spotted those wings, she lit up like a flashlight and began to explain how the Tiger Moth represented a big part of her life as a young woman. From 1939 to 1944, Alice worked at the Mason and Campbell Aircraft Company. Located in Prince Albert, Saskatchewan, Mason and Campbell (M & C) was one of the primary Tiger Moth manufacturers. (1,747 were built in Canada from 1939 to 1942).

Alice's job at M & C was in the "doping" room where she applied the "dope" and rib stitched the seams.



Canadian Museum of Flight pilot Bill Findlay high-fives one of his youngest passengers after a flight in the Waco Cabin

(Aircraft dope is a plasticised lacquer that is applied to fabric-covered aircraft). Alice possessed an amazing recall for the procedures and needles that were used to prepare the Tiger Moth for service over 75 years ago.

As she deftly ran her hand over the Moth's wings and carefully examined one of our stitching needles, she reiterated many

fond memories of the "sisterhood" as she called it; the women war workers who stitched and riveted Canada's ships and airplanes. Alice looked at me with a twinkle in her eye and said, "Those years were the best years of my life."

As we assisted Alice back to her bus, I realized that Alice and I shared the same timeless perk. It will always be about the people, past and present.

Well remembered as simply "the best."



Alice Thew demonstrates the technique for using the curved rib-stitching needle

**Please visit our website www.canadianflight.org for more news and updates on events.
Follow us on the Museum facebook page and twitter.**

The Canadian Museum of Flight

Bringing British Columbia's Aviation Past into the Future

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Museum Hours

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Message from your editor – Spring 2015

This issue of Glidepath is bittersweet as it marks the departure of the museum's long-time General Manager, Terry Brunner. Our humble Terry did not want to be objectified with an interview, but when I suggested the valediction of a departing General Manager is just as important to an organization as the preservation of aircraft and artifacts, Terry agreed to sit down for Glidepath.

One of the things Terry will miss most about the museum is the myriad of people, young and old, who come through the doors. People like 94 year-old Alice Thew who worked in a Tiger Moth assembly plant as a young woman, and is our cover story.

Many of you are familiar with museum member and artist Brian Croft, who is now in the process of writing a book about the history of aviation in British Columbia. Brian has kindly submitted a condensed chapter about the growing pains of Vancouver's airport, circa 1928. We know you will enjoy Brian's meticulous attention to historical detail.

We are also introducing a new series called "Then and Now", which is a photographic comparative highlighting various aspects of aviation, past and present. What do commercial pilots really pack into those mysterious flight bags? You are about to find out.

Also featured are the museum's recent events and other museum doings. If there is something you would like to see in your newsletter, or have something to contribute, or would like to comment on an article, please email me. We welcome letters to the editor. My email address is carlad@intergate.ca.

Enjoy the summer – and if you hear the approaching drone of a radial engine, be sure to look up as if might be one of our own.

Carla Deminchuk, Editor

FLASH! Our new General Manager has been chosen.

Congratulations to Mike Sattler. Some of you may already know Mike, as he has been a msueum volunteer since January 2015. We look forward to a future Glidepath interview with Mike!

The Glidepath Newsletter is published quarterly by the Canadian Museum of Flight; Editor Carla Deminchuk. 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.

TechTalk IV – report from your editor

There are two kinds of Canuck fans: One hoard heads to a big ice arena on a Friday night. They eat pizza, drink beer, and make a lot of noise. A smaller group heads to the CMF hangar on a Saturday morning. They nibble pastries, drink coffee, and listen with rapt attention. They are there to learn about two classic Canadian airplanes: The Fleet Canuck and its older military sibling, the Fleet Finch. (Hint: Go with the smaller group. These fans never leave the building with long faces).

On June 27th, the TechTalk team consisting of Vic Bentley, Bill Findlay, Ray Fessenden, Bill Butler, and Rick Church, presented another engaging session. The team delved into the corporate and design history of the Fleet Aircraft Company, the individual flying characteristics of the Fleet Canuck and the Fleet Finch, its respective civilian/military service, and the museum's acquisition and restoration of both airplanes.

One highlight was Ray Fessenden's recollection as a student pilot on the Canuck. Ray's instructor told him to always "Look at the horizon," even while taxiing. That lesson was well remembered as Ray and his crew have been focused on a seemingly endless vista – the extensive rebuild of the museum's Fleet Canuck.



Korean aviation students Misun Nam (right) and Yoon Jung Kim (left) won the complimentary TechTalk rides in the Fleet Finch with pilot Bill Findlay.



It was great to see Ray Fessenden upright for a change as he is usually hunched over one of the Fleet Canuck wings or fuselage. Ray regaled us with his Fleet Canuck pilot notes.

This was the museum's fourth TechTalk. The Harvard, Tiger Moth, Waco AQC-6 and INF were explored earlier. The talks were presented in a way that was appealing to all. It has been said that we should never stop learning, so we should never give-up our aircraft restoration goals. We look forward to more TechTalks as these goals become the reality.

(Note: A big thank-you to Vic and his entire TechTalk team including CMF President Bruce Bakker, who graciously welcomed the attendees before each session. The complete series of TechTalk educational booklets are available for purchase at the museum gift store).



"Yes sir, that's my baby....yes sir, that's my baby NOW!" July 7th - The wings are on the Canuck.

Membership Benefits!

• **Partnerships!** Members are entitled to visit, free of charge:

Flight Museum in Seattle

PBY Memorial Foundation, Oak Harbour WA

West Coast Rail Museum in Squamish

Military Education Centre in Chilliwack

• **Discounts in the Gift Shop of 15%**

Volunteers Welcome!

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 students to retirees, to join the team. If interested, please contact the Museum General Manager, Mike Sattler, at 604-532-0035.

It's Been Just Like Another Family – A Great Big Wonderful Family!

An Interview with our out-going General Manager, Terry Brunner

by Carla Deminchuk

(Editor's Note: At the time of this interview, Terry and Doreen had sold their comfortable Langley home and were waiting-out Terry's museum tenure in a 27' travel trailer parked in Fort Langley).

Glidepath: So, how is life at the trailer park?

Terry: Just great (rolls eyes). I wake-up every morning staring at the kitchen. But it's a little bit like the museum. Everyone has a story.

Glidepath: Which is why we're here today. A recap of some of your stories and observations as museum manager for the past nine years. Do you have a favourite story?

Terry: There are so many. If I mention one, I have to mention them all. People like Jack Lingham - he wouldn't allow himself to be recorded, but would often grab a coffee and the stories would roll. Then there is the Tuesday volunteer group. Every one of those fellows has an amazing story and skill. They are aircraft people, production people from the movies – it goes on and on. We are so lucky to have them. That is what I will miss the most.

Glidepath: What was your greatest challenge as general manager, and are you satisfied with the outcome?

Terry: The biggest challenge is whether or not you're going to be accepted – winning the trust of people. If you're not accepted, you might as well pack your bags and go. The day I walked into the museum I was made welcome.

We've had some animosities, but on the whole, it's been a great experience. We are always challenged because of the money situation. When I first got here, the museum was selling off bits and pieces to pay the light bill. One thing I am proud of – in the nine years since, we only sold one piece and that was the centre section of the Hurricane. The Board deemed that it was surplus to our needs, and we would never build it.

Glidepath: Is there a project that you regret not seeing to completion?

Terry: The Fleet Canuck. It is special because one individual has given so much of himself, and has given other things to the museum. The museum owes him the gratification in seeing it fly. That's what I have been pushing for. It won't be in the air when I leave, but it should be flying by Members' Day.

Glidepath: Do you have any special memories of the many events that the museum has hosted.

Terry: The gala fundraisers. They really help the museum. But there is one event that really sticks out – the "Night for Lovers" Valentine's Day event.

Glidepath: If I remember correctly, you and Doreen won the "Not-So Newlywed Game" with an almost perfect score?

Terry: Oh no. Let's not get into that!

Glidepath: What have you learned from the museum?

Terry: Tolerance.

Glidepath: What has surprised you most about the museum?

Terry: The diversity of the volunteers and visitors. Look at our Guest Book. They come from all over.

Glidepath: When did you know it was time to leave?

Terry: Every organization needs new blood to carry it further. It's like a cleansing. Us old guys tend to do the same thing over and over again because it's safe. You need someone to take it to a new plateau.

Glidepath: What advice would you give our new manager?

Terry: Sit and listen.

Glidepath: What are your post-museum plans?

Terry: No special plans. Doreen and I are going to set up house and home in Naramanta. Next year we hope to take the trailer to Alaska, then across Canada to Newfoundland.

Glidepath: You will come back to see us?

Terry: Oh yes. I will be working the museum display at Fort Langley on July 1st. Then we'll be back for the museum's Barbados Day fundraiser at the Birth of B.C. Gallery on August 15th.

Glidepath: On behalf of the museum membership, we'd like to thank you and Doreen for your dedication and service.

Terry: Thank-you. It's been just like another family to us. A great big wonderful family!



Terry and Doreen Brunner

THEN and NOW – Pilot Flight Bag



THEN – Rustic Simplicity (Circa 1920's open-cockpit passenger biplane).

Early aviators carried more guts than anything, but a simple sack might have contained goggles, a compass, maps (note how the roadmap also contains "Aviation Landing Fields") some personal navigation/flying notes, a photo of the sweetie left behind.....and a Snickers bar.



NOW - High-Tech Minimalism (Boeing 737-800 commercial airliner).

WestJet pilot Mark Wensrich let Glidepath peek into his flight bag which is a simple nylon bag he attaches to his roll-along suitcase. Mark's bag is almost as stark as his 1920's counterpart, but it wasn't always that way. At one time airline pilots had to lug reference material weighing as much as 50 pounds. Mark's maps, approach plates, company operations manual, flight operations manual, quick reference checklist and other regulatory material is accessed via his personal Asus tablet. Other items: Telex 850 headset; Ray Ban non-polarized sunglasses (polarized glasses tend to block the instrument display and windscreen view); Fight Crew Log; Canadian Passport/Aviation Document (Airline Transport Pilot Licence); Advil for the odd backache.....and a Snickers bar. Weight: about five pounds. (Note: A hard copy backup of the same material Mark has in his tablet is also carried on the flight deck.)

Book Excerpt

Museum member Brian Croft is writing an extensive book about the early history of aviation in B.C. The title is not finalized, but Brian is thinking of calling it "Hay Bales to Runways - The History of Aviation in B.C. Up to 1931." The following is an excerpt from the chapter that delves into Vancouver's quest for an airport.

It was 1928. Late July. BC Airways, based in Victoria, had struggled for over four months to start Trimotor operations. There were many delays waiting for the Stout Metal Airplane Division of Ford Motors, to deliver the 26th model 4-AT-B hull off their assembly line. BC Airways originally planned to start flying in April, then May and finally July. Vancouver City Mayor Louis D. Taylor, had been invited to be a passenger on the inaugural BC Airways flight into Vancouver and finally, on July 23, he was waiting at Bryn Maur Field, in Renton at the south-end of Lake Washington, near Seattle. He was about to board one of the largest airliners in the world. The first leg was Seattle-to-Victoria which was to be followed by a luncheon in Victoria. Taylor would then re-board the Trimotor, along with several BC Airways directors, for the inaugural Victoria-to-Vancouver leg. This was to be the first commercial aircraft to land at Vancouver's interim airport on Lulu Island.

But preparations on Lulu Island for the inaugural flight amounted to very-little-to-nothing being done. Despite an airport budget approval on June 5, the city had been unwilling to commit to any work until the airport licence was issued by Ottawa. This was an unfortunate misunderstanding, as airport licences were not issued until the facility was constructed and ready for inspection. As a result, on July 23 Vancouver's interim airport was no more than a leased farm field waist high in grass. There were no graded or prepared landing runways or hangars, no fencing, waiting room, or refuelling facility.

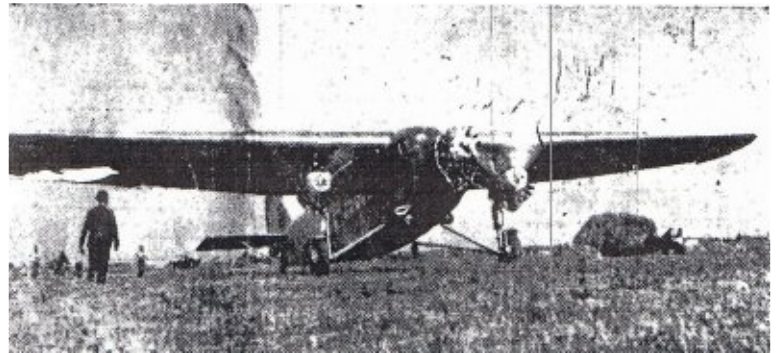
It was only by good foresight that Ernest Eve, co-owner of BC Airways and chief pilot Hal Wilson flew over to Vancouver's interim airport in the days before the inaugural flight to check on the landing field conditions. The long grass had to go and Vancouver City Alderman Dean quickly contracted for the grass to be cut by Mr. W. G. Elliot. The resulting hay-bales, however, were left all over the field making the landing of the large Tri-motor virtually impossible and further arrangements were necessary to move the hay bales aside so that a narrow useable landing corridor through the field (runway) would be available.

The BC Airways Trimotor 4-AT-B model, capable of carrying two pilots and fourteen passengers, was piloted by Harold Walker, a former US Army pilot, assisted by air engineer Ted Cressy. The departure out of Renton was delayed while Cressy replaced an engine valve and they eventually reached Victoria at 1:00 p.m. With the luncheon factored in, a revised arrival was planned in Vancouver for 4:00 p.m.

This left the Vancouver welcoming committee, comprised of Vancouver City Aldermen and staff, a press contingent and a large group of onlookers, with time on their hands. They did not wait long. At 12:15 pm a five-passenger Ryan monoplane owned by Commercial Air Transport, operating out of Everett, touched down. Commercial Air Transport was planning to commence regular service later that week between Seattle and Vancouver. On board was the president of Commercial, John Scott, his pilot John "Ding" Langdon, Teresa Fitzgerald of the Seattle Star, Ruben Levine, a feature writer, and G. E. Dodd,

advertising agent for the company. As Ding Langdon, touched down, he became the first pilot to make an inaugural commercial landing at Vancouver's interim airport, and not BC Airways as had been planned. The Vancouver Sun reported: "he made a perfect landing marred only by slight bumps owing to the uneven surface of the field"; even as the Ryan monoplane touched down, the press commented that hay-baling was still in progress at Vancouver Airport.

Later that afternoon, Hal Walker had his work cut out for him as he negotiated the narrow landing lane and gently landed the Trimotor onto the uneven grass field and taxied it towards the assembled crowd at the East end of the farm field on Garden City Road. As the Trimotor came to a halt, Ted Cressy left his cockpit seat and went back through the cabin telling everyone to "sit tight" while he opened the passenger door.



The Ford Trimotor lands at Sea Island, moments before its near-fatal encounter with Vancouver Mayor L.D. Taylor." - The Daily Province

Mayor Taylor was both excited and ecstatic. Last September Charles Lindberg had politely declined the Mayor's invitation to fly into Vancouver while on his Guggenheim Tour because there was no aerodrome in Vancouver to land at. Now, Taylor was on board what he believed was the first commercial airplane to land at Vancouver's interim airport. This was Taylor's second flight on the Trimotor and he was familiar with the easy entry and exit from the passenger door on the right side of the aircraft. While Cressy was latching the door in the open position, Taylor jumped down through it to the grass and looked left toward the crowd. He could see amongst them, aldermen from his council, including Alderman Dean who was walking towards the aircraft. Instinctively, the mayor set out towards him with an energetic gait. His eyes were focused on Dean and the distant crowd and he failed to perceive the still-spinning propeller on the right engine or that he was about to walk through its lethal arc. Walker had already cut the fuel supply to the engine as part of his normal arrival routine and so the engine had ceased to fire and the propellers were decelerating. As the starboard propeller struck the mayor in the head, the shocked crowd saw him drop lifeless to the ground. The next few moments were horrifying; many thought as they rushed towards Taylor that he was already dead. Press cameras clicked. Dignitaries, press and onlookers, who

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President's Report for 2014

by CMF Board President Bruce Bakker

Another remarkable year has passed for the Canadian Museum of Flight. During 2014, the museum has maintained and improved its collection while facing the ever increasing fiscal challenges all businesses face today. It is through the hard work and dedication of our staff and volunteers that we continued to make gains this past year.

Reflecting back on 2014, two occurrences stand out. The first regards our efforts in obtaining a new building for the collection, and the second is the amazing energy and devotion our members and volunteers can supply when called upon.

Early in 2014, CMF sent a proposal to the Township of Langley. This proposal was a crucial building block in the Board's plan to find a new home for CMF. The proposal contained a request for a parcel of land adjacent to the airport, be leased to CMF for \$1 a year for the next 30 years. If the lease was granted in principle, CMF would undertake to build on this land, with the breaking of ground occurring within three years. To the immense pleasure of the Board, the proposal was accepted by Council. Thus started the long process of planning all aspects of the requirements of building on that site. To date, great progress has been made with the expectation that the planning work will end the Fall of 2015.

The other occurrence revolves around best made plans going awry. In 2014 we continued with our policy of attending air shows/fly-ins with some of our flying aircraft. While attending a show at the Delta Heritage Airpark, CMF's Tiger Moth was caught in a downdraft cross wind and hit some trees during take-off. While this had all the ingredients to be a disaster, excellent flying skills allowed it to be an unplanned inconvenience. But the real story behind this incident is not the damage to the Moth, but the amazing energy and devotion that came to life as a result of it. Once all the pieces were gathered up and the flight crew was assured of a quick and full recovery, plans were being made to make the Moth airworthy once again. The volunteer hours involved in the fundraising, planning, repairing, and project management are staggering. But it is clear evidence of what we can do as a group, and our ability to respond to a need when required.

2015 is already shaping up to be another interesting year. I have enjoyed every opportunity to work with the membership over the last year, and I thank-you for your support while exercising my duties as your president.

Book Excerpt *continued from Page 6*

expected a celebration were dumbstruck at the sudden tragedy. Taylor was swiftly transported to the General Hospital in his own waiting car. He awoke only once enroute and seemed briefly cognizant of his situation but then relapsed. After an emergency operation it was initially thought he would not recover.

As the stunned crowd dispersed, the only evidence remaining of that eventful day was BC Airway's huge Ford Tri-motor, glowing amidst the hay bales in the reddening sun.

The next day Taylor was conscious. Surgery was scheduled for 2:30 pm. X-rays had shown his skull fracture was more serious than earlier thought. Dr. R. E. McKechnie announced that the four inch gash from the back of Taylor's head to his left temple would have been fatal had he been one inch taller. Amazingly, by the end of the day his previously dire prognosis was reversed. Taylor was gaining strength and in the coming weeks, the six-time elected mayor would astonish everyone with his speedy recovery.

It was an unfortunate beginning for Vancouver's interim airport. Whatever official ceremonies had been planned were immediately truncated when the Mayor walked into the rotating propeller. If Taylor had penned and folded into his pocket a glowing speech for the occasion, it went, unspoken and unreported by the attending press. Instead, the planned story of the day was scooped, first by Commercial Air Transport, and then a second time by the Mayor's battle for recovery. But Taylor would recover. Three years later, on July 22, 1931, having been elected mayor for an unprecedented 7th term, he stood with Premier Tolmie and opened Vancouver's permanent airport on Sea Island.

To be continued....

Save a Tiger Moth

Pat a Sopwith Camel

Earn a Harvard Mark IIB Education

Let Loose - Go a Little Waco AQC-6



Barbados Day Birthplace of B.C. Gallery

Noon to 4 pm Sat. August 15, 2015
1:45 Barbados Flag Raising with
Governor Douglas, Colonel Moody entourage.

Chicken BBQ by
Canadian Museum of Flight
Fundraiser for New Building Fund
Music and Fun, Caribbean Style, featuring
Red Stone Alley Band & Kenrick Headley
BC Farm Museum & Flight Museum Displays
The Cool Balloon Guy
9054 Glover Rd Fort Langley

TAILWINDS – Bits 'n Pieces Around the Museum (and Beyond)

The Airlines – She's a Tough Business: "If the Wright brothers were alive today, Wilber would have to fire Orville to reduce costs." – a former airline CEO.

Minute by Minute/Hour by Hour: As of April, 2015, the museum's volunteer tally has racked-up over 13,244 hours. Kudos to our volunteers because we'd have a hard time meeting that payroll!

Cool Customers: This spring/summer heat wave is one for the record books. The museum gift shop is now air conditioned. Grab your wallet and c'mon down.

I'm Lovin' It (2) - More From Our Prison Transfer Pilot: In the last segment of Tailwinds, we told you about the prisoner-transfer captain who made his passengers very happy when he treated them to Big Macs 'n shakes while sitting-out a delayed departure. Fast forward – a few months later. Our good captain has left his keys in his jacket which is flung across his seat in the flight deck. He and the deputy are now locked out of the flight deck with another plane load of restless cons staring them down. The deputy pulls out a pocket knife and starts fiddling with the door lock. The captain gets on the PA: "Gentlemen, we're having a bit of a bother with the cockpit door. I know every one of you is innocent and shouldn't be here, of course, but if anyone just happens to be skilled in the art of B & E, please give us a shout." A prisoner at the back of the plane yells, "Not me personally, but if you let me go, I'll run for help." The cabin erupts in laughter. The deputy finally gets the flight deck door open with the pocket knife and they are on their way with the cons still chuckling to themselves. Bet that was the only time anyone laughed their way to jail!

Attention Hollywood: Are you scouting a new reality show? How about the Canadian Museum of Flight? Our colourful cast of people and airplanes would make a great series. We already have some ideas for the title: 29 Airplanes and Counting; The Real Airplanes of Langley; Extreme Makeover – CMF Edition; Project Runway (Zero One), and The Biggest Loser – What Weight-Loss Contestant will Fit into the Fleet Finch First?

Captain Thompson's N3NBiplane: We are happy to report that the late Bill Thompson's N3N (featured on the cover of the winter issue of Glidepath) will remain in Canada. It has been purchased by another aviation legend, Buffalo Joe McBryan, and is currently hangared at Buffalo Airways' maintenance facility in Red Deer.

The Sopwith Pup Challenge: The museum has been given the challenge of building a Sopwith Pup replica, then shipping it to Europe in 2017 for the 100th anniversary of WW1 flyover. More later!

The Tiger Moth is Mobile Again (sort of): It has been moved via truck and trailer to another repair hangar at Langley airport. Please visit the Canadian Museum of Flight Tiger Moth Restoration page on facebook for other updates.

Canadian Museum of Flight Upcoming Events for 2015

July 25	Boundary Bay Airshow
July 26	North Fraser Airshow, Pitt Meadows
Aug. 7/8/9	Abbotsford Airshow
August 15	Barbados Day, Fort Langley
September 12	Members Day and Sponsors Fly Day (Finch and Harvard)
September 24	Sponsors Fly Day (Finch and Harvard)
September 20	Battle of Britain Day

Please note these dates are subject to change, so we suggest you check with the Museum for the latest information.



Warrant Officer First Class Lucy Poirier salutes reviewing officer Major General (retired) Guy Tousignant (photo by Rima Dickson)

746 Lightning Hawk Royal Canadian Air Cadet Squadron -

Annual Ceremonial Review

by Glenda Ouellette

On Saturday May 30, 2015 the 746 Lightning Hawk Royal Canadian Air Cadet Squadron, based at the Langley Airport, held their 51st Annual Ceremonial Review. The Commanding Officer Major Matt Dykeman advised attendees that he was most proud of the many accomplishments and dedication of the Squadron cadets and staff this past year. The Squadron has 135 cadets, 10 staff members and an active sponsoring committee.

The event culminated with the Change of Command from Warrant Officer First Class Lucy Poirier to Warrant Officer Second Class Michael Montano, as Poirier will be leaving the cadet program to pursue a career in aviation. Although the squadron is standing down for the summer, they expect to have more than 40 cadets attend summer training camps.

For more information on Canadian Museum of Flight collections and events, please visit our website at www.canadianflight.org and the Museum Facebook page "[Canadian Museum of Flight](#)". Page 8