

Load 'em Up – Family Day 2016

On a rainy day at the end of January, a group of volunteers met at the museum. It was suggested that the museum host an open house for Family Day. The volunteers thought this might be a good idea. “We could give out caramel popcorn and hot-apple cider” said one. “How about a kids’ craft table and colouring contest?” said another. “We could clean-up the Snowbird and the kids could have their pictures taken in it” suggested someone else.

With less than three weeks to go, the refreshments were ordered and the local dollar stores were sourced for crayons and craft materials. The Snowbird team, headed by General Manager Mike Sattler, got to work on the somewhat weather-worn Tutor. The seats were put back in, a few screws were tightened, and the red, white, and blue livery was soon gleaming. Word was put out in the community – “Kids – Come Have Your Photo Taken in a Real Canadian Snowbirds Jet.”

The morning of Monday February 8th dawned cool but sunny. The museum volunteers were excited. They hoped their efforts would attract “100 – 200 people.”

By 10:30 a.m., a caravan of cars and mini vans loaded with parents, kids, grandpas and grandmas snaked their way to the museum. At noon, the line-up for the Snowbird was long. “That’s 219 kids and counting” shouted the Snowbird assistant as another excited face was plunked into the cockpit. The hot-apple cider and popcorn was flying furiously, and the kids’ craft table was abuzz with activity. When museum pilot Bill Findlay fired-up the Harvard for a sponsorship ride and performed a low fly-by, the crowd was six deep at the fence. “Ooooooh....so kewl” crooned the kids.

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Happy faces filled the Canadian Museum of Flight Snowbird all day long.

**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

Open daily from 10:00 a.m. to 4:00 p.m.

Message from Your Editor – Winter 2016 Issue Highlights

Judging from the number of kids buzzing around the hangar on February 8th, the museum “family” must have undertaken some fertility treatments. We were aglow and bursting with pride. Some parents put their kids’ artwork and photos on the fridge door. We put ours in Glidepath. Multiple thanks to the volunteers who made our first “Family Day” a smashing success.

What were the early days of the museum really like? In “Back to the Future – an Interview with Long-time Member Jerry Vernon,” we have strapped ourselves into the DeLorean time machine with Jerry at the wheel.

This issue’s Editor’s Rove roots out Canada’s most famous Boeing 767, the Gimli Glider. Whatever happened to her? (We have a surprise for you at the Scotch and Chocolate Fantasy Gala and Auction).

Don’t miss it. Scotch – because no great story ever started with a salad. Chocolate – seize the moment. “Remember all those women on the ‘Titanic’ who waved off the dessert cart.” – Erma Bombeck

Carla Deminchuk, Editor Glidepath

Letters

I enjoyed the latest Glidepath except for one thing. As a proud employee of Bombardier, I resent the article on bottom of page 8 “And Then There Were Three.” It completely omits Canada’s contribution with the Bombardier C-Series as competition to Airbus and the big B. Also omits mention of Canada’s role in the FIRST jetliner from Avro. Get your facts straight!

David Smith, Langley/Bangkok

Unfortunately, I realized this after the Fall segment of “Tailwinds” had gone to press. However, with Bombardier’s recent order from Air Canada and the pending government bail-out (the other “Big Three” have likewise enjoyed fat government contracts and/or subsidies) there are bound to be a few furrowed brows in those competitor boardrooms. As to the first Avro jetliner, that is the full-meal deal and deserves more space. In “Tailwinds,” we try to focus on the nuggets of aviation-related news and trivia. Thank-you for your letter; I am happy you enjoyed the last issue. – Editor



Make that Four! Proudly Canadian, Bombardier’s C-Series is taking aim at the short/medium range airliner market (Boeing’s 737/Airbus’ A320/Comac’s C919).

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.

Family Day *continued from Page 1*

When it was over – the photos had been taken, every kernel of caramel corn had been devoured, and the last picture had been crayoned – it was estimated that over 550 people had come to the museum. As one parent explained, “There were many other Family Day activities in the community, but my kids really wanted to come sit in the airplane.”

“It was a great community outreach project” exclaimed our GM, Mike Sattler. “The admission by donation and gift-shop sales made it a good fundraiser which cost very little to put on.”

And the volunteers? “Did you see the smiles?” concluded one tired member. Who could forget all those smiles?

Photos: top right, paper plate craft creation; bottom left, caramel popcorn and hot apple cider; bottom right, some of the Snowbird colouring contest entries.



Your Editor's Rove – Expect the Unexpected

Whatever Happened to the Gimli Glider?

After her retirement from service January 24th, 2008, the Boeing 767 which captured the imagination of Manitobans, Canadians, and people the world over was delivered to the Mojave boneyard. According to one of the Mojave custodians, when we open up one of her doors the faint odor of “sweaty pilot” wafts out into the desert air.

Many Canadians thought the glider should be put on permanent static display in Gimli, Manitoba. However, it was not to be. The hammer of time, economy, and dismantlement eventually descended.

A small piece of her skin will be offered at the upcoming Scotch and Chocolate Fantasy Gala and Auction.



The Gimli Glider in 2011 (third from left). Photo courtesy of John A. Weeks III. Above right: Gimli Glider skin key chain.



Membership Benefits!

- **Partnerships! Members are entitled to visit, free:**
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, from students to retirees, for aircraft restoration, gift shop operations, facility maintenance, and many other tasks. If interested, please contact the Museum General Manager, Mike Sattler, at 604-532-0035.

Back to the Future - An Interview with Long-time Museum Member Jerry Vernon

"If you put your mind to it, you can accomplish anything."

- Marty McFly

Jerry Vernon is the museum's flux capacitor of time travel. His pedal to the metal memory can retroverse in a DeLorean minute ...



The year is 1980. Pierre Elliott Trudeau is re-elected as Canada's PM, a 22 year-old kid from Port Coquitlam begins his Marathon of Hope, Gordie Howe left the rink forever, no one knew about something called the internet, and a group of aviation enthusiasts with a grass landing strip and a greater vision had already started an enterprise that was to become The Canadian Museum of Flight.

by Carla Deminchuk

Glidepath (GP): You joined the museum in 1980, but it had already begun a few years earlier, is that right?

Jerry Vernon (JV:) Yes. The museum was originally started by five founding directors: Ed and Rose Zalesky, Captain Bill Thompson, Barry Jackson, and Ron Stunden. Ed and Captain Bill are both gone now, and Rose has been ill for many years.

GP: Why was the museum started?

JV: Because they were concerned about the loss of historic and vintage aircraft, either through destruction or their export out of the country. They wanted to stem the loss of our aviation heritage.

GP: What was your early involvement?

JV: I was soon recruited for the Board of Directors. I think I served 12 years on the Board of Directors – Vice-President and President.

GP: The museum's original location was the Zalesky farm at Crescent Beach?

JV: Yes. A grass field with a bunch of buildings.

GP: How was the museum perceived during those fledgling years?

JV: Back then a lot of museums were just getting going. People were getting more interested.

GP: B.C. was in the midst of a recession during the early 1980s. Getting something like a flight museum going must have been especially difficult?

JV: You have to spend a lot of time or a lot of money. We had more time than money.

GP: What artifacts or airplanes did the museum have in those very early years?

JV: We didn't start with much at all. There was Ed's stuff – Ed was an airplane parts dealer – and we collected other stuff. Two of our first airplanes were donated: the Waco INF and Fleet Finch. The Finch had belonged to Barry Jackson. His wife was not happy with him flying it, especially after he had an accident in 1976. Note

that the registration of the Finch is C-GBJS, for 'Graeme Barry Jackson.'

GP: Can you tell us anything else about the Finch's history?

JV: Although ex-RCAF, the Finch had spent some years postwar in Mexico and then in New Mexico. I met the former US owner one year at the Arlington Fly-In, and heard some tales from him that are not on the official FAA file for the aircraft.

GP: The Waco INF and Fleet Finch were your only flyable aircraft then?

JV: Yes.

GP: Did you parlay that into fly days for members?

JV: We would go to the Delta Air Park for those flying events. One year the CBC's mobile news rig was there. We heard a loud rumbling like distant artillery fire. The CBC picked up on it right away. Mount St. Helens had just blown its top.

GP: You could say that event turned into a real blast?

JV: A real blast. We also had the Wings and Wheels events at the Zalesky farm. British sports cars, Mustangs, Corvettes – that sort of thing. They were always popular with car and aviation enthusiasts alike.

GP: In the early 1980s it was announced that Vancouver would be hosting Expo 86 and its theme was transportation. That must have galvanized the museum?

JV: Yes. We came up with the idea of building the Stampe which is like a wooden Tiger Moth, and the Lysander.

GP: As I understand it, the Expo people wanted the Lysander to represent a "gossamer" airplane, and that is why much of its fuselage is still wearing those see-through panels?

JV: Yes. We worked at Expo every day.

GP: It was also during this time that you could say all hell broke loose – the



Jerry Vernon, with the CMF DeHavilland Vampire first proudly displayed at the Crescent Road site.



Wings and Wheels Show at the original Crescent Beach location, circa 1986.

Zaleskys received notice that the Municipality of Surrey would be expropriating the farm for park land?

JV: We didn't know where we were going to go. We went through all sorts of plans and studies and looked at Boundary Bay, Pitt Meadows, Jerico Beach, and Cloverdale. This went on until 1995 when the present hangar fell into our hands through a certain amount of luck. The Zaleskys originally owned the current Langley hangar and, out of the goodness of their hearts, sold it to us for a little more than what they paid for it.

GP: What is the biggest change in the museum since those early years?

JV: It's become more business like. The Board of Directors is a cross-section of the community. In the old days it was mostly airplane people – mechanics with dirty hands.

GP: What do you think some of the early founders and members would think if they could see the museum today?

JV: They would be impressed that we're still going strong.

GP: The museum has gifted many with a sense of purpose. Would you agree?

JV: Yes, people like Fred Gardham who single-handedly rebuilt the Hampden. It became his whole life.

GP: Is there one airplane that best represents the spirit of the museum?

JV: The Tiger Moth because it was built up from nothing – much like the Fleet Canuck. We had young apprentices from CP Air and PWA who were laid-off during the recession. We were able to hire and pay them through a government programme. The Moth helped them get their apprenticeship.

GP: To conclude, it has been said that without a past you can't have a future. We owe much to you and the other museum founders. Thank-you, Jerry.

JV: Thank-you.



I heard the owl call our name – a miniature barn for resident owls now overlooks the grass runway.



The Crescent Road site grass runway today.

Then and Now – Pilot Walk-Arounds

NOW: Boeing 737-800 Exterior Inspection

Prior to each flight, the flight crew must accomplish the following checks. Note: Alert ground personnel before pressurizing hydraulic system. The hydraulic pressure check is only required for first of day and crew change flights.

Exterior lights - Check lenses clean, secure, undamaged, no evidence of overheat.

General airplane condition - Check airplane free of damage and fluid leakage.

Probes, sensors, ports, vents and drains - Unobstructed. To comply with RVSM requirements, ensure the fuselage skin in the vicinity of each static source is free from any dents or obstructions and that the static sources are flush with the aircraft skin.

Doors, latches and access panels (not in use) - Properly secured. If an access panel (not in use) is open, contact maintenance and have them close the panel.

Tires, brakes and wheels - Check. If brake wear indicator pins are even with brake housing, check with maintenance.

Gear struts and doors - Check. Verify door seals secure, impact fittings intact, and struts not fully compressed.

Ground locking pins - Removed.

Nose gear steering lockout pin - Check. Installed if pushback or tow out will be accomplished, otherwise removed.

Nose wheel snubbers - In place.

Wheel well light switches - NORMAL.

Cargo compartments - Check condition of compartments, tie-downs and lights.

Ram air deflector door - Extended.

Flight control surfaces - Unobstructed.

Check all surfaces - clear of ice, snow, or frost..

Fuel measuring sticks - Check. Verify measuring sticks agree with alignment marks.

Wing and Winglet Surfaces - Visually inspect the lower wing surface. If there is frost or ice on the lower surface outboard of measuring stick 4, there may also be frost or ice on the upper surface. The distance that frost extends outboard of measuring stick 4 can be used as an indication of the extent of frost on the upper surface. Note: Takeoff with light coatings of frost, up to 1/8 inch (3mm) in thickness on lower wing surfaces due to cold fuel, is permissible; however, all leading edge devices, all control surfaces, tab surfaces, upper wing surfaces, winglet surfaces, and balance panel cavities must be free of snow or ice. Takeoff with light coatings of cold-soaked fuel frost, on designated areas of the upper wing surfaces is permissible.

A and B hydraulic reservoir - quantity indicators RF or above.

Brake accumulator indicator - 2800 psi minimum.

APU fire control handle - UP.

NGS operability indicator light - Check. Verify the unit is placarded INOP or that the green operational light is illuminated.

Outflow valve - Full open.

Tail Skid (-800) - Check. Verify shoe wear less than dimples and warning placard indicates green.

Engine fire extinguishers - Check. Verify pressure adequate per bottle data plate.

Electric Hydraulic Pump Switches - OFF.

Exterior lights - As required.

Glidepath was also curious about the amount of fuselage damage that would be deemed serious enough to ground a Boeing, and the damage caused to engines by birdstrikes. Our friendly WestJet Captain, Mark Wensrich, replied as follows: It's a combination of size and location. I once found a very small dent on the fuselage. It wasn't in the damage log so we reported it. The plane was grounded because the dent was on a stringer. Had that dent been an inch or so to the left or the right, then it would have been no issue at all.

THEN: Waco Cabin Pre-Flight Inspection

FLIGHT OPERATIONS OFFICE - Sign check-out sheet. Check log book to ensure that there are no maintenance entries that would require rectification before flight. Check NOTAMS and weather for route of flight. Have passengers read and sign waiver form.

COCKPIT - For aircraft pre-flight, ensure that master switch is OFF, magneto switches are OFF, control locks OFF (seat belt to control column), and turn fuel control levers to ON. Set stab trim for take-off.

LEFT ENTRY DOOR - Starting here, commence walk-around. Check baggage compartment for proper stowage of contents and left forward fuselage cabin entry door and windows. Check left upper and lower wings for fabric condition, strut attach point bolts and pins for security, aileron for free movement, landing lights, pitot tube (remove cover), and wing leading edge condition. Check all fairings and ensure attaching screws are secure.

NOSE SECTION - Using ladder and fuel dipsticks, check fuel quantity in left and right upper wing fuel tanks. The Waco Cabin burns approximately 85 litres per hour. Ensure that fuel caps are secure. Check oil quantity dipstick to ensure sufficient oil in the tank. Check the windscreen for cleanliness - no bugs or oil residue. Drain a small quantity of fuel from the fuel filter to check for water or contamination. Check condition and security of cowls, hatches and forward engine section. Pull prop through for nine blades to ensure no oil hydraulic lock in the cylinders. Check condition of the prop blades and prop hub.

UNDERCARRIAGE - Check condition of gear legs, fairings, tires, and brakes. Check for signs of leakage of brake hydraulic fluid or gear oleo fluid. Add air to tires if necessary.

RIGHT WINGS - Same as for the left side, checking fabric, struts, landing light, aileron, and forward fuselage door and windows.

REAR FUSELAGE AND TAIL - Check fuselage fabric condition on top, sides, and belly. Check movement, security, and condition of elevators, rudder, and vertical and horizontal stabilizers. Check upper and lower tail brace wires. Check tail wheel condition and add air if necessary.

RETURN TO LEFT ENTRY DOOR - Load passengers and cargo. Ensure that the baggage door is closed and locked. Brief passengers on any pertinent safety items such as seatbelts and operation of the entry/exit doors.

PREPARE COCKPIT FOR FLIGHT AND ENGINE START

- Check headset intercom communications with crew and passengers. Check seatbelts fastened. Start engine after ensuring that the area is clear, especially near the propeller. Enjoy the flight!



Doug Moan - Good-bye, Friend

"His joy came from the way he lived life. Dad believed the simple pleasures made a man wealthy." – Darla Moan

"Doug's fingerprints are on every airplane, piece of machinery, table and chair in this museum." – Gord Wintrup, former CMF president

"Doug loved to go for a loop and a roll in the Harvard. He'd laugh so hard – I was soon laughing too." – Bill Findlay, CMF pilot



Above: January 9, 2016 – standing-room only. Doug Moan's Celebration of a Life well lived at the CMF hangar.

Below: Doug's signature black cowboy hat.

Below left: The Harvard memorial flypast.

Left: And always, the flights were the highlights. Doug savoured those flights in the airplanes he meticulously maintained, including the Tiger Moth shown here.



Then and Now *continued from Page 6*

As to birdstrikes, our General Electric/Snecma engines are very robust and can take a hit from a large bird without real issues. Most of the time the bird goes through the outside of the engine (high bypass). But if it goes through the core, that's a bigger

issue and requires an inspection (borescope). For the most part, all they do with birds is clean off the feathers and away we go. But something like a Canada Goose – well, that's a different story. Ask Sully Sullenberger.

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

Forget that 25% Exchange Rate – Great Deal For Museum Members: 2016 marks Boeing's 100th anniversary. Seattle's Museum of Flight is offering special centennial events and exhibits throughout the year. CMF members can tour those exhibits for free. Check their website for details. www.museumofflight.org

Anyone Missing a 747? Three abandoned 747s have been sitting unclaimed at Kuala Lumpur's International Airport for over a year. Do you think the Kidney Foundation might be interested?

Pride and Joy: Joy TV was filming at the museum in January. View their segment about the Sopwith Pup project here: <http://www.youtube.com/watch?v=Vj2VP5QR5CU> or type JoyTVNEWS-Replica Biplanes into your YouTube search engine.

More than a Fashion Statement:

Early aviators considered scarves essential flight equipment. They provided much-needed padding against those hard leather jacket collars when pilots craned their necks back and forth scanning for other aircraft.



Farewell “Joe Patroni”: Actor George Kennedy, who played Joe Patroni, the no-nonsense cigar-chomping Chief Mechanic in the 1970 film *Airport*, is dead at the age of 91. The film spawned several sequels (Kennedy was in all of them). Kennedy said he was bitten by the real aviation bug during filming and eventually owned and piloted a Cessna 210 and Beechcraft Bonanza.



Joe Patroni: “Now the kook is sitting in 23A, right here.” - *Airport* (1970)

Can't Sleep? Try the DC-3 Rx: Place your laptop on the bedside table and click “DC3 Night Flight in the Rain” <http://www.youtube.com/watch?v=modq18qZ7Gc>.



Close your eyes and let your mind take you back. The year is 1951 and your flight from Vancouver to Montreal will take 26 hours. It's going to take a little longer tonight - bad weather is forecast. You take your seat as the mighty Pratt & Whitney engines burst into life. Before you know it, you're airborne and cruising the night with rain streaking past your window. The drone of those engines lulls you into a state of relaxation. The stewardess brings you a blanket and pillow. Enveloped by bliss, you are soon sleeping like a baby. Nighty-night.

Cleanliness is Next to Godliness: The girls' rugby team from St. Joseph's Catholic Secondary of Cornwall, Ontario, washed the outside static airplane display on March 6th. Thank-you team!

Where it all Begins: Glidepath's editorial office is an Airstream trailer parked in the middle of a horse pasture in the boonies of the Fraser Valley. (Visitors are always welcome – just watch where you step!) Airplanes and Airstreams have a lot in common. The trailer's lightweight aerodynamic shape was inspired by Hawley Bowlus, builder of Lindberg's Spirit of St. Louis and designer of the museum's Nelson Dragonfly. (By-the-way, is that a Cornell or Harvard in the background?)

