Center canadien du patrimoine aéronautique
Canadian Aviation Heritage Centre

PLANEtalk

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Progress Report No. 14 From July 1st, to December 31st, 2006

The Editor

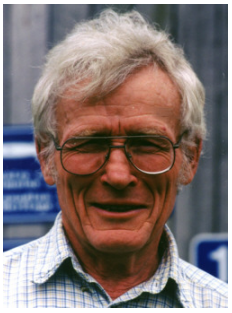
PLANEtalk is issued every six months, and distributed to members, donors and to interested parties.

The contents are essentially a summary of the minutes of the CAHC progress meetings held every Tuesday at our workshops at the Macdonald Campus. The meetings are generally attended by 15 to 18 members, and are particularly useful for introducing new volunteers into the wide range of topics we review each week. ✈

The President's message

Godfrey Pasmore

President and Founder



A world from the Treasurer

Bill Doran

Secretary/Treasurer

A Formal Entry to our Canadian Aviation Heritage Centre (CAHC):

We are on the right track. For a number of years, we dreamt of how we and our future visitors would enter our Canadian Aviation Heritage Centre structure.

We have made our decision regarding the above subject. We will be using a silo, a unique and intriguing element. Before adding this silo, we will first have to tender bids for repairs.

From the beginning, the majority has always wanted to see our organization select an interesting old silo for the entrance to the CAHC. **The silo will welcome** our members and visitors with a fine, first-class staircase so that people may access the second display floor.

Continued on page 2 (A formal)

Did You Know That:

- CAHC/CCPA was incorporated seven years ago in March 2000.
- That we now number about 200 members.
- That all work done on aircraft and display projects is done on a voluntary basis by active members.
- That the greater part of building restoration work is done on a voluntary basis by active members.
- That our renovated barn facility and other

Continued on page 2 (Did You Know)

Did You Know From page 1

buildings on the Macdonald Campus were built between 1905 & 1907 and that McGill/Macdonald is celebrating the 100th anniversary year of Macdonald College over 2006-2007.

- That the founder of Macdonald College, Sir William Macdonald, was knighted by Queen Victoria in 1898 and declared "the greatest philanthropist in education in the British Empire" (see details on plaque displayed in CAHC/CCPA lounge area).
- That Sir William Macdonald accumulated his wealth by selling tobacco, but he himself considered its use "a foul habit".
- That Sir William Macdonald contributed large sums of money to help establish educational institutions across Canada, namely:
  - Macdonald consolidated schools in P.E.I., Nova Scotia, New Brunswick, Quebec & Ontario
  - McGill/Macdonald College
  - University of Guelph
  - University of Alberta
  - University of British Columbia
- That the personal horse drawn carriage and sleigh of Sir William Macdonald still exist and are stored on the college campus.

That the CAHC/CCPA feels privileged to be sharing in part of the educational legacy left by Sir William Macdonald. ✈

ERRATUM

In the 2006 “Xmas get together” English invitation, we wrote “Spouces” it should have been “Spouses”, sorry for the typographical error.
The editor ✈

A formal From page 1

A market research study was carried out with persons being interviewed regarding the use of a silo and the comments from both individuals and groups were, in general, extremely positive.

As to the basic construction of the silo, we are proud to have the services of Ray Cassidy, a McGill trained metals expert, Peter Rochester, Eng. (responsible for the creation of the basic concept) and Tom Hallahan, an expert welder.✈

Mrs Anne Renwick

Director/At Large

As your new Director, I have taken on two projects:developing an acquisitions proceedure and database, and initiating a formal Fund Raising progam.

With the assistance of the War Museum in Ottawa, a method of recording and tracking our artifacts has now been created and the current collections are well under way to being recorded. Directors now have a method by which to accept artifact donations.

As a first step to support fundraising efforts, I am developing a comprehensive report on the CAHC. This is a fascinating exercise; in compiling the Centre’s story, its positive education impact has truly come to light, evidenced by the testimonials from the Lester B. Pearson School Board. ✈

Credits:
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Patrick J. Campbell Eng. (ret)
Director/ Aircraft Mfg.

FAIRCHILD FC-2:
Work continued on cowlings of the Wright J-5 engine, now 90% complete. Mockup fuel tanks were installed in the centre section and one wing. One of the flaps was fabric covered - a trial fitting of the camera system showed no problems - the instrument panel, previously being worked on off-site, has been brought back in house. Two sturdy stands were made to mount the wings so that they can be rotated to facilitate fabric covering. The empennage has been installed and dummy control cables hooked up. The main undercarriage skis were received from Mike Williams, wood craftsman, recently retired from John Abbott College, and oiled and varnished, and the pedestals painted and attached to the skis.

BLÉRIOT XI:
The lower cabane structure is now complete in its welding fixture. The rudder hinges have been rebuilt in traceable 4130 steel, and the steel strap and its fittings are being completed for installation in the bedstead. The lower surfaces of the wings have been completed and varnished, and the wings removed and reinstalled in the tool to complete the lower surfaces, including infilling the tips with balsa wood. A dummy section of wing, four bays wide, has been manufactured as a coordinating fixture to control installation of the root fittings in fuselage and to ensure that both wings will have the correct dihedral and angle of incidence. All metal parts for the wings are complete and off site for painting.

FLEET CANUCK:
The landing gear has been installed as well as some forward fuselage panels, the empennage and the engine mount.

THE STINSON 10A:
No personnel available to work on this project, but the Franklin engine has been turned over and inhibited.

THE MODEL T FORD:
The Model T was disassembled after a brief successful engine run. The engine was mounted in a stand, and both engine and chassis cleaned and painted (black, of course).

FAIRCHILD HUSKY:
One aileron received, balance awaiting availability of transport.

NAPIER SABRE ENGINE:
Work complete, a copy of the report is available for a small contribution.

GIPSY MAJOR:
Suitable stand manufactured and painted, we are advertising for an engine fitter.

MODELS:
Several large aircraft models, donated to us by *Air Canada Pionairs* have been repaired and placed on exhibit.

RADIO:
A donated radio receiver, (R.1155) transmitter, and (T.1154) power pack, probably formerly installed in either a Hampden or a Lancaster, are being repaired.

NOORDUYN:
We have been offered the entire engeneering drawing archives of the Noorduyn Norseman Aircraft. Two visits have been made to assess what will be involved and further visits will follow shortly.

LOWER-LOADER:
A low-loader platform is under construction to facilitate movement of heavy items, engines and machines through our shops and to the

upper level.

MACHINES:

We have been offered a jointer machine which will be useful as we will, in time, require duplicates of our basic machines for the upper floor.

ACQUISITIONS:

A formal system has been set up to record, store and acknowledge artifacts, literature, machines and services donated to us.✈

Peter Rochester, Eng.

Building renovation Committee Chairperson

Following are some notes electrical on work done, and yet to be done renovations:

In November 2006, a complete set of stamped architectural plans were submitted to the Town of Ste-Anne-de Bellevue's Building Inspection department with a request for **a building permit** for the work being done on "our" building. These plans were done by a freshly graduated architect, Vanessa Fong and supervised by Viateur Michaud, architect, who approved the plans.

1. April 2004, installed a new power measurement meter, ION 7330, as requested by Macdonald.
2. April 2005, upgraded our electrical power from 30 Amperes, 600 volt, 3 phase, 60 cycle, to 200 amperes, 600 volt, 3 phase, 60 cycle, complete with a fused cutoff switch at our pickup point from Macdonald at the far Western end of the 2 story old stone barn.
3. May 2005,connected the Art Gallery panel into the CCPA/CAHC electrical supply. Later on, upgraded this panel to 208 volt, 3phase power by adding a third supply wire to the panel. Previously this panel was supplied from a separate Macdonald/McGill 220 volt source. Noticed that several of this panel's circuits supplied Macdonald/McGill circuits. At this time M. Gauthier, Macdonald's Campus facilities supervisor, stated that a new panel would be installed by Macdonald and supplied with a separate line from their own 220 volt source.
4. Towards the end of December 2006 and the beginning of January 2007, Nellis Construction cut an opening through the wall in the Macdonald/McGill single story building immediately South of the CCPA-CAHC Art Gallery, at a location specified by McGill's Mr. Robert Stanley. Nellis also installed a metal, fire exit door supplied by CCPA-CAHC. A fire exit sign was also installed. However, the automatic door closure remains to be installed. This completes our obligation to McGill/Macdonald, to supply an alternate fire exit for Macdonald/McGill, in their building located immediately to the South of our Art Gallery. The door was completed as noted in time for the Ogilvie catalog photo shoot which took place in the building immediately south of the Art Gallery.
5. **We shall go out for prices for several small packages of electrical work**, in January 2007. These packages are: No. 7 , 8, 9, 10,11 and 12 as follows;
6. Supply and install a new 208 volt 3 phase, 80 ampere panel on the second floor, immediately over our electrical room and the foyer. Connect the wiring from the wall plugs into this new panel (120 volt). Connect this panel to the 208 volt splitter box in the electrical room(1st floor).
7. Identify the CCPA/CAHC circuits in the Art Gallery 208 volt panel. Remove the circuits belonging to Macdonald/McGill building (South of the Art Gallery), to be connected into a new panel attached to the wall on the Macdonald side of the common wall. Where necessary, split circuits shared with Macdonald and CAHC and connect to respective panels.
8. Propose to Macdonald that we supply and install a new 220 volt 1 phase panel on the Macdonald/McGill side of the common wall. Connect the emergency generator switch and selected emergency circuits to the new panel. Install Macdonald/McGill circuits in this panel. Connect this panel to a Macdonald 220 volt power source. The cost of this work to be charged to Macdonald.
9. In the Art Gallery, Supply and install 14 - 110volt duplex surface mounted plugs, one per each of 14 columns and connect to Art Gallery 208 volt panel.
10. In workshop/Storage area 3, install a fused disconnect switch for the Air Compressor

11. Verify that the ION 7330 power meter is accurate (i.e., calibrate this meter).
12. **Things to do:** see items
13. Install panic bar and weather sealing to the Art Gallery South West fire exit door, (only one of the two doors).
14. Supply and install double fire doors (ULC 90minutes) into/out of the Work Shop No. 3.
15. Install lighted emergency exit signs for the second floor fire exits, as soon as electricity is available at the sign location.
16. Award bid for the Supply and installation of heating, cooling system and humidification system of the Art Gallery.
17. Design and build a ULC 120 min. fire rated fire separation wall on the first and second floor at a location recommended by Stephen Aber, architect.
18. Request quotes and award contract for the supply and installation of an insulated metal roof over the second floor roof to complete coverage of the rooves which correspond to the extent of our lease with McGill.
19. Install stairs from 1st floor to the second floor in 20 foot silo. (Work now in progress).✈

Terry Capener
Building renovations reporter:

The title for this report should read Doors, Doors and more Doors.

So far since last year a total of 12, mainly fire doors, have been installed at various locations on the CAHC premises.

Since June, two doors along with their associated frames, panic bars, locks and auto return units have been installed in the storage room, one into the art gallery and one leading to the outside loading dock area.

The Nellis Construction Co. returned and cut two new openings through the second floor walls, one adjacent to the garage door and the second leading into the large silo. At the point where the new door was installed, near the garage door, the step down was close to two feet, thus necessitating a large step or two.

A first step was made using the stone from the door cutout. This was cemented into a low wall measuring approx. 5x3 feet. The center was filled with old rocks and a concrete cap poured on top. A second step will be constructed sometime in the spring with the return of more agreeable weather conditions.

The door from the second floor into the silo has been installed. This leads into the short passage of the " enclosed breezeway (silo link) ", through a cutout in the silo wall with a 10 foot drop to the silo floor.
The team of Ray Cassidy and Tom Hallahan are currently designing and fabricating the metal walk-up staircase from the silo floor into the above mentioned breezeway. This will allow ready access to the second floor. Work is well underway and it looks like it will be in use this winter, avoiding the need to battle the winter elements to access the second floor. Now that this door is complete, the 20 feet of rock wall is being covered with insulation and drywall etc. to match the existing areas.

Since we inherited the "annex" or tunnel back in the summer, quite a lot of effort went into refurbishing this narrow building. In addition to the work performed by the students, over the summer, a complete new waterproof roof was installed. Praise goes out to Ralph Emery and Bill Walshe who did most of the hard and hot dirty work, assisted by Tom Hallahan on occasions.
The old sliding door from workshop #2 was cut in half and along with left over metal frames was turned into two suitable doors for the tunnel.

As a final note, the Art Gallery cement floor was painted a medium grey and looks much better as a result. ✈

Robert "Bob" Sumner

Director/Education committee

On December 19th 2006, the CAHC went out to the community to talk to young boys and girls about planes and how planes are manufactured. Technical drawings of aircraft were shown along with a few real aircraft parts. Jim Bugdale, Guilbert LaFleur and Bob Sumner spent a half day at Allancroft School (since moved to Sherwood Forest School) helping the youngsters to assemble small planes and explaining the inspection procedures for aircraft. We also talked about some of the many jobs that are available in this fascinating industry.

We talked with about 70 youngsters. We were very welcome. The kids were very polite and thanked us for coming. ✈

The Centre's Xmas get together, December 10th, 2006

104 members and their escorts came to celebrate the good fortunes of the Centre for the year 2006. All had a good time , renewed friendship, and had a good buffet . Some did notice the changes in the Centre. While all this was going on, Robert "Bob" Sumner,was making a presentation, and said.

" The CAHC-CCPA would like to recognize a young volunteer who was such a willing and cheerful partner with us over the past few years as we took an active part in the LBPSB Space, Science and Technology day at Laurentide Aviation at Les Cèdres.

Stephanie Bedard worked with the youngsters, the exhibitors, and the management, juggling schedules, getting us equipment, keeping us posted on changes in the schedule, and was a great asset to all who were at the event.

We would like to offer our thanks to Stephanie, a young lady who exemplifies a good model for today's teenager to follow.

She is polite, intelligent, always cheerful and ready to help others, without thought of personal gain.

Stephanie, I know this is not a big deal, but please accept this **Honorary membership** in the CAHC-CCPA as a thank you from all our members.

All the best in your studies. We will be watching your progress." ✈

Membership Status:

Active members…….. 148
Student members……. 10
Corporate members……. 2
Honorary members……. 25
Life members…….. 12
Total……..…….. 197

Guilbert LaFleur

Membership chairperson committee

Sickness & Welfare:

a) member Jack Desy still recovering in the USA

b) Early in September we learned that our member John Ployart was diagnosed with terminal cancer and was given not more than 3 months to live. Unfortunately it turned out to be true and he passed away on Xmas day. He is survived by his wife Sophie, his son Ian and his daughter Jane, and 1 grandchild, plus a few cousins. We share the loss with his family and friends.

John Ployart

1931 – 2006

Nominations by the President:

a) Upon his request, Life Member Don Newman was replaced by Peter Rochester Eng.as a Director and Chairperson of the Building committee, the request was initiated by the fact that Don moving to Ontario.

b) Ms. Anne Renwick has accepted the position of Director as a replacement for the balance of the mandate of member Terry Denny. Both nominations were made by the President and approved by The Board of Directors.✈

Some of our Supporters:

aerospace welding inc.

Bell Helicopter

BOMBARDIER

HRDC

McGill

soutien à l'action bénévole 2006-'07 Québec

Pratt & Whitney
A United Technologies Company

Laurentide Aviation

Aerospace MRB-Design Consultants

Power Corporation of Canada

Canadian Business Aviation Association
cbaa

99's Canadian Award In Aviation

The Centre salutes chivalry

Aviation History – Charlie Brown's Story : **A true story**

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kinbolton,England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After Flying over an enemy airfield, a pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words,he "had never seen a plane in such a bad state". The tail and rear section was severely damaged, and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere.

Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damage and blood-stained plane.

Aware that they has no idea where they were going, Franz waved at Charlie to turn 180 degrees. Franz escorted and guided the stricken plane to and slightly over the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe.

When Franz landed he told the c/o that the plane had been shot down over the sea, and never told the truth to anybody. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of research, Franz was found. He had never talked about the incident, not even at post-war reunions.

They met in the USA at a 379th Bomber Group reunion, together with 25 people who are alive now- all because Franz never fired his guns that day.

Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, BC after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years.

Margaret Quinlan,
Source The internet ✈