



Contents

FROM THE FLIGHT DECK	P.2
FROM THE FLIGHTLINE	P.4
FROM THE HANGAR LINE	P.8
FROM THE TOWER	P.10
PHOTO ALBUM	P.13
ROLL CALL	P.15
ABOVE THE HORIZON	P.15

Latest news!



The MAM has acquired a Canadair CL-601 "Challenger" in its collection. See more details on page 7.

President's Report

by John Lawson



The start of the new year is a suitable time to bring you up to date on the major issue facing the museum. We have shared with you our discussions with McGill University, our lessor, who have informed us that they will no longer be supporting the Old Stone Barn. We must assume financial and legal responsibility for the building and, in the process, bring it up to today's code to remain on the premises. Our architect has assessed the structure and found it suitable for restoration. Then, he provided us with a two-phase scope of work and an estimate to reconfigure our premises into a more modern museum with enhanced visitor appeal. Ultimately, there would be a new entrance and reception area, a presentation room, a cafeteria, and an elevator to facilitate access to the second floor. Your Board decided to undertake the first phase of bringing the facility up to code by fixing the roofs, replacing windows, and installing an elevator to secure our premises for the future. This will involve mounting a capital fundraising effort in the order of \$2.0–\$2.5 million, a challenging undertaking for a modest volunteer non-profit organization that has been running on a budget of about \$150,000 per year. The second phase will probably be undertaken in five to six years after completion of the current plan and will require additional fundraising of around \$3.5–\$4.0 million.

So, where are we? What steps have been taken to position ourselves for success in this undertaking? Fundamental to assuming responsibility for the building is a long-term lease that will protect our interests and satisfy donors that their investment in the MAM is secure and worthwhile. Jim Killin, our VP-Executive Director, took responsibility for this task and discussions are down to a few final issues that should be resolved soon. We realized that the Board had to be strengthened and other capabilities added. Accordingly, we have appointed two new members: Keith Meredith, one of our most capable volunteers who returns to the Board and brings a wealth of experience and contacts in the aeronautical industry, and Robert Clarke, who brings extensive experience in business planning, donor relations, fundraising, and program development. Other members will be added as we move forward.

In our search for funds, we turned first to the federal government and its support of heritage and cultural activities. The Canada Cultural Spaces Fund from Canadian Heritage will supply a grant of up to 50% of the costs for museum renovation providing that we can find donors to raise the remaining funds. To qualify for the grant, we must send a compelling application indicating that we are worthy of the investment by showing we are professionally managed from an operational and governance point of view. We must show growth, that we make a substantial contribution to the community through the fulfillment of our mandate to preserve our aviation heritage, and demonstrate our commitment to youth and the wider community. The application is yet another challenge as we have no staff and limited depth to produce business plans, a case for support, and a donor feasibility statement, all of which must be credible and show future growth.

The next question is where will we get the resources? In this regard we have been fortunate. We found a funding agency, Mitacs, which supports research in universities with funds from business and government. They also have a Business Strategy Internship program which would fund a five-month internship and cover 75% of the cost since we are a non-profit organization. We secured a project titled Montreal Aviation Museum Revitalization. Next, we turned to McGill's Desautels Faculty of Management who helped us recruit a top MBA student to be our intern. In the process we were made aware of an MBA student pro bono initiative called *Thinkr* aimed at consulting for small non-profit enterprises. Our story captured the imagination of twelve enthusiastic students who will form two teams focused on mandates for marketing (increasing the MAM's visibility, profile, and visitorship, expanding membership and our donor base) and fundraising (revenue-generating activities to support operating costs on a long-term basis).

Both groups will be quantifying growth opportunities and feeding them to the business plan for the application to Canadian Heritage. The intern will be under my direction and Dr. Chandra Madramootoo will be guiding the *Thinkr* teams. We have some very bright and enthusiastic young professionals committed to helping us define a new future for the MAM. The *Thinkr* teams have visited the museum and met with volunteers. They have been collecting data to guide our decision-making, presented some very preliminary information on revenue generation, and are now refining their ideas. The new year will bring an intense period of activity if we are to meet our goal of submitting the grant application by the end of the first quarter.

Let me close by wishing you and your family the best for the year to come. Our success and achievements have been built on your personal efforts and commitment to the MAM, an example of the power of volunteerism. Your Board is inspired and motivated by your collective achievement and is committed to take the museum to the next level of development. Thank you for your gift of personal time and experience to make the MAM the best it can be.

Executive Director's Report

by Jim Killin



Well, we thought 2021 was interesting; 2022 has arrived and we are once again in a COVID environment. The museum had reopened to the public in June 2021. We were fortunate again this past year to have four students working for us under the federal government's Student Grants Program. I would like to take this opportunity to thank James, Mollie, Boo, and Mackenzie for their efforts in welcoming our guests to the museum. Each of these talented people worked diligently to help provide our visitors with a great experience, from operating our flight simulators, handling front reception responsibilities, and providing information to our visitors.

After opening in June 2021, we enjoyed a record number of visitors during the summer season into the fall. Many of our visitors were new to the museum and were very impressed with the various displays, projects, and the simulator area. We are slowly becoming a destination to many and word of mouth as well as our Facebook site are drawing more and more visitors.

The "Bolingbroke" and the "Norseman" teams have made great headway on both of these projects. The main floor Boly workshop now enables our visitors to view the cockpit, fuselage, and centre section of the aircraft. The Norseman team has completed the fuselage and mounted the engine in January. The removal of half of the wall in Cartierville 2 and a thorough cleanup to turn it into a display area give our visitors a better view of the project. The adjacent garage area is now being used as a workshop to finish the wings.

We have been in negotiations with DND's acquisitions department over the past few months. We have been offered a Challenger jet 601 series produced by Canadair; as well, we continue to pursue the acquisition of the CF-5D currently located in Longue-Pointe. If we are successful in acquiring these aircraft, we will have an outstanding collection of Montréal-produced aircraft for our visitors to appreciate and enjoy. The condition of the CF-5D and the Challenger is remarkable, with little work to be done on them. We will know shortly if we will be successful in obtaining these aircraft and we will keep you updated.

We are in the final stages, with McGill, of confirming our lease position on the building. We hope to have the lease agreement completed by the end of March 2022. Depending on the final outcome, we will be in a very secure position for many years to come. Once we have a completed lease, we will be in a position to move forward on major fundraising through various sources to achieve our ultimate goal, of executing the necessary repairs and renovations to move us into the future.

As my first comment stated, 2022 again had put us into a locked-down position. As the year progresses, where and what the immediate future holds is anyone's guess; we will keep you updated. Thanks to our great volunteer group ... keep up your dedication.

FROM THE FLIGHTLINE

Fairchild Bolingbroke Project

by Michel Fréchette



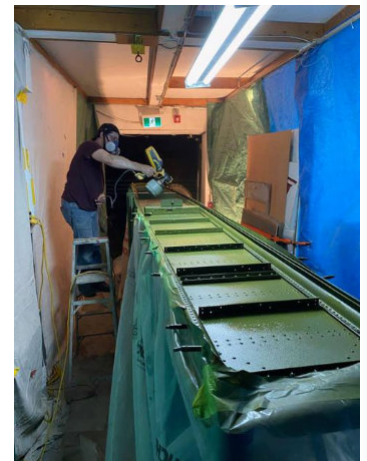
Several major milestones were achieved in 2021 as follows:

The fuselage interior was fully restored with several original system equipment parts including heating ducts, radio connections with intercommunication side panel, radio operator seat and folding table, antenna connections, and major original wiring bundles. Several reproduction 3D-printed parts were designed and fabricated to match original parts and assemblies. Additionally, a 360° virtual tour video was created which includes the interior sections of the Boly. This tour is available on the MAM website. Important to note, we have discreetly routed LED wires throughout the airframe and cockpit, including new navigation lights, for a cool cabin lighting appearance.



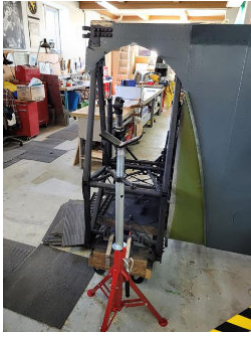
Subsequently, we completed the centre wing box at last. The skin panel of the bomb bay ceiling was completely primed and fitted with structural components. A skin panel was manufactured and work has begun on a replica fuel bladder for the inside of the fuel cell cavities. All were prepped and primed.

After prepping and applying a fresh coat of primer on the complete centre wing box, we took extreme care and precision in providing the original RCAF Bolingbroke camouflage pattern topcoats to specs on the upper centre wing box section. We are very proud to display the first section of our Boly in the original colour scheme of RCAF s/n 9066.



On that note, the vertical stabilizer was also prepped, primed, and painted to s/n 9066 paint scheme. Decals are still to be installed, several of which are being designed to s/n 9066 specs for their eventual installation on our Boly. Both undercarriage and wheel assemblies have been fully restored and are now installed on the centre wing box. The strength of the structure and condition of the restoration will allow the aircraft to be displayed on its landing gear.

The restoration of the wing extension trailing edges is well underway. We plan on pre-fitting them on the centre wing box before the end of the year.



Having purchased tool stands to eventually support the centre wing box horizontally before its joining with the fuselage in 2022, some modifications are required to meet safety requirements. Beforehand, we will be painting the complete fuselage to s/n 9066's paint scheme.

The restoration of the empennage is planned for this year. Due to space limitations, this assembly will be displayed separately but will be complete with the rudder, elevators, and tail wheel.

It is important to note that all subassemblies will be pre-fitted for ease of dismantling, should we be able to acquire more display space at a future date. The last major components planned for static display are the Boly's two Bristol Mercury engines. We plan to resume the restoration of one engine with its firewall; the second engine will be restored in 2023.

This year will be another busy one for the Boly team. We plan to work on several components such as

- centre wing
- engine and firewall (for static display)
- wing trailing edge extensions
- front cover and door panels for the wheels
- empennage sub-reassembly and painting
- bomb bay doors restoration
- painting of the fuselage
- joining the fuselage to the centre wing
- wing to fuselage fairings
- fuel tank mock-up

Finally, USA and UK museums that have a Blenheim/Bolingbroke on static display gave us very positive feedback and acknowledgement that we, at the MAM, have a very unique Boly with its original equipment being restored by several fanatic Canucks!

Be sure to look for the Boly team inputs and its project progress within the famous *Aeroplane* magazine's November '21 edition! Thanks to MAM member Maximilian "Max" Meindl.



Some members of the Boly team from left to right: Jean-François Morin, Michel Fréchette, Terry Capener, George Bennett, Jean-François St-Pierre, Paul Coleman, Alessio Occhicone.

Team members not in this picture: Martin Pernicka, Glenn Morrisson, Brian Parrack, Curtis Lee, Peter Goudreau, Mark Roe, Jim Ferns, Martin Ferns, Mike Tedesco, Eric Connor.

Noorduyn Norseman Project

by John Duckmanton



Piece by piece, the restoration of the Norseman is looking more and more like an airplane. The team of Mike Alain, John Duckmanton, Don Brooks, Michel Moreau, André Archambault, Andy Edward, and Bob Cartwright has been continuously dedicated to this project during the COVID-19 crisis. Thanks guys; it is much appreciated.

Mike has cleaned, repaired, and spray-painted various pieces of the landing gear covers and other panels that are now glossy black and ready to be installed.

Don and Bob have done a beautiful job of the windshield and panels around the engine cowling, the cowling itself, and the belly panels under the fuselage. The main landing gear frames also required some welding.

Both ailerons and both flaps have been repaired, covered, and painted, and are now ready to install thanks to Michel and André. They have also finished covering and painting the empennage. Their present tasks are repairing, cleaning, covering, and painting the port wing.

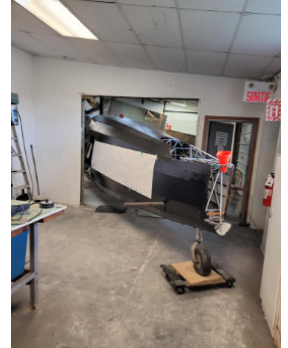


John has completed the floor, ceiling, side walls, stretcher, and bench seats. Andy, with Don's help, the fuselage was covered and painted

Andy has been busy cleaning, paint stripping, and sanding various pieces, then painting them the appropriate colour. He also has the engine on standby, waiting for installation.



The Norseman has undergone a "move" from one position in the workshop to another. To accomplish this, some tricky manoeuvring was required. The aircraft had to be taken out of the workshop and into the garage's "cold room." Then the wall between the garage and the workshop was taken down and the Norseman re-entered the workshop area at a new location between the steel columns. The wall was then rebuilt. This was a tight fit and the airframe sustained some minor "hangar rash" which was repaired.



This move will enable the aircraft to be displayed as a complete aircraft, that is, a fuselage with wings, empennage, and engines attached. More repairs to the wall between the workshop and the Cartierville room are still necessary and will be done at a future date.



New Acquisition for the MAM

The museum is happy to announce the acquisition of another historical aircraft for its growing collection of Quebec-manufactured aircraft, a Canadair CC-144 (CL-601-1A) Challenger (manufacturer's model CL-600-2A12), serial number 3036. The MAM's aircraft was manufactured in January 1985 by Canadair before Bombardier Aerospace purchased the aviation manufacturer in 1986.

The aircraft acquired is the military version of the Challenger 601, configured to meet the needs of the Canadian Armed Forces (CAF). It was used primarily to transport government officials and foreign dignitaries as well as in a supporting role for humanitarian operations, medical evacuations, and military operations in Canada and around the world.

The development and manufacturing of the Challenger were important to the growth and viability of Bombardier Aerospace and ultimately to the aerospace industry in the Greater Montréal region. The aircraft will be put on static display at the museum in the near future.



Special thanks to our member Pierre Gillard for his pictures that were taken in Saint-Hubert in 2017.

Artifacts

by Jennifer Renwick

During the MAM's reopening from June to December, it was great to hear visitors in the hallways and to answer questions about our various displays. We are excited to be able to do this again as restrictions are loosened.

With our reopening, we have seen a return of donations from individuals wanting to have family artifacts preserved and displayed at the museum.

A model of a CF-18A from the 2003 Tiger Meet of the Americas held at 4 Wing Cold Lake, Alberta, was recently donated to the MAM. It is not on display yet as we are considering the best place to show it off.



Don Connolly, one of Canada's foremost aviation artists, has donated two paintings to the MAM: "*Winner's Circle*" and "*Too Cold to Shut Down*." You can see the latter in our Godfrey Stewart Pasmore Art Gallery.

Two items that caught the eye of yours truly have been received on a long-term loan: a small tin box with two glass bottles, each half full of pills for sterilizing water, and two button compasses that were issued to allied pilots, paratroopers, and Special Operations Executive agents as part of their escape and evasion kits. Both artifacts are circa World War II.

Also on loan is a pouch marked "maps only," that contains a silk escape map, a knife, and a button compass.

If anyone is looking to donate items about Canadian aviation history, especially about Quebec, please invite them to call us. We will gladly answer their questions and have a look at what they offer.

News Flashes

by Bruce McLeod

Museum publicity

Member Maximilian Meindl took some great initiatives this year by writing two articles that were published in magazines. The first appeared in the German aviation magazine *Klassiker der Luftfahrt*, describing the MAM with some great photos of our aircraft and museum. The second was a multi-page article on our Bolingbroke restoration headed up by Michel Fréchette and his team, which appeared in the British aviation periodical *Aeroplane*, popular throughout Europe and North America. Thanks Max for the great exposure!

We Build Heritage program

After close to 100 hours of work, Bruce McLeod has completed a 1/24 scale Hawker "Typhoon" model and display dedicated to Royal Air Force Flight Lieutenant Peter Roper (1922–2017), at the request of his son Mark.





The model depicts Typhoon SA-Q piloted by Flt Lt Roper on June 7, 1944, when he was shot down and wounded by ground fire over Monts-en-Bessin, in occupied France. He was rescued by a local family before being taken prisoner by the Germans. Thanks to Mark Whittaker for building yet another exquisite display case!

The model is now on display with several artifacts that belonged to Flt Lt Roper. These were generously donated by his son Mark.

Billy builds because...



One of our volunteers and master model builder Billy Walshe has been featured on the website of Airfix models, explaining his passion for aircraft model building. Check out the full story at <https://uk.airfix.com/community/i-build-because/Billy>.

In the context of our We Build Heritage program, Billy presents a 1/72 scale Lancaster model to Ralph Emery, long time member and former Lancaster pilot.



Wood workshop improvements

Terry Capener and Rik Abramson, the “construction department,” have been enclosing the wood workshop with metal studs and gypsum plasterboard walls. The plan was to have an enclosed woodworking area, well ventilated to the outside. On November 30, they completed the outer wall including two vents and a temperature-controlled exhaust fan. The inside walls were next on the list using oriented strand board panels. Now completed, the project represents a safety improvement and the walls allow the Bolingbroke restoration team to work in a relatively dust-free environment.

Digitization at the Library

by Maximilian Meindl

Besides the regular work of integrating new books from various donations into the library, we’ve now started to digitize some material.

This concerns mainly photographs. The library has a large but as of now mostly uncatalogued collection of both historical aviation photographs and others illustrating our museum’s own history, members, and events. Since paper copies risk being damaged or lost, in addition to being difficult to access, search, and share with members or historians, we’ve started to scan them in high resolution to ensure a digital version is available, at least of the most valuable items.



While we’re in the early stages of doing this, we also try to select the best way to store these files. For the time being, however, no definite decision has been taken on the software or folder structure to be used. We invite anyone with experience with similar projects to contact the library team since such knowledge would be highly appreciated.

In parallel, we’ve also started digitizing CDs and DVDs from the library’s collection. As such, disks tend to deteriorate over time. Copying as much content as possible to other storage types will ensure that this material is not lost and that it remains accessible to those who can’t physically come to the library or who don’t have CD or DVD players anymore.

by Robert St-Pierre

Membership

Even with the pandemic in the way, we had the pleasure of welcoming 26 new members to the MAM in 2021, 20% of whom offered to volunteer in the different sections of our museum. We would like to take this opportunity to wish them all a very warm welcome and to thank them for their support and for volunteering at the museum.

We also thank all established members who have supported the MAM in the past year by sending in their renewal, donations, and by volunteering their time and skills.

A last effort was done to remind past members with expired memberships that we still hope they will rejoin the MAM's support group. To those who came back to support the MAM, thank you, it is always nice to see that we are not forgotten.

This year, as usual, we will send you a reminder a few days before the month you are due to renew. By sending in your payment early this avoids your receiving reminders to send in your renewal. If you would like to know your due date, look at the bottom right of your membership card.

You have options to send in your renewal and maybe add a donation. Many choose to schedule a recurrent yearly payment with PayPal.

- **If you have not renewed yet, it is never too late so please take a few minutes to do so.**
Your support is very important to our mission!
- **If you cannot renew at this time, please let us know** so we can keep our list updated.
We hope that you will be able to join us once again at a later date.

We are really looking forward to hearing from you again to bring your support to the MAM.

Our Volunteers' Ingenuity and Determination

As often mentioned, our volunteers are the heart and soul of the MAM. Last June, they were able once again to welcome the public and show recent accomplishments like new displays and progress on our Boly and Norseman projects. They also had the pleasure of explaining the *raison d'être* of our great museum to our visitors.

Our museum has gone through quite a few challenges over its 20+ years, especially with the pandemic still lingering at our door. In the past year, our core volunteers devoted time and effort to advance different projects despite the closures and to maintain the daily operation of our building, making sure that everything is working well and safe for all.

In many cases, projects are accomplished with material on hand, thanks to our volunteers' ingenuity and determination. Some examples are the move of our Norseman fuselage from the Cartierville 2 workshop area to the exhibition area on the other side, as described in the Norseman article. Due to the limited floor space in our museum, many of our aircraft have been dismantled and repositioned to a new exhibition area such as our Curtiss-Reid "Rambler" in the primary exhibition hall as you enter the second floor area. The Bolingbroke is no exception, having been moved a few times.

Ever wonder how many hours volunteers devote to our museum? Mark Roe has been keeping a ledger of the volunteers' daily sign-in sheets. In 2021, despite the limitations of several closures, 7,314 hours were recorded in fifteen categories of the MAM's operations.

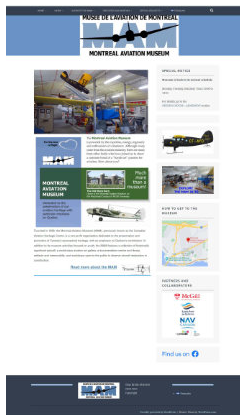
A Collaboration with Aéro Montréal

Since last summer, the MAM has been privileged to present historical articles in Aéro Montréal's aerospace industry newsletter. The museum is pleased to have this opportunity to share articles on Quebec's rich aerospace heritage with its members and website visitors.

Articles that we have published in recent issues described the Noorduyn Norseman, the Curtiss-Reid Rambler and the visit of the Vickers R-100, as well as a selection of historical papers by noted Quebec aviation historian George Fuller. This year we plan to present more articles featuring Quebec's impressive aviation history and our museum.

We would like to thank Aéro Montréal for their partnership in promoting our efforts to preserve and communicate Quebec's remarkable aerospace heritage. We aim to inspire pride in Quebecers and especially the younger generations who will carry our industry forward.

The MAM's Website



Since the launch of our new website last year, many people have visited the site and sent in different requests for information and group visits. We also received inquiries from some people interested in becoming volunteers and offering their time to help.

One of the key attractions in the website seems to be the virtual tour where viewers can visit the different areas of the museum on both floors. A new visual feature was incorporated in the tour letting them see the pilot, navigator, and radio operator work positions inside the front and rear sections of the Bolingbroke.

We made a few modifications on certain pages of the website to bring a better presentation to our viewers. Regular software updates are also carried out to make the site more efficient.

We will continue to incorporate more of the *PlaneTalk* newsletters, historical papers produced by our friend George Fuller, and much more. As mentioned, our website will always be a work in progress. If you have any suggestions or comments, please send them to us.

A special thank you goes to our member Benoit de Mulder who is supplying the server to host our website free of charge. A project is underway where a digital storage space will be made available to host some of the MAM'S historical documentation.

We hope you visit the website regularly at www.mam.quebec.

More News Flashes

By Bruce McLeod

Visitor feedback

With our reopening this June and an increase in visitors, we have received several positive comments through Square and Google. Do you know which are the most common? The passion of our guides and volunteers! Special thanks to all the volunteers and museum guides. Your dedication and passion shine through and are highly recognized! December 5 was International Volunteer Day, a great opportunity to thank our many volunteers.

Quebec Aviation Hall of Distinction

We are happy to announce the creation of a new feature honouring Quebec's aviators (pilots and aircrew) who have contributed in an exceptional way to the advancement of aviation in the province of Quebec or who have accomplished something noteworthy in aviation, either civil or military. Inductees must have been born in the province of Quebec or have spent a significant part of their aviation career in the province.

The Quebec Aviation Hall of Distinction has therefore been created to recognize these important women and men through biographical postings on Facebook, the museum's website, and eventually in a dedicated display area of the museum.

This initiative is headed up by Bruce McLeod with contributions by Jocelyne Ouellette and Robert St-Pierre. Special thanks to Pierre Thiffault and George Fuller for their research on many of the inductees. Roughly every two weeks since September 2021, we have been adding new biographies as indicated above.

Should anyone have any suggestions for possible future inductees, please feel free to advise Bruce at bruce.mcleod689@gmail.com.

Social media



In November 2021, we attained the milestone of having 1,000 followers on our Facebook page. If not done already, check it out! You'll find lots of great information on the museum's activities and on the history of aviation in Quebec and the rest of Canada.

This summer, thanks to Mollie McLeod, we expanded our social media profile to include Instagram, Twitter, and LinkedIn. All of these platforms allow us to increase our profile within the community and beyond.

Did you know?



The de Havilland Canada CC-115 "Buffalo" aircraft flew an impressive 55 years in the Royal Canadian Air Force from 1967 to 2022. The final operational flight for the Buffalo was on January 15, 2022, operated by 442 Transport and Rescue Squadron based out of 19 Wing Comox, British Columbia.



Photo: Richard Girouard 2021

The CC-115 Buffalo is being replaced by the Airbus CC-295 "Kingfisher," a medium tactical transport aircraft. The RCAF will operate the new fixed-wing fleet from 19 Wing Comox, 17 Wing Winnipeg, 8 Wing Trenton, and 14 Wing Greenwood, the same locations currently providing search and rescue services across the country.

Some of the MAM's volunteers



Curtis Lee



Group of volunteers on Family Day 2019



Kevin and Ken Fincken



Mark Whittaker



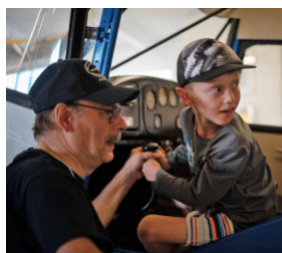
André LeFrançois



Jennifer Renwick and
Bruce McLeod



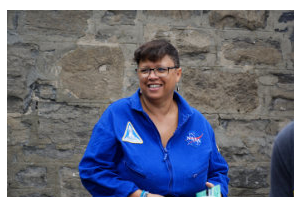
James Chartrand (right)



John Cadelli



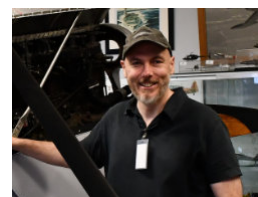
Andy Edward and Frank Wilson



Diane Phillips



Jean Venne



Benoit de Mulder

A few events that the MAM hosted over the years

Family Day



Conferences and special visits



LCol Maryse Carmichael



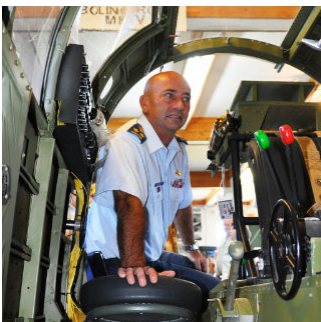
Joe McBryan
Buffalo Airways



School students visit



Canadian Aerospace
Artists Association



LGen Yvan Blondin



Group of The Ninety-Nines



Air Cadets visit



Canadian Starfighter
Association



Air Cadets visit



NAV CANADA presentation to
Air Cadets

ROLL CALL

by Jennifer Renwick



How does a person who doesn't like to fly end up volunteering at an aviation museum?

My older sister was a volunteer at the Canadian Aviation Heritage Centre (now the MAM) way back in 2007, cataloguing the artifacts. She asked if I'd come in one Saturday to help and that was my first small taste of what was to come. I remember sorting a box of maps that had been donated and being enthralled by the ones dated 1942, wondering where they had been and in whose hands.

One Saturday at the museum, we were told a group of volunteers were heading to Saint-Hubert to pick up an aircraft so I left behind my paperwork and went along. That was the day I first saw the crooked nose of the Bolingbroke, and it was then that I caught the aviation passion that flows through everyone who volunteers at the MAM.

Once we had the Boly back at the museum, I got some hands-on experience in aircraft restoration, being given the job of stripping down the cupola. What fun it was to discover, under the paint, parts that hadn't been seen since the cupola had initially been put together back in the 1940s!

Artifacts, however, continued to stream in and after my sister left to pursue other hobbies, I found myself working as a core volunteer, keeping track of the incoming materials. Decent records had been kept by one of our earliest volunteers, Patrick Campbell. However, the new items needed to be catalogued and either stored or used in displays.

I haven't done this on my own, however. Two wonderful volunteers, Robert St-Pierre and Bruce McLeod, have put up with me all this time and have helped design and put together some of the great exhibits you have seen in the past and can now see in the museum.

I still don't like to fly but, after fourteen years, I'm still loving what I do at the Montreal Aviation Museum.

ABOVE THE HORIZON

by Bruce McLeod

George William Doran



Sadly, we learned that Bill Doran passed away on March 6, 2022. Bill was one of the founding members of the Canadian Aviation Heritage Centre (CAHC) where he teamed up with Godfrey Pasmore and others in making significant contributions to the development of the Centre. Bill was one of those genuine human beings who always saw the best in people and was open to new ideas. He was a Board member for many years where his sage advice and corporate knowledge of our history were highly valued. He retired more than once but always answered the call to return when needed.

Walter George Parker



A good friend of the museum for many years, Walter passed away on August 14, 2021, at the age of 92.

Publishing: Bruce McLeod

Editing and proofreading: Jocelyne Ouellette

Translation: NAV CANADA

Design and production: Robert St-Pierre

Photos and illustrations: Bruce McLeod, Jennifer Renwick, Robert St-Pierre, Richard Girouard, Eric Campbell, Terry Higgins, André Plourde — with permissions

Special Thanks

Very special thanks go to NAV CANADA for translating our major documents such as *PlaneTalk* and also to our special team of volunteers—Jacques Brouillette, Marc de Broin, Carroll Garayt—for their translation support.

Visit our website at www.mam.quebec for the latest information.