

## SUMMER EDITION 2020



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### President report by John Lawson



The Museum has seen dark and troubling times since I last spoke to you. In the November time frame, the Board received a letter from McGill, our Lessor, indicating they were concerned about the possibility of structural issues that could present a danger to inhabitants. The result was that they prohibited visitors from the second floor. Then, later in the spring, Covid-19 arrived, and the Museum was effectively closed to both volunteers and visitors. Subsequently we received another communication from McGill which indicated we would have to vacate the premises in two years unless we took full financial responsibility for the modernization and ongoing operation of the building. Visitors were prohibited and only 8 volunteers were allowed inside at a time. Jim Killin's Report will provide

some detail as to what has been happening at the working level while I would like to give our volunteers and supporters a view from 30,000 feet of what your Board has been dealing with.

The original problem was precipitated by two structural problems that McGill encountered with the parts of the building for which they are responsible. The West Wing, which the Farm is converting to a Welcome Centre, encountered problems with the walls once the roof had been removed and the area behind our Art Gallery, set aside originally for a Macdonald Farm Museum, suffered a collapse in part of the roof. This situation led the University to become concerned about liability for visitors in our section of the building despite our protestations that we considered the portion of the building that we had renovated was entirely safe. Specifically, they were concerned about the strength of the floor of the second story and the risk of concrete falling from the ceiling, which was built at the beginning of the 20th Century. Several engineering and architectural reports were initiated which Jim Killin, our VP/Executive Director, attempted to negotiate. He successfully demonstrated that the floor was sound and came up with a cost-effective method of installing industrial netting to deal with the ceiling issue. Once installed by our volunteers we had expectations that visitors would be allowed, and we could return to operation as Covid eased.

To our dismay the second letter arrived prohibiting visitors for the remaining two years that we could stay in the building. McGill also indicated that they had no money to make any investment in preserving the building leaving the financial burden to MAM, if it was to be repaired and brought up to today's code. Nonetheless negotiations continued, initially against an intransigent group within the facilities team at the University. Then the dam broke, and two individuals emerged who have offered "some light at the end of the tunnel".

An individual at McGill, who was sympathetic to the predicament we were in, recommended we contact a noted Montreal architect whose specialty was the assessment and renovation of old and historic buildings, and to see if we could engage him to do an independent evaluation of the Old Stone Barn. The individual came and did a preliminary walk-through of the facility and judged it to be sound and restorable. He became personally committed to restoring this unique example of farm architect to its original envelope. He also became enthusiastic about what had been a real concern for the Board dealt with what level of support we might get from the highest level of McGill's management were we to make a proposal to undertake the fundraising and work necessary to extend the life of the Old Stone Barn. In this regard we are fortunate in having a long-term supporter of MAM, who is reportedly the largest donor ever to McGill's Faculty of Science, go to bat for us and endorse our efforts with the Chairman of McGill. He has undertaken to act on our behalf as we proceed.

These two key break throughs appear to have completely turned around the relationship at the working level with the Facility Management Group and both parties are working toward a solution that will see both the Museum and the Old Stone Barn survive. A MOU is being established with McGill to allow the project to proceed. Once the study is done and estimates have been received, the burden to raise the funding will fall on MAM. We will be seeking government support from both the Federal and Provincial levels and will have the support of our elected representatives in doing that. It will also require us to raise funds from Foundations that support heritage, aviation and education. We have engaged the assistance of a data base company to assist in identifying likely sources that we can approach; The Board does not take this challenge lightly as fundraising is a hyper competitive task in today's environment. The Board is in the process of identifying additional members who can bring their experience and contacts to help in this task. We are also considering forming an external "Friends of the Museum" fund raising committee.

By the time you read this we hope to have already convinced McGill to open the Museum to Visitors, under Covid guidelines, based on the safety study. And hopefully a phased approach to renovating the building will be identified and fund raising will be showing initial results.

Jim Killin, our VP/ED, has carried much of the burden with McGill and with the architect, all the time working with the volunteers to effect the ceiling repairs and conduct a major reorganization of our displays of aircraft and artifacts. His personal example and unstinting commitment have sustained the morale of the volunteers through a most challenging time. I thank you Jim on behalf of the Board and all the Members.

### **Executive Director report by Jim Killin**



The last few months have brought about a lot of change to our operations and the museum. Covid 19 certainly has changed the world since March 2020. We have felt the impact with the museum closed to visitors and the necessity to reduce the number of volunteers allowed to work since March.

As most of you are aware, in the month of November, McGill required us to close the second floor to all visitors due to their feeling that the roof and structure was deemed to be unsafe. After much discussion and inspections, a remedial process was approved in January to install a debris meshing on the second floor to ensure safety for all.

A team of dedicated volunteers started the approved process to place the mesh on all areas of the second floor. This process was moving ahead nicely until COVID stopped the majority of the work.

During the full closure, we continued the process, working from room to room removing ceiling tiles, insulation, installing the mesh, then replacing the tiles and insulation. I would like to note that this work was mainly accomplished by two individuals, dedicated to the museum. Mike Alain and Terry Capener, working odd days...to keep socially distanced...to complete most of the project. When we opened again to volunteers on a reduced basis, Ken and Kevin Fincken as well as a handful of volunteers completed the job. In addition, we now have installed the mesh in the garage area, installed new lighting and insulated and tiled the garage roof. I would like to personally thank all involved, to the extent of work accomplished and your passion for the Old Barn.

The moves involved with installing the debris meshing, gave us the opportunity to move most of our displays on the second floor, to better accommodate our aircraft and expand displays and freshen up the visitor experience. The main section of the second floor is complete with the Rambler being moved into that section. Cartierville 1 has been reset, giving us more wall space to display World War 2 artifacts, and change up some of our current displays. The Norseman workshop has been reorganized and cleaned with less clutter. The storage area in the back end of the second floor has been cleaned and items that have been sitting for quite a while have been removed, giving us a clear and clean area.

Next steps...the board and I have been negotiating with McGill, looking at our future state within the Old Barn. We have a letter of agreement to move forward on a long term relationship, noting that we must do some extensive work to ensure the life of the building. McGill has agreed to a firm, recognized by them, to be experts in historic buildings. We have started the process with this company to encompass a study of the structure, roof, electrical and mechanical systems. We will have a prepared report estimating cost factors for each of the elements within the next few weeks. We have asked McGill to acquire the complete envelope of the building including the area south of the art gallery, as well as the balance of the main floor area west of the tunnel. They are in agreement. This will give us additional space for future growth and expansion and consolidation of our workshops. The cost estimates will give us an idea of what we can accomplish based on funding. We are currently working on grants from Federal Government, Heritage Canada and other sources. Securing a new roof structure on the second floor, west of Cartierville 1 is the first step of the process.

We will be opening to the public before the end of August. This will give us time to adapt to the NEW normal: social distancing, cleaning, disinfecting and handling our visitors with high respect under the circumstances.

I would like to personally thank all the volunteers for their hard work and continued support during the pass few difficult months. Your passion, your input, your drive and commitment has been outstanding. Without you we would not be in existence today. You “keep the lights on” and give our visitors and youth groups the experience of the past and a look into the future.

***YOU MAKE A DIFFERENCE AND FOR THAT,***

***I AM TRULY PROUD AND THANKFUL TO BE PART OF THE TEAM.***



DND photo PCN68-85

We are pleased to announce the acquisition of a CF-104 Starfighter (s/n 104704) to our ever growing collection of historically significant aircraft.

The CF-104 was a modified version of the Lockheed F-104 Starfighter built under licence by Canadair of Montreal. Originally designed as a supersonic fighter interceptor, the CF-104 was optimized for a low-level nuclear strike/reconnaissance role by the Royal Canadian Air Force (RCAF). The aircraft entered Canadian service with the RCAF in March 1962 and served in that capacity until replaced by the McDonnell Douglas CF-18 Hornet in 1987. Eight squadrons were equipped with CF-104s and stationed in Europe at the height of the Cold War as part of Canada's NATO commitment.

The aircraft was capable of reaching a service ceiling of 50,000 feet, had a range of 2,630 km and could achieve a maximum speed of 1,844 km/h (Mach 1.5).

Total production at Canadair in Montreal reached 200 aircraft with an additional 140 F-104Gs produced for Lockheed. Several CF-104D dual seat training aircraft were also manufactured by Lockheed. CF-104's served with distinction in Canada, Denmark, Norway and Turkey.



Photo Bob McIntyre

704 Seen at the Canadair before delivery to the RCAF

704 was the fourth Canadair built Starfighter and was the second with its initial flight at the factory in Cartierville on August 14, 1961. Serving with Aerospace Engineering Test Establishment and No. 448 (Test) Squadron at RCAF Station Cold Lake, AB, from 1975 to 1983, it was retired as an instructional airframe at CFB Suffield, AB with serial 820C.



Photo: Bob McIntyre

This is what she once looked like



Photo: Gary Vincent

A cradle is being built by some friends of the museum in Bagotville in order to get it shipped to our location. The airframe and components acquired by the MAM will be stored temporarily until a full restoration program has been established. It is anticipated that the restoration will take a couple of years.:



This is what she looks like now:

Photo: Peter Withfield

## Norseman update

by Mike Alain

The last eight months have been a quiet time for our old lady, the work area was completely emptied for the roof repair. Our group did a massive cleanup of our Norseman parts and stored much of the larger parts in the cold room on the west side. We have just begun our restoration again in August. With only a two-month window on temperatures left we hope to finish the prep on the cowl parts and put the final coat of black paint on the front section. The next step this winter will be to install the interior material in the aft section, after completion of this step final covering of the rear body will start.



Michel Moreau and Andre Archambault have restarted their large task of painting the tail feathers and flaps with great progress, this should be complete by year end. John Duckmanton is working with Andy Edward on the interior wood shell which holds the material in place and Curtis Lee has been hanging all the artwork on the walls in our workshop to make the place feel like a workshop again. Don Brooks has sorted out and emptied the plane from storage and is placing all the parts in order on our shelves. Glad to have the group back healthy and eager to work.

## Bolingbroke restoration continues to advance by Bruce McLeod

The Boly team found innovative ways to continue with the project despite the building being on lockdown during the height of the pandemic. Many of the team members brought components home to work on them from their own workshops and basements!

Boly volunteer JF St-Pierre brought home a junction box, before the barn shutdown, and made this old box look



better than original!

Michel Frechette worked on the Accumulator Charge Panel making it look like it came fresh from the factory!



Michel also refurbished the aerial HF antenna winch, using about 90% of loose materials and tweaking them to make it look pretty close to the original. Ingenuity at its best! It is now installed inside the fuselage!



Also in progress, the following components are being worked on:

- Radio operator set/table including all with gauges.
- transmitter/receiver and rack support.
- LHS mid fuselage fuse boxes including ducts and ceiling junction box.

The team has also resumed work on the center wing section which includes the main wing spar, landing gear and engine mounts.



This section has been moved to the Michael Fish workshop (Racoon works) for restoration and sits near the fuselage and nose section.

**Great work guys!**



## FROM THE HANGAR LINE

### Building renovation activities

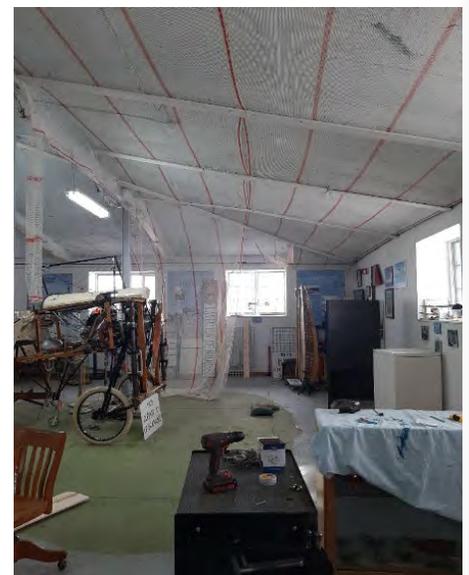


by Terry Capener

Notwithstanding the Pandemic, much progress was made during the “shutdown” on the “Roof net protection activity”. As most of you know by now our concrete roof (ceiling) structure came under scrutiny by McGill. In order to reduce the risk of debris falling on volunteers and visitors, a solution needed to be found. I cannot outline all the discussion details as I did not attend the many meetings but suffice to say our member Ken F came up with a great idea to stop the “sky falling” in the form of a ‘construction debris net’.

The net, in rolls 8’ wide, were obtained via the internet from a US source in large quantities I should add! It is a light string type 1” square format.

First using a nail gun 1”x 6” boards were mounted on the metal roof beams. The net being 8’ wide was rolled along under the ceiling, stretched, and progressively stapled to the aforesaid boards. More of the same boards, painted white were then screwed ‘sandwich’ like on the first boards with many screws which retained the net in place. The joint between the sides of each roll were then captured using tie wraps. Similarly for the connection against the wall a ½” Re-bar was mounted along the wall and the net connected to it by more tie wraps and ‘S’ Hooks. The large display room (east wing) came first and much to my astonishment was completed by the end of March.





Cartierville 1 & 2 came next, which although smaller, was more challenging due to the suspended ceiling. Fortunately, it was agreed that if we ran the netting across the ceiling rather than along its length, as in the large room, we may be able to retain the ceiling metal structure and only remove the ceiling panels and insulation. We were successful in doing this but obviously took more time as the panels and insulation had to be replaced.

The Norseman room was next which meant we had to move out the Norseman body, which ended up in the garage. Once again, a lot of ceiling panels came down and went up again once the net was secured in place.

Finally, in the June /July timeframe we got started in the garage having pushed the Norseman back into its original position. Back before the Pandemic, we had started installing the suspended ceiling and leaving spaces for future lighting. All that had to come down again so the netting could be installed

Eventually having reinstalled the panels and insulation we forged ahead and completed the remaining area of suspended ceiling which included, thanks to Mike A and his expertise on Kijji, several four lamp florescent light fixtures as in the Cartierville rooms. Even if I say it myself, I think it looks damn good!

## Displays

We have taken the opportunity during renovations to change the layout of our displays and rotate a few others. This will be bring a fresh new approach to our aircraft and artefacts to enhance the visitor experience.

The Rambler has been moved from the Cartierville display room to the East wing, behind the Fleet Canuck, angled towards the silo stairway providing a “coming right at you” perspective when visitors arrive on the second floor.



Our impressive collection of engines have been moved to the center of Cartierville with the Nimmo biplane. The WWII section has been expanded with the cold war displays moved to where the engines were previously.

The flight simulators (B-25, Joyrider and Venne simulator) have been moved to the art gallery.

With the completion of the garage area as described above, this area is being reserved for our soon to be delivered CF-104 Starfighter.

## Die cast model airplanes



A few years ago, we had a generous donation of some 220 museum quality die cast models mostly in 1/48 scale. Some we kept that were pertinent for our displays, the rest were sold or are in the process of selling. We still have about 50 left and have raised over \$14,000 to date! Ask for the list if interested as they are going fast!



## Future acquisitions

We continue to seek aircraft that we can add to our growing collection. Anything from Canadair/Bombardier (within reason of course) such as the Tutor, a Fairchild Husky among others would be our priority. We are on a waiting list for a Tutor and we are currently trying to track down the remnants of a Husky.



## Artifacts Update – August 2020 by Jennifer Renwick



2020 seems to be a year full of storm clouds, but for the MAM Artifacts Department these clouds have a silver lining. The second floor mandatory renovations have given us the perfect opportunity to change the existing displays, including moving aircraft. Three new-to-us display cases, made of solid walnut and glass, are in the process of being refurbished – thanks to Ken Ficken – and their content is being put together. More displays upstairs will allow more items to be shown.

Among the new displays is a small one on the first floor, down the hall where the library is. It is an 'In Memoriam' display, dedicated to the crew members of the Sikorsky CH-148 Cyclone maritime helicopter that crashed into the Ionian Sea on April 29, 2020, killing all six personnel aboard and dedicated to Captain Jennifer Casey of the Snowbirds. This was a special request from our Executive Director, to salute the Canadian Armed Forces personnel who lost their lives while serving their country.

## Virtual Reality Game by Mark Roe

Last year, I purchased a new Windows 10 computer system to enjoy several new VR games. To test the system, I downloaded

### "1943 Berlin Blitz"

<https://immersivereeducation.com/products-vr-experiences/berlin-blitz/>

If any members would like to experience this, I would be happy to bring it to the museum. It will have to be by appointment, as I don't wish to leave my computer at the museum.

If you wish to make an appointment send an email to [info@mam.quebec](mailto:info@mam.quebec)

## From the membership and information desk

by Robert St-Pierre



As mentioned earlier by our President and our Executive Director, this year's experience has given us quite a ride with the pandemic and the museum renovations.

Nevertheless, the membership renewal campaign has been following its flight path, having already passed the halfway mark. We have received a good number of renewals and new members but we are still hoping that the latecomers will be sending in their renewals. As you know, the renewals reminders are sent out a few days before the month you are due to renew, thus the importance of sending back your form as soon as possible. If you have not renewed yet, please take a few minutes to do so. If you cannot renew at this time, please let us know. Not only will it keep our listing up to date but it will also cut down on mailing unnecessary renewal forms.

For those who have not renewed in the past years, we hope you will take this opportunity to come back. MAM needs your support! It is never too late to renew and support your museum!

Send an email to [info@mam.quebec](mailto:info@mam.quebec) if you need a renewal form.

Looking forward to hearing from you.

### Special welcome to our new members

We would like to take this opportunity to wish a warm welcome to all the new members that have joined the MAM. We thank you for your support and hope that we will have the pleasure of seeing you at the museum.

### **INFORMATION — Multimedia**

To inform and publicize our museum, MAM uses different media such as:



- Our PlaneTalk newsletter which is published twice a year, exclusively for you our members
- Mass mailing software to send punctual information about the museum to our members and friends
- MAM's website
- MAM's Facebook page
- Google search engine
- City of Sainte-Anne-de-Bellevue \*
- Tourisme Montréal\*
- Yellow Pages \*
- Bonjour Québec \*

\*These websites have a dedicated webpage for MAM

We monitor all these platforms regularly, and modify them when needed to include new updates regarding the museum such as exhibits, opening hours, etc.

## A new MAM website is coming soon!

To date, keeping the information updated on our website has been quite a challenge. We no longer had a resource to maintain the software, which made news updates quite labour intensive. Nevertheless, with the help of Alexander Philipps and Benoit De Mulder, we managed to keep the site on line. A special thanks must go to Alexander for producing the latest English version of our website and to Benoit for providing his expertise and supplying the. With all the updates and maintenance that a website requires, we realize that we needed to improve our situation.

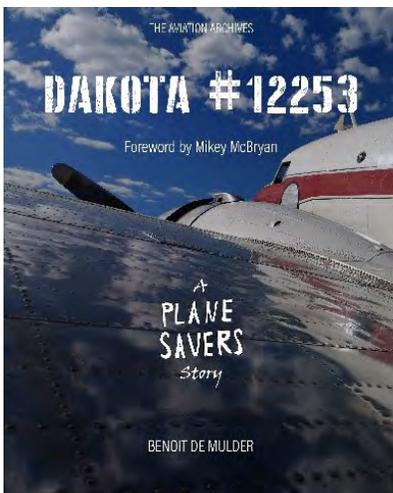
We are glad to announce that we are working on a new website which will be launched very soon, accessible in French and in English. Using the well-known WordPress software, it will enable us to better inform our visitors and our members.



A website is always a work in progress so we hope that you will like the new look this major change will bring to MAM. Looking forward to its launch and to your comments.

## Hot off the press!

by Benoit de Mulder



After several delays amplified by the COVID-19 crisis, the history of the DC-3 C-FDTD, starting with its delivery from the factory in 1944 until its new flight in Saint-Hubert on June 6, 2019, is finally published. All war missions in which DTD participated—including some mission reports—as well as its career with Trans-Canada Airlines (TCA) and with Transport Canada, its abandonment, and purchase in 2017, are illustrated in the first 140 pages. The second half of the book is dedicated to its restoration work enabling it to fly again after two months of hard work.

From the project's beginning in 2017 with DTD's acquisition, until its purchase and complete restoration by Mikey McBryan and the team of Plane Savers, the Montreal Aviation Museum has provided its support, even having some of its members on the restoration team.

Many will recognize familiar faces among the more than 500 photos illustrating the 280 pages of the book. As a thank you, I am pleased to offer 22 copies of my book to the MAM for a direct sale profiting the museum. The soft-cover book will be available at the museum as of September 26 at a price of \$42.

### Michel Frechette



Since I was a little boy growing up near the Dorval airport in Montreal, airplanes always fascinated me. With no developed technical skills and expectations, except perhaps like a few young kids building plastic airplane models at home, I decided with no academic advice nor orientation courses, to apply to an aeronautical technical college academy at the age of 17. Upon graduation as a Manufacturing Engineering Technician, I was successful in getting my first job at Canadair (now Bombardier).

With evidently no experience and to my dismay, I was to support and provide corrective actions within the Challenger 601A aircraft production line.

With the need to get closer to clients, I eventually became a Customer Support Supervisor for CRJ airlines being responsible of all Damage Surveys and Mobile Repair Teams in service. One of my great achievements was in fact to coordinate with a team of AME contractors of which I had hired for a difficult airframe repair at a regional airline facility, as well as a SCSI Investigator being part of the Bombardier Air Safety Investigation team. My last job of 20 years at Bombardier was a Customer Account Manager delivering business jets to clients/owners.

I then became a Regional Sales Engineer Director as a supplier for many Aerospace OEMs and their tier 1s, and now being an Aircraft Maintenance Manager for VIP business jets owner.

Throughout my career of now 35 years, I was lucky to travel throughout the world as I visited and met many great people. Being a WWII buff loving battle stories & airplane history, I was blessed to be part of the 60th D-Day anniversary on Normandy's famous beaches with a Canadian infantry veteran hero; Mr. Robert Nadeau.

This brings me to my work as a volunteer at the Montreal Aviation Museum. Living about 4kms away and after 20 years of being in the neighborhood without even knowledge of the barn's existence, after a drive by looking within the corn fields, I decided to take a few minutes to see what that barn was all about. From my first step within, I saw many volunteers with an incredible passion for Canadian aviation heritage. Needless to say I became a volunteer that same day since I was asked if I could help and support the WWII Bolingbroke bomber project already underway. Wait, what, me? This was evidently a no brainer as it is now a major hobby for me and trying to the best of my capabilities to transfer this passion to youngsters and parents that come visit our beautiful aviation museum. We do try to restore as much as we can using similar materials and fabricating parts using pictures and reverse engineering to bring it close to original standards including structural repairs.

This love of aviation can be contagious and passionate volunteers have been noticed by many visitors and pretty much every single one of them comments about and are surprised, amazed & overwhelmed at the quality of work and artifacts our museum has to offer, and this, with the very limited financial aid we have to keep this museum open.

Being the only civil and military aviation museum in the province of Quebec, it is a great tribute for all of the amazing dedicated volunteers that keep this place afloat.



One last thing, as a kid I had a dream. Being part of an air force squadron and to wear a flight suit. Although I was not inclined to enroll in the air force back in my college days because I thought I may perhaps not be good enough, this aviation passion developed with time and got me to be part of (and being the only Canadian within) the Commemorative Air Force B29/B24 bomber ghost squadron.



In closing, I had met several times the famous American Brigadier General Charles E. McGee (WWII Red Tail Tuskegee Airmen) of now age 100 years telling me the following:

“AIM HIGH, BELIEVE IN YOURSELF, USE YOUR BRAIN, NEVER QUIT, BE READY TO GO, EXPECT TO WIN”.  
My motto in life; keep it simple, respect your peers, follow your dreams and never say never ...

### **Erratum on the last ROLL CALL:**

In the last issue, we unintentionally left out the name of the person presented which was Robert St-Pierre.

## **PHOTO ALBUM**





It is with great sadness that we have lost one of our members. He was part of the initial beginning of the Canadian Aviation Heritage Centre. It's because of members like him and dedication that the MAM has become what it is today. Our sincere and deepest sympathy to the families and friends.

### Ronald William Brown



Ronald W. Brown, of Baie d'Urfe, passed away peacefully at 95 on March 8, 2020. Born in London, England, he served in the RAF, coming to Canada in 1949. A passionate artist, he created paintings and drawings all his life. After a successful business career, he volunteered with the Montreal Aviation Museum, and devoted 20 years' service to Ste. Anne's Veteran's Hospital, for which he was awarded the Governor General's Caring Canadians Award, then the Sovereign's Medal for Volunteers. He was an Honorary Lifetime Member of the Baie d'Urfe Yacht Club. Ron was known for his dedication to family, sense of humour and love of sailing.

Predeceased by his beloved wife Janet, he leaves wonderful memories with his son Tony, daughter Jennifer, granddaughters Robin (Jim), Hillary (Bernard), great-grandchildren Rowan, Tate and Seth, and dear friend Tracey Grattan. Special thanks to the Maxwell Residence, 3rd floor nursing staff at Vivalis Residence, and personal care givers Carmela Verino, Christine Chambers and Enara Anselmo. A private burial service was held on March 12th. Ron's life will be celebrated at Fritz Farm, Baie d'Urfe in July.



### Special Thanks

A very special thanks goes to NAV CANADA for translating our major documents such as PLANETALK and also to our special team of volunteers; Jacques Brouillette, Marc DeBrouin, Carroll Garratt, Jean Venne and Luce Lefebvre for their translation support.



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**French translation:** Nav Canada, MAM volunteers

**Articles and Photos:** Terry Capener, Jim Killin, Bob McIntyre, Bruce McLeod, André Plourde, Jennifer Renwick, Robert St-Pierre