

SPRING-SUMMER 2021



Contents

FROM THE COCKPIT	P.2
FROM THE FLIGHTLINE	P.4
FROM THE HANGAR LINE	P.7
FROM THE TOWER	P.9
PHOTO ALBUM	P.13
ROLL CALL	P.15
ABOVE THE HORIZON	P.16

Latest news!

Reopening of our museum to the public

From June 12 to 20: Monday, Tuesday, and Saturday from 10:00 until 14:30

Starting June 21, our summer schedule will take effect. The museum will then be open every Monday, Tuesday, Friday, Saturday, and Sunday from 10:00 until 14:30.

Please note that wearing a mask and social distancing will be required in the museum.

We look forward to welcoming our visitors once again.

Message from the President

by John Lawson



When I last communicated with you, we were just emerging from a dark period when the future of the museum seemed in question. The situation has improved and a way forward has come into focus but our goal of renovating and modernizing the museum is still some distance off. There are significant challenges to overcome that will take time and effort.

Meanwhile, there are bright spots that provide encouragement. We have developed a positive relationship with McGill's leaders and with their Facilities Management Team, all of whom support the museum's mission and our desire to continue operating out of the Old Stone Barn. Accordingly, we have reached an agreement in principle. A draft lease is being finalized that would see us assume full financial, legal, and maintenance responsibility for the building in return for raising the funds to repair, renovate, and preserve the envelope of the Old Stone Barn. Considerable additional space would become available to the museum in the process.

We have hired a noted architect, specialized in historical buildings, who conducted an architectural/engineering evaluation which has confirmed the soundness of the basic structure. The firm has prepared detailed plans and estimates which would see an initial phase to renovate the building and bring the structure up to modern code in terms of function and safety. A second phase would result in the MAM's expansion with new facilities to make it more visitor- and volunteer-friendly. A multimillion-dollar campaign will be required to fund this ambitious project.

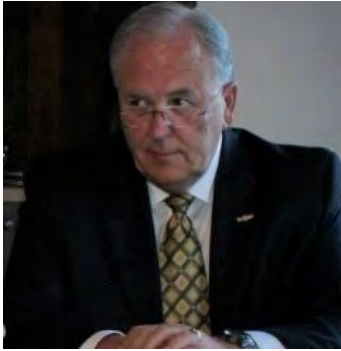
Our work is cut out for us. Your Board's top focus currently is on structuring a successful fundraising campaign. Relationships with foundations and donors are being developed and nurtured and the Board is reaching out to fundraising professionals to learn how others have been successful. In the process, the Board needs to increase its capability to handle fundraising, multimedia marketing and publicity, government and public relations, and legal matters. This has been a significant challenge to accomplish so far and we have made little progress. If you have suggestions, I will welcome them. Qualified professionals interested in joining us are invited to call me at 450-424-2893 home, 514-951-0608 or drop a line to lawson.john101@gmail.com.

In the meantime, given that we have no revenues from admissions or fundraising events to carry our operating costs, we have scaled back expenditures to the essentials. If any of you can donate, it would be most welcome. We are delighted that we can welcome back the public and our full range of volunteers.

John Lawson
President

Executive Director's Report

by Jim Killin



We survived the winter well, despite the closure. On an exceptional basis, a few volunteers continued to work on urgent museum initiatives within dedicated project bubbles. In addition, many of our volunteers who are working on various projects are making a gradual return. Now that the good weather is upon us and we see the light at the end of the tunnel, the decision has been made to open the museum to visitors starting Saturday, June 12.

Our two major restoration projects for the Fairchild "Bolingbroke" Mk IV (*Boly*) and the Noorduyn "Norseman" are moving ahead nicely. Great progress has been made on the *Boly*, thanks to Michel Fréchette and his team for their vision and input. As for the Norseman, it continues to move ahead steadily with Mike Alain's direction and team.

Since the last *PlaneTalk*, we have acquired a CF-104 "Starfighter" from DND Canada. The jet was built by Canadair, in Cartierville during the 60s and has serial number 704. Ironically, if you visit the art gallery, the model and the painting are of 704. This acquisition will give our teams the opportunity to restore yet another Quebec-produced iconic aircraft.



As John has mentioned, we are moving ahead with McGill on the lease and the projected refurbishment of the museum. In the next few weeks, we will be able to share with you our vision of the MAM's future state which will consist of three main steps:

- 1) Repair and replace the roof on the west side and bring us up to code for elements such as electrical circuits and emergency exit signage.
- 2) Acquire more sections of the Old Stone Barn, namely the area south of the art gallery and the main floor section to the west. This will enhance our current space by 36%.
- 3) Enhance our museum's appeal by giving a new look to the entrance and many other areas. These changes will take us well into the future, building on our historical presentations as well as generating an educational story for our visitors and youth.

Considering the museum's closure this past year, we have executed many changes. You, our members, have made a difference in the look of the displays and in the progress of many projects, notably various fundraising projects that have generated income for the museum during these very difficult and strange times.

The Board will continue to push ahead with major fundraising efforts so that we may accomplish our goal of continuing to build on and expand one of the best aviation museums in Quebec. The task at hand is not easy but we are confident and optimistic that we will meet our objectives.

Thank you! Your interest and dedication will lead to our continued success!

Jim Killin
Vice-President, Executive Director

Noorduyn "Norseman"

by Mike Alain



The Norseman restoration was restarted near the end of 2019. We formed a small bubble of volunteers including John Duckmanton, Don Brooks, Andy Edwards, Bob Cartwright, and Mike Alain. John and Don continue to fabricate the interior parts and expect to complete the aircraft's interior by mid-2021. Andy continues to rebuild/repaint the small mechanical parts required to install the freshly painted front cowl. Bob, our sheet metal expert, is now fabricating many missing cowls and windshield sections.



A special thank you to Ken Fincken for rebuilding a complete front cowl section from damaged parts. This section covers the engine and looks sharp.

We were very lucky to have the services of Michel Fréchette's sister, Diane Cardinal, to fabricate a complete set of front-seat covers.

John has also restored the stretcher and the side bench seat to its original design, which is ready to be installed as soon as the vinyl interior walls and ceilings are complete.



Fairchild “Bolingbroke”

by Michel Fréchette



Despite the unfortunate pandemic restrictions since last spring, our Boly project has made great progress restoring the centre wing section, the undercarriage with its wheel assembly, and the fuselage’s interior equipment. It is important to note that we thoroughly follow the Fairchild Bolingbroke’s design mylars to restore the many original parts available to us. If we are unable to get a specific part, we will fabricate a replica on our 3D printer, based on the original specifications.

Centre wing section



Although the trailing edge extensions of both wings are currently being worked on, we have freed their flap driveshafts from corrosion and they are now functional. The left-hand side trailing edge is being completely fabricated to specification. Both wings will require a complete re-skin. These sections should be ready for installation onto the centre wing by year end.

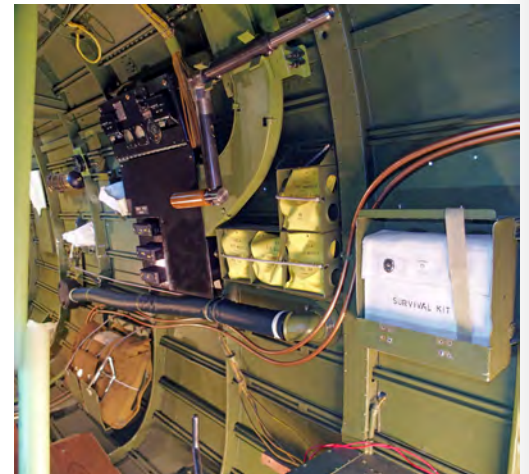


Undercarriage and wheel assembly

We have fully restored the bomb bay’s ceiling section and by spring’s end, we will have fully restored and installed the undercarriage with its wheel assembly. Furthermore, the team is also fabricating structural fittings and new lower-skin panels for the fuel bladders section.

Fuselage interior

Many original parts were fully restored and installed, such as the charge accumulators and unit box, the fuse panel with its replica fuse boxes, and the ceiling electrical ducting and junction box. The original main electrical cable bundle has been reinstalled for show, along with its unforgettable vintage smell that can't be mistaken!

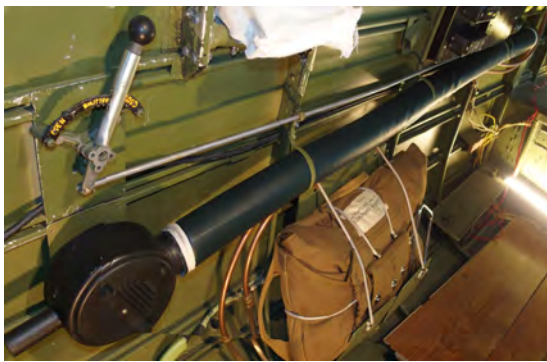


Ariane Fréchette at the navigator position



It is important to note we decided to install the original receiver and transmitter radios, which were fully restored to operational standards a few years ago, into the fuselage with their restored support rack. We have added a new radio operator foldable table and seat, to original specifications. The original antenna loading coil unit and its cable connections are now installed and functional. Additionally, a replica of the intercom box was installed with original Air Ministry (A.M.) gauges on the newly built radio operator side panel.

The trailing aerial winch was fully restored and is functional, so are the loop antenna's flex drives including the gunner's remote control unit.



Recently, all four heat and air ducts were reproduced and routed with their individual shutter-control levers. New and reproduced turret hydraulic lines were also routed

In this *Boly* version 2.0 as we call it, we decided to route and adequately hide LED wiring throughout the fuselage and nose section to light up their respective interiors and original equipment. All navigation and identification lights will also be addressed accordingly.

Before the end of this year, we should be ready to join our *Boly*'s fuselage and centre wing sections, then paint their exterior to the Bolingbroke Mk IV S/N 9066 configuration.

Planned for mid-2022, our major projects will likely be the restoration of the engines and their firewalls, for static display.

Finally, although our gun turret is completely restored and equipped with twin .303 machine gun replicas, we will keep it outside the fuselage for better viewing by our visitors. We will, however, introduce an operational Williamson F24 camera inside the fuselage once we find a camera cradle and hopefully a Type 25 camera mounting (A.M. ref. 14A/864). Should you have any leads, please note that we are open to trading certain spare parts to obtain both the camera cradle and mounting.

Friends, we are all building heritage!

Cheers and stay safe!

Michel Fréchette
MAM Bolingbroke Project Lead

Patrick Campbell Library Update

by Keith Meredith

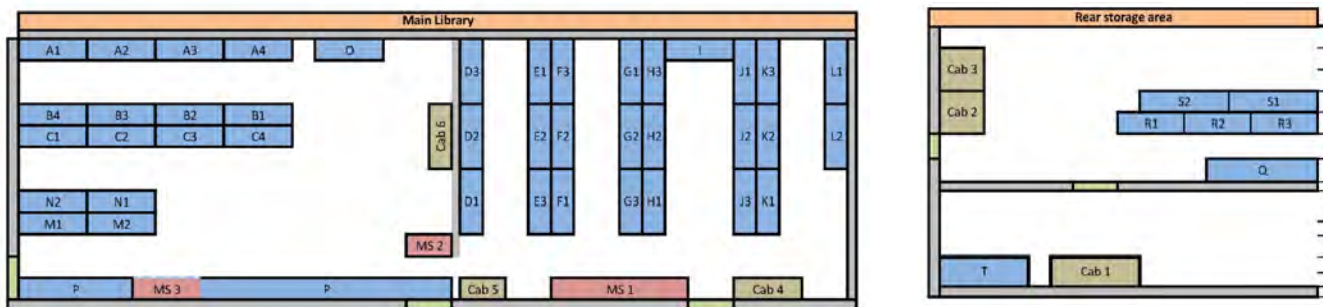


The restrictions due to COVID-19 have impacted library operations, as they have all aspects of our lives. However, since some library work can be performed from volunteers' homes, we have been able to continue to process new donations, which as ever are much appreciated. Occasionally, we generated a backlog of items to shelve but have now caught up.

Although the use of the library as a reference source has been highly restricted for over a year, we have provided some level of service. For example, we gave information to an author in the Netherlands who is writing a book about Dutch aircraft designer Frederick (Frits) Koolhoven. This information was sourced from the collection of Hans Volker, which formed the basis of the MAM's library.

Another positive outcome is that we have taken advantage of the COVID-19 situation to accelerate the processing of various documents we had in store. We must be selective in what we retain based on our priorities but we do ensure to carefully review all materials that we accept. The net result is that we continue to add to our collection of books, manuals, periodicals, and audio-visual material. Our areas of focus remain aviation in Quebec and the rest of Canada, women in aviation, and documents in French. We include technical and non-technical topics, emphasizing leading personalities, but generally do not retain fiction unless it has a very specific historical context.

In 2020, we also completed the expansion of the library. As the graphic shows, it allows us to retain more materials and will also provide modest but meaningful facilities for members to browse the collection when the museum reopens.



Maintaining configuration control of a library is a challenging undertaking that requires diligent efforts by volunteers. The MAM wishes to acknowledge the important contributions of long-time volunteer Jim Tjelios, and of Naheed Amin, who brings formal training in library procedures.

Member and collaborator Benoit de Mulder is now beginning to scan and digitize selected technical documents. This is a major undertaking which significantly increases their accessibility and usefulness, as well as preserves them indefinitely. Benoit recently published his impressive book titled *Dakota #12253: A Plane Savers Story* on the restoration of this historical aircraft that Benoit was instrumental in saving from destruction. The museum's gift shop has some copies for sale.



MAM's New Exhibit

By Bruce McLeod



The MAM is pleased to announce that a new display has been created in the foyer of the museum. It features the Bombardier CSeries, a family of narrow-body airliner designed by Bombardier Aerospace starting in 2004. Powered by two Pratt & Whitney PW1500G geared turbofans, these jet aircraft have fly-by-wire flight controls, a carbon-composite wing, and an aluminum-lithium fuselage.

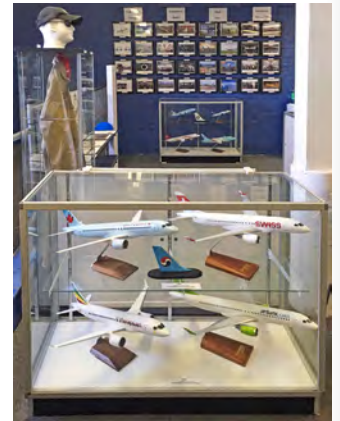
In February 2020, Airbus took majority control of the program and rebranded the aircraft as the A220. The aircraft has proven itself to be a major international success with airlines all over the world, due to its game-changing technology and innovative design.

This exhibit showcases the important contributions made by thousands of Canadians, along with numerous international suppliers and partners. It highlights the four major phases that occurred prior to the Airbus takeover:



- DESIGN
- BUILD
- TEST
- OPERATIONS

With the intent to capture the historical details of this revolutionary aircraft in a family-friendly environment, this exhibit presents a great example of Canadian ingenuity at work.



Special thanks to Viswanath Tata for his ideas and inspirational work to make this display happen.



Membership

by Robert St-Pierre



As we closed our annual membership-renewal campaign last December, we had almost reached our goal. Even so, we were very glad to receive renewals from former members who came back to support the MAM after a few years' absence. Thank you for that support. For those who have not renewed in recent years, we hope you will take this opportunity to come back, the MAM needs you!

By the beginning of April, more than half a dozen new members joined the MAM despite our temporary closure. Some offered to volunteer and are already taking part in projects. To our new members, we take this opportunity to wish you a very warm welcome and to thank you for your support and volunteering.

However, membership renewals are coming in slowly. Reminders are sent out just a few days before the month members are due to renew, thus the importance of submitting renewal forms as soon as possible. We are still hoping that members whose renewals are overdue will be sending them in promptly.

- **If you have not renewed yet, please take a few minutes to do so.** Your support is very important!
- **If you cannot renew at this time, please let us know.** Not only will this keep our listing up to date, it will also cut down on the unnecessary mailing of renewal forms and on repeated reminders. Remember: it is never too late to renew and support your museum!

We are looking forward to hearing from you.

A New Member's First Impression

by Maximilian Meindl

Having moved to Trois-Rivières in October 2020 for professional reasons, I spent my first few months in Quebec rather locked down and focused on my new job. However, as a long-time enthusiast of aviation history, I was delighted when I recently discovered that there's a volunteer-run aviation museum in Montréal—not quite next door to Trois-Rivières, but still close enough to join and volunteer from time to time.

The “welcome program” offered by Robert St-Pierre was excellent. Immediately after my first email, I got a friendly response. When you're new, being in contact with such an efficient emailer is great and encouraging.

Due to the current COVID-19 restrictions, visiting the museum was, of course, not so easy. But as a new member and hopefully soon-to-be-active volunteer, a private tour with Robert was arranged. My first visit turned out to be full of interesting anecdotes and details about Canadian aviation history that I had not heard before.

We started the visit outside with a look at the newly arrived Canadair CF-104 Starfighter fuselage. While living in France, I volunteered for the Ailes Anciennes Toulouse and participated in the restoration of a Bréguet “Alizé” submarine hunter of the 1950s. It had also been stored outside for years and cannibalized by souvenir hunters, so I can imagine the amount of work that will be required to get the MAM's Starfighter back into display condition.



Next, we moved on to the Fairchild Bolingbroke Mk IV restoration workshop which reminded me a lot of the workshop at the Ailes Anciennes Toulouse. I was impressed by the great work and love for detail that the restoration team put into the fuselage. Once finished, I'm sure it will be an outstanding exhibit!

By the way, the aviation art gallery definitely stands out. While in most museums, you'll get to see mostly black-and-white photographs, this gallery brings past aviation events back to life in colour.



Following this, we went to the main exhibition on the second floor. The exhibits—both replicas and originals—are really great work. The fact that the Blériot XI was actually built to an airworthy standard and made a short hop gives it a fascinating aura even if it is grounded by now. Presenting all the exhibits in the context of their period and function such as aerial photography is, in my opinion, a great way to tell the story behind them, beyond presenting just some machinery and technology—as we did back in Toulouse, I fear. This approach

makes the museum special and interesting even if the number of aircraft in absolute terms is not high. I remember specifically the story of the R-100 airship's anchor mast and its preserved steel loop, a great example of commitment to also preserving items recounting less known aspects of Canada's aviation legacy.

Touring the workshop where the Noorduyt Norseman is currently being restored demonstrated once again the volunteers' enthusiasm. Proximity to the various aircraft helps visitors see them not as "dead" and dusty exhibition items but as artifacts worked on with great care. This accessibility gives a feeling that larger museums, where aircraft are most often cordoned off and draped with "do-not-touch" signs, just can't create.



I'd like to congratulate all members for the great work done since the MAM's creation and I look forward to contribute too over the next few years.

The MAM's New Website is Now Online!

by Robert St-Pierre, webmaster



We are glad to announce that our new website was launched at the end of May. Available in French and in English, it will enable us to better inform our visitors and our members. In this new version, we have incorporated a few new tabs such as...

- *Flash News* where visitors can see the latest news updates on our museum
- *Special Projects* which presents the *We Build Heritage* project and our aircraft restoration projects
- *Discover our Museum* introduces all the different sections of our museum through a brand-new virtual tour and details our exhibitions including our aircraft, art gallery, artifacts, and workshops
- *Our Library* incorporates a special section dedicated to the historical papers produced by our friend George Fuller

Soon, we will be adding a section dedicated for our members and volunteers. It will include updates on the operation of the museum, announcements about special meetings or events, a section to renew one's membership, and it will give access to all the *PlaneTalk* newsletters and MAM documentation.

Our website is, and will always be, a work in progress. Over time, additions and modifications will bring more information, historical data, and the latest activities of the MAM. We hope you will visit our new website soon at www.mam.quebec

The MAM's Facebook Page Approaches 1,000 Followers!



As of May 30, 2021, the [Montreal Aviation Museum's Facebook](#) page now counts 870 followers! If you have not joined yet, please do so as there is some valuable information containing museum news, historical information, photos as well as updates on our projects and events.

Fundraising

by Eric Campbell

Since September 2020, we have generated \$9,900.00 in sales for the MAM's benefit, listing only surplus parts or items not needed for any of our projects. These items are not certified and are invoiced as removed.

The fastest sales were two Grimes cockpit lights for a Ryan 1949 "Navion" that the buyer had been seeking for 20 years! The tie for the other fast sale was a Lockheed T-33 wingtip tank plastic computer. We had only one but could have sold five!

We sold our surplus snowblower and 30-foot ladder as well as various other items such as books, photographs of the Boeing factory, and old gauges that were made into lamps.

Our biggest customer was an art gallery in Toronto. They purchased \$3,600 worth of items including a North American "Harvard" direction-finder enclosure, a surplus roof-antenna loop from the Bolingbroke, a U.S. Navy oxygen generator along with four old carburetors.

The Canadian Historical Aircraft Association purchased our screened loop box for a Handley Page "Halifax". We traded a surplus Fleet "Canuck" tailwheel and some tires with Vintage Wings of Canada; in return we got two large display cases and Canadair "Argus" wheels and tires. Many radios, which we picked up some years ago in Sorel from a defunct radio museum, sold well. We had a repeat customer from the town of Norman Wells in the Northwest Territories who supported us by purchasing the surplus tail ski and float ladder from our Norseman project.

We have had interest from Europe, the Channel Islands, Australia and, of course, the United States. Thousands of customers can be reached with a listing on Facebook Marketplace.

Did you know?

Our MAM members are not only from the island of Montréal, but from across the province, other provinces, the United States, and one member from Australia.

The Old Stone Barn, where our museum is located, opened in 1907.



In our archives, we have technical drawings of our Fairchild Bolingbroke MK IV, our Curtiss-Reid Rambler, and our Noorduyn Norseman.

Some parts of our Bolingbroke aircraft are made with a 3D printer.



PHOTO ALBUM



A Few Firsts in our Aviation History...



May 22, 1946: the prototype of the de Havilland Canada DHC-1 "Chipmunk" flew for the first time at Downsview, Ontario. (Photo DND)

May 26, 1961: built under licence by Canadair, the first flight of the Lockheed CF-104 "Starfighter" took place in Palmdale, California. (Lockheed LA1841)



May 30, 1961: the first Pratt & Whitney Canada PT6A turboprop engine made its first flight on an RCAF Beechcraft C-45 "Expeditors" 3T. (photo Ken Swartz/DHC Collection)

May 10, 1991: The first Canadair CRJ-100 "Regional Jet" took off from Runway 24L at the Montreal International Airport (YUL), Quebec. (Photo Canadair)



Eric Campbell



Eric says he was born in a garment bag at the tail end of Hurricane Hazel.

His interest in aviation began as a child having grown up under (then) Dorval airport's approach to runway 24R and eight blocks from Canadair in Cartierville. He rode his bike and pushed his nose through the fence to see airplanes. He could identify an aircraft by its sound when landing, for example the difference between Vickers' Viscount and Vanguard airplanes.

Eric started to work at an early age. At 16, he was the pickup and delivery person for the Sir Mortimer B. Davis Hospital's charity outlet. He became a commercial traveller, selling children's clothing and accessories for 35 years. "I covered Canada from Capitol Hill to Signal Hill. I have driven over two million kilometres," he says. He later worked as Operations Chief at the Montreal Aviation Museum from 2008 until he retired in 2017. He now contributes to the MAM as a volunteer.

Eric has volunteered for many organizations and events, notably, the Israeli Army and the Israeli National Park System, the 100th anniversary of the Battle of Vimy Ridge in France, the EAA AirVenture Oshkosh in Wisconsin, and Habitat for Humanity Canada Global Village.

Fun facts about Eric:

- Favourite aircraft is the de Havilland "Mosquito"
- Hitchhiked to the Maritimes at the age of 15
- Travelled to the West Coast by train at 16
- Graduated with honours in Canadian Studies at Concordia University
- Ran away and joined Circus Vargas as a young man
- Drove a Volkswagen Beetle from Paris, France to Amman, Jordan
- Attended religious school in the walled city of Jerusalem
- Met his sweetie, Mary Ellen, in 1975
- Had an engine explosion while racing a GT car on Montréal's Formula 1 track; the mess marked the end of these cars at the event

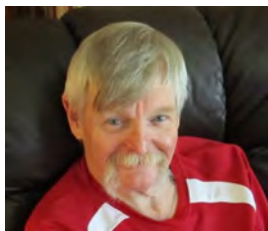


by Bruce McLeod

Sadly, we lost quite a few dear friends and museum volunteers in the last year. Our thoughts are with their families and friends.



John (Norman) St-Aubin. Norm passed away peacefully at home May 21, 2020, in his 100th year. He had a long and fulfilling life, serving in the RCAF Para-Rescue, stationed in Newfoundland and Nova Scotia, then owning and operating Ste. Anne's Marine Service. He loved being around boats and was involved with the Hudson Yacht Club and many other yacht clubs in the Montréal area. He was a faithful supporter of the museum for many years. He was very proud of his military service and his membership at the Hudson Branch of the Canadian Legion. He was the last living member of the RCAF Para-Rescue Team from WWII in Canada. (adapted from the Montréal Gazette online obituaries)



Gary Phibbs. It is with heavy hearts that we announce the passing of Gary “Grumpy” Phibbs on Sunday, November 29, 2020. He passed peacefully at home. He was a kind and generous man who had a passion for music and sports and who took great pride in his family. He was a long-time volunteer at the museum and will be missed. (adapted from the Montréal Gazette online obituaries)



Richard Plante. Our dear friend and a founding member of the Canadian Aviation Heritage Centre has passed away. A long-serving Director and Project Leader for the 12-year-long Blériot XI project, he saw it through to its first flight. More details are coming in an upcoming issue of *PlaneTalk* on Richard's life and contributions to the museum's legacy.



Publishing: Bruce McLeod

Editing and proofreading: Jocelyne Ouellette

Translation: NAV CANADA

Design and production: Robert St-Pierre

Illustrations: Unless otherwise indicated, photos taken by members Bruce McLeod, Michel Fréchette, Jim Killin, Robert St-Pierre, Maximilian Meindl, Terry Higgins, André Plourde, Ken Swartz—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 Garratt—for their translation support.