

The Atlantic Canada Aviation Museum Newsletter

The Atlantic Canada Aviation Museum
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Season's Greetings!



Shipley's Sabre: A Show Highlight



Above: Ed Shipley turns onto Center Stage, on Saturday, at the Nova Scotia International Airshow

Photo by: Ken Brown

Left: The Avenger Dedication Ceremony was a great success. **From right to left:** Michael Garvey, Barry Rodenhiser, Don Henry, Debbie Ferris-Bates, NS Tourism Minister Len Goucher, Bob Purdue and Frank MacLoon.

Photo by: Rob MacIlreith

Museum Notes

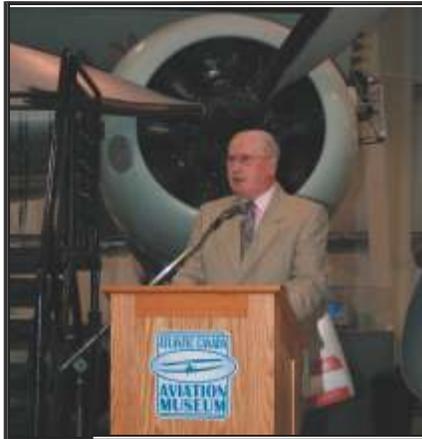
Avenger Dedication

The TBM Avenger was dedicated in mid August. By all accounts the event was a great success with over 50 people in attendance. During the ceremony, we heard Don Henry discussing some of the bstacles that the team had to overcome during the recovery of the airframe from Juniper along with recovery of other parts from various crash sites in New Brunswick.

Tourism Minister Len Goucher was in attendance with his grandson and poke at the ceremony. Minister Goucher took time out his busy schedule to have a full tour of the facility and was very impressed with our organization. Minister Goucher spoke very kindly about the work and service our volunteers provide to the community.

During the ceremony, several people recited stories of the restoration and recovery; among them was Dave Davies, General Manager of Forest protection Limited. Dave's comments were quite funny when he told of how Frank and Don had approached FPL for their help with the restoration and how FPL employees reacted to the entire situation. At first, they did not think the guys would really get it out of the swamp, and then they were not sure that it would ever be finished. In fact, FPL has been a keen and supporting force in the restoration process that allowed the Museum members to achieve such a high quality finish making Tanker 20 the show piece of our Museum. Dave presented the Museum with a signed collectors painting that celebrated 50 years of the Avenger's service with FPL.

As the dedication of the aircraft portion of the program came to an end, there were two orders of business that



Board Chair, Michael Garvey, welcomes the guests to the Avenger Dedication Ceremony.



Tourism Minister Len Goucher speaks to the assembled membership and guests.



Cutting the ribbon to dedicate Tanker 24. After nine years of restoration, the TBM Avenger has officially taken a place of honour in our Museum.

required a public venue to complete: First, Frank MacLoon was honored by the Museum for his dedication and service as Past Chairman of the Board of Directors. Frank was the driving force in the Museum acquiring the main display hanger and the building was named the "Frank MacLoon Gallery" in his honour. A fitting tribute to Frank's outstanding dedication, determination and leadership to lead ACAM to the location it has become today.

Second, a large cake was cut and served to celebrate the Museum's 20th anniversary at its current location. Cutting the cake were Reg and Joyce Clarke. As Reg is one of the earliest members of the Museum and the past curator of the organization.



Dave Davies, General Manager of Forest Protection Limited presents Mike Garvey with a commemorative signed collectors painting celebrating 50 years of TBM service with FPL.



Frank MacLoon receives congratulations from Mike Garvey on the dedication of the hanger in his honour.



Reg and Joyce Clarke cut the cake to celebrate our 20th Anniversary at our current location. Dr. John Christie looks on.



JJ Lavangie, recently retired from FPL guides Tourism Minister Len Goucher and his grandson through a cockpit tour of Tanker 20.



Top: Frank MacLoon speaks to the crowd. Middle: Board Members, Joe MacDonald and Reg Clarke.

Bottom: Our 20th Anniversary cake. Left: Don Henry speaks about the recovery of the Avenger from the Alder swamp in Juniper.

Annual General Meeting



The Annual General Meeting was held on October 7th in our new Board Room. The meeting was well attended for Thanksgiving Day weekend. Reports were given by the Chairman of the Board, President, Treasurer and the Volunteer of the Year award was presented.

Chairman, Mike Garvey, reported that the Board of Directors has been in discussions with the Province about the status of the Information Center Building. The province has agreed that there are issues with the building and they have begun to address the problems at this point in time. We are pleased to note that they have been as helpful as possible. The repairs being carried out at this time are a good start and we hope that many, if not all, of the other issues on our list of repairs are carried out. These would include the roof repairs, water system, building siding and washroom repairs.

President Rob MacIlreith reported that the Museum had a successful year, despite a poor tourism season. Our tourism numbers were roughly the same this season. Gift shop sales were down about \$800.00 for the year and donation box contributions were up about \$800.00 this year, meaning that we have broken even for the season on what we normally take in from the visiting public.

In terms of our volunteer base, which is shrinking very quickly. We need to increase our base of regular volunteers in some way in order to keep up with the growing demands of our organization. Unfortunately, despite regular requests we are slowly sliding backwards. Our regular volunteer base on any given Saturday has shrunk to less than 10 members. Even if you can only find a day or 2 for the Museum a year, that time and your effort is very valuable to our organization. Our volunteers are our greatest

Facility reports have been well documented in the newsletter and will not be repeated here.

Treasurer Gary McMahon reports that

we are still in the black. I must comment that Gary does an excellent job at making sure that the Museum remains in the black and he controls our spending very well. A copy of the treasurer's report can be requested.

The Volunteer of the Year Award was presented to Glenn McCarron. Glenn has been a member of the Museum for 2 years now and has made a great impact with his woodworking skills in developing and improving various exhibits. Glenn has been a dedicated and hard-working member who has undertaken any job asked of him. Congratulations Glenn, your award is well deserved.

Following this, the 2006 Board of Directors was dissolved and the members were discharged of their responsibilities. The 2007 Board of Directors was elected with 2 changes. Danny Price has stepped down as the Secretary of the Executive after several very valuable years of service; thank you Danny. Newly elected to the Board of Directors is Bernie Miller former CEO of the Halifax International Airport Authority. Welcome aboard Mr. Miller.

The 2007 Executive was appointed:

Rob MacIlreith – President

Barry Rodenhiser – Vice President

Gary McMahon – Treasurer

The role of secretary is currently vacant and will be filled by Rob MacIlreith as required.

After a short break, Mr. Miller made a presentation on the Halifax International Airport and some of the exciting changes that the Airport Authority has instituted. Mr. Miller's presentation was enjoyed by all as both historically informative and very entertaining. Thank you for your presentation Mr. Miller.

Top: Mike Garvey Middle:

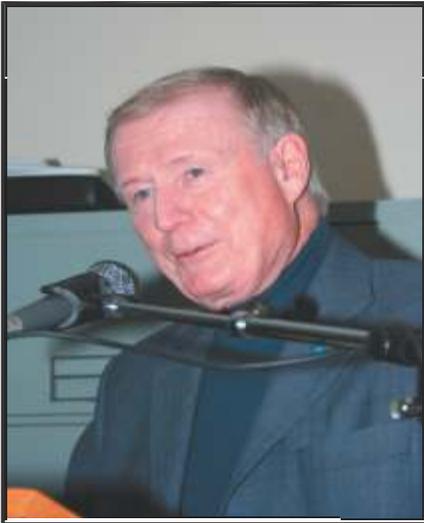
Rob MacIlreith Bottom:

Gary McMahon Opposite

Left: Bernie Miller

Right: Barry Rodenhiser accepts the volunteer of the year award for Glenn McCarron





Provincial Facility Repairs:

In the Information Center Building, the Province has begun repairing walls and removing windows after members of the Board of Directors have been meeting and pressing the province to fulfill its requirements in our lease. All the windows in the men's washroom have been removed and the wall has been completely rebuilt as it was as rotten as the Board Room side was that we replaced last winter.

In addition, the Province has removed the window in the women's washroom and all of the windows in the gift shop due to rot as well. Emergency Lighting has been added in the washrooms now and the ventilation fan will have to be run regularly due to the loss of windows. However, we believe that the security improvements and a reduction in maintenance, by far out weigh the loss of the windows. In the gift shop, we will change the lighting over to compact fluorescent and then we will be able to add more lighting to overcome any loss of light in this area. Also, we will be able to add more slat wall to the area to increase the retail display space.

The leaking roof issue is going to be put on hold by the Province; it is our hope that they will be revisiting this issue in the spring. The Province has been measuring and looking at a peaked

All government repair photos by Michael White.



roof on the building, which is what our members are hoping for as a new flat roof will only result in the same types of problems that we are currently experiencing in the long run.

Lastly, the external siding of the building has been stripped off in the repair efforts. In these areas, the province, is boarding the building back in with Hardy Plank, a cementatous type board that has been color matched to the Museum's existing color. This product is suppose to take paint well and will hopefully provide a long term solution to the siding issue. We were hoping that the Province would replace the siding with a similar metal type siding as the hanger is sheathed in but this siding will look very nice as well. There are a number of other issues that we have submitted to the Province on the building but at this point in time, these are all the issues that we know are going to be addressed for certain.

My congratulations to the members of the Board of Directors, who have been working on this most difficult issue on the Museum's behalf over the last year. they made a successful presentation to

the Province on why these repairs must be undertaken. Also, I'd like to single out Barry Rodenhiser, who has been the Museum's Liaison with the Provincial repair team. Barry is looking after our interests with the repair team and getting answers to questions on different points of the repair. Lastly, thanks to Michael White for keeping an eye on things while we were open in the fall and taking the photos accompanying this article.

Work hop Improvements:

We also continue to make improvements in the facility. At this time our focus has been in the woodworking side of the workshop. A new door has been built dividing the shop in 2. The walls on the wood side were raised to 10 feet in height and a plastic roof was put on this side of the shop. Our goal here is to control the amount of dust that is released into the hanger display area as we gear up for another production run of cabinets. Therefore, we have added a dust collection system to the woodshop area and we have geared up a blower unit to filter the finer dust out of

the air that the dust collector missed. In the wood side of the shop, we have also added some more electrical power and changed a storage arrangement to give us more floor space. Additional lighting was added in the woodshop to make up for the light lost by the plastic roof.

In late November, we purchased a 14 inch band saw for the workshop and mounted the band saw and table saw on caster stands to allow mobility of the equipment for construction.

In the future we hope to add power to the metal side of the shop for a welding unit for our voluteers to use as well.

Below: New band saw and dust collection unit in the workshop.





Mezzanine Lighting

In September, new compact florescent lighting was added to the Mezzanine level (**Above and Right**). This additional lighting makes a huge improvement in the Silver Dart building during dark days and evening events; the area was lacking in light and this item has been on our list to address for quite a while. The circuits for these lights were pulled by our Saturday team when we were renovating the mezzanine area 2 winters ago. Lighting has only been added now due to budget constraints.

to HRM to finish this process off. Well done Ron

BAe 146 Simulator:

Work is set to begin on the simulator again as we have been delayed by other projects and were waiting to hear some information on the Sim. At this time a final decision has been made to convert it to a kid's cockpit. The electronics will not be hooked up (**below**). In fact, the sim has provided a windfall of spare wire and parts for other projects in the future. Danny Price is heading up this project. If you'd like to volunteer to help with this important addition to the Museum, Danny would welcome your help. In the future an exhibit on the BAe 146 and its use by both Air Nova / Jazz and Air Atlantic will be added to the cabinets that will be designed and built around the simulator.



Winter Close Up:

In early November, our team began the winterization process. The water was shut off, several caulking jobs were covered, the ropes on the flag poles were changed and the computers were removed from the facility. My thanks to all the members that carried out these important jobs.



Grants:

The HRM grant that was awarded to the Museum thanks to Ron Cunningham's hard work has resulted in the museum receiving a good stock of supplies for building cabinets. As we go to press, our volunteers are organizing the shop and getting ready to get into the building phase again. The main expensive items purchased included 55 sheets of 3/4 inch MDF (Almost 4 feet of MDF when it's stacked) and 10 sheets of plexi glass, along with various screws, nails, glue, paint and lighting. All of the items have been delivered to the Museum and we just have the paperwork left to submit



This column photos show improvements to our workshop area. Above: Our stock pile of MDF for this winters cabinet project. Thanks to HRM and Ron Cunningham.

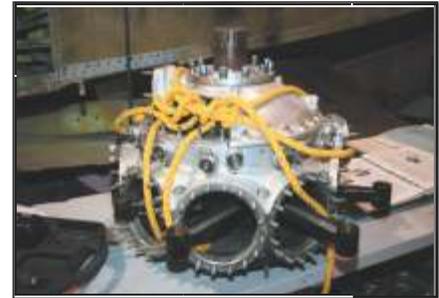
Piper Tommahawk

Bill Leeming reports that the Tomahawk has been moved out of his garage for the winter. As can be seen in the photos, Bill and Don Henry have fabricated a cart for the back end to move the fuselage outside where it will be tarped for the winter. The guys will be working on components throughout the winter.



Harvard Cutaway:

Gene Hamilton has been working on the Harvard Cutaway engine (Right) with help from some of the other members. Gene is also fabricating parts that he needs for the engine to be safely mounted on the stand. The engine will be mounted and put on display near the Harvard or in the Pratt and Whitney exhibit. A decision on location will be made in the future.



Canso:

Don Hirtle has been riveting up various patches on the fuselage of the Canso. Don has nearly completed all the patch work on the section of fuselage that he has been working on. In the future, once the patch work is completed, Don will be in a position to prime the area and paint it white and whatever markings need to be added.

Airport Painting:

This great painting (Right) of the Halifax International Terminal Building was donated to the Museum by Mrs. J. Cole. Her late husband Mr. J. J. Cole was one of the first Airport managers. The painting was presented to him by staff upon his retirement in 1969. The painting currently resides in the Museum's boardroom but will be moved to public display in our future exhibit on the Halifax International Airport in the Silver Dart Gallery.



Mrs. Cole wanted to make sure this valuable piece of history was preserved for future generations. We thank her for her generosity. Also, thanks to HIAA for putting Mrs. Cole in touch with the Mu-

Semifinalist for the Darwin Awards

Three Brazilian men were flying in a light aircraft at low altitude when another plane approached. It appears that they decided to moon the occupants of the other plane, but lost control of their own aircraft and crashed. They were all found dead in the wreckage with their pants around their ankles.



Bell 206 Model:

Johannes Popper-Podhrazy, living in Austria had found our Bell 206 on the website and liked it so much he built an RC model of a 206 and painted it in our colors. I sent Johannes some close up digital photos of our markings and Johannes sent me this photo of his work in progress. At this time, he has not completed all the markings on the aircraft. I hope that he will send us some completed pictures in the future.



New Museum RC Models



Several new RC models have been hung in the hanger. The P-51 Mustang, Bearcat and P-38 Lightning were built by Bill Babineau of Truro and have been recently hung around the Bob Aiken's model collection cabinets.

Also new to the Museum but not hung yet are Bryce Coyle's Seafire and Hawker Tempest. These 2 aircraft require stands to be manufactured for them as they have a wing span that is longer than any stands we have in stock.

Thanks to Gene Hamilton for coming up with the stands to hang the Babineau models. Gene is working on stands for the Seafire and Tempest as steel presents itself for the job.

Air Show Flies High after a Successful Show

Story and Photos By Rob MacIlreith

The 2006 Nova Scotia International Air Show was a great success with over 17,000 visitors on Saturday, setting a record for one day attendance for the Halifax International Airport venue. This is the third air show since moving to the Halifax International and it was another fantastic show. The Halifax International location is by far superior to the CFB Shearwater show site, with the static park and viewing venue much closer together. A small hill provides a natural amphitheater setting and the flying action is much closer than it was Shearwater. With the runway so close to the static park, it's awesome to see the take-off and landing cycle that was always so far away at Shearwater.

This year, one of the stars of the show for most people was Neil Darnell's Flash Fire Jet Truck. The jet truck may not have been airborne but it sure could fly. The jet truck brought the crowd to its feet every time it made a pass down the runway. The jet truck even beat Bill Carter's Pitts Special in a race, despite the fact that Neil gave Bill a big head start

Vintage aircraft buffs enjoyed Ed Shipley flying a Canadair manufactured F-86 Sabre that was once owned by Astronaut Frank Borman. Shipley snuck on stage with a low take-off and exciting turn onto the air show center and later formed up with the F-15E Strike Eagle for the Heritage Flight. Ed's flying display was excellent and very low, while the F-15 won applause for the vapor it generated on Sunday during its high speed pass.

The Canadian CF-18 and the "Wall of Fire" was an interesting twist. This year marks 22 years of service for the CF-18 and this year's demo pilot, put on the best performance I have seen a CF-18 do in the last 10 years. Right from the start with a dirty roll on take off, I was captivated. It climbed to 28,000 feet on Sat-

urday and concluded with the 500 foot explosion at the end of its performance. The CF-18 continues to be an exciting performer on the air show circuit.

Sunday brought out a large crowd of 14,000 people regardless of the clouds and cold damp weather to see the United States Air Force's B-2 Stealth Bomber. The B-2 dropped out of the clouds on approach to the air show and did its imitation of a graceful manta ray. Crowds commented on how quiet and spacey the big black jet appeared. We were lucky to see the B-2, as the ceiling at the time was very close to the aircraft's minimums for an air show.

A big thank you has to be given to the following groups who worked hard to make the event enjoyable to everyone. Kudos go to the organizers and volunteers who continue to create a first class product and the folks at the International Airport who allow the show to continue at their excellent venue. The Air Traffic Control staff at NavCan worked very hard to keep the air show and the airlines on time and they succeeded! I was listening to air traffic control throughout the weekend and I can tell you the controllers were earning their pay both days. Also, a nod must go to the security staff who had to suffer through the complaints of people who were not permitted to bring open drinks on the site after Transport Canada instituted the rule on the Friday before the show. Many of the public were unaware of this rule and arrived with fresh Tim's coffee each morning or recycled water bottles in preparation for the long day. If you were one of the people I saw complaining, welcome to the post 9-11 era. Finally, a tip of the hat is needed for the visitors who waited in line on Saturday to leave and were very understanding. The crew of an American C-130 commented that the crowd was so great and understanding while waiting for buses at the

end of the day. They noted that American crowds would have been pushy and upset and the people made visiting this show worth while and, as a result, they would be back next year. Comments like that make us all proud to be Canadian! Hope to see you at NSIAS 2007.



The T-1A Jayhawk in its new tactical gray color scheme.



Neil Darnell's flash fire truck making its first run at NSIAS 2006.



The new Search and Rescue color scheme on the Griffon Helicopter. This example flew in from CFB Bagotville.

Right: The CF-18 Wall of Fire. Basically, gas in milk containers with a blasting cap. Neat Effect!



Top Left: F-86 and F-15E Heritage Flight. Top: The Skyhawks jumped from this CASA Product. Middle: The impressive C-17. Left: Ed Shipley takes center stage. Above: The Snowbirds flew in the middle of the show on Saturday and thrilled the crowds as usual.





Left: FPL's AT-802 comes in to put out the last remnants of the wall of fire at the end of the CF-18's display. Piloting the 802 is ACAM member Dave Wilson.

Above: The USAF B-2 dropped out of the clouds on Sunday and gave a single pass fly by. The crowd was very impressed.



Left: Fisheries Patrol King Air gets airborne on Saturday.

Above: The Maine ANG KC-135E performs a touch and go on arrival Friday.



The F-15E Strike Eagle replaced the A-10 Thunderbolt II at NSIAS due to the friendly fire incident in Afghanistan shortly before the show. Sunday's poor weather conditions made the F-15E's display look very impressive as can be seen from the burner trail on take off and the vapour created during some high G turns.



Above: The National Research Council's Convair 580 arrives at YHZ during NSIAS 06.
Below: As always, the Snowbirds make it look all to easy and very thrilling!



Left: F-16C from New Mexico.
Above: CF-TCC in it's immaculate finish.

In the News

The A. Gordon Archibald Alumnus of the Year: Dr. John Christie (DDS'71)

Congratulations to Dr. John Christie for being recognized by his peers. Below is a press release of the event

Dr. Christie has been delivering inspired dental education to scores of students since the 1970's and has provided leadership to Dalhousie through the Faculty of Dentistry Alumni Relations Committee, the Admissions Committee, the Part-Time Faculty Advisory Committee, the Advisory committee on the appointment of a Chair for the Department of Pediatric and Community Dentistry, and the Dean's Search Committee.

In 1983, Dr. Christie was instrumental in establishing an alumni recognition process to honor outstanding alumni of the Faculty. He is a generous donor to the University and encourages others to match his level of giving. Outside of Dal, John has a thriving practice in Bedford, NS, and contributes to the community through the *Atlantic Canada Aviation Museum*, the Cerebral Palsy Association, the Canadian Diabetic Association and Big Brothers Big Sisters Nova Scotia.

A. Gordon Archibald Award

This award recognizes an extraordinary alumnus who has set a high standard for volunteerism and/or philanthropy to Dalhousie University.

Specifically, this award recognizes and pays tribute to those individuals who have made significant contributions to the advancement of Dalhousie through their dedication, generosity and commitment to the values of the University.

HIAA President & CEO Honoured

Eleanor Humphries, HIAA President & CEO, will be honoured for her outstanding contributions to the field of Management and the Professions with a Women of Excellence award, from the Canadian Progress Club. Eleanor is among 18 women who will receive this prestigious award at a gala dinner on Thursday, November 23rd at the Westin Nova Scotian Hotel. Now in its 17th year, the event has enabled the Canadian Progress Club to raise more than \$450,000 for Phoenix Youth Programs, a long-term shelter for homeless and at-risk youth.

Air Cargo Service to New York Takes Flight

Halifax International Airport has a new dedicated air cargo service. ABX Air Inc., based in Wilmington, Ohio, will operate a weekly 15,000 tonne capacity DC9 Freighter to New York, and then on to Miami via Wilmington. The outbound flight will primarily serve to export seafood, mainly lobster, to the United States, and import fresh flowers from South America on the inbound flight. As demand grows, ABX will increase the frequency of its flights. Support of the inbound service to Halifax is critical to the overall continued success of the operation. For more information contact 1.866.877.0077 toll-free.

Passenger Traffic Up

Total passengers at Halifax International Airport for August 2006 reached 379,218 surpassing the previous peak level for August 2004 of 378,090, and up 7.1 per cent over August 2005. As well, traffic for September was up 4.9 per cent over 2005, despite the loss of CanJet's scheduled service early in the month. Passenger traffic for the third quarter was up 6.9 per cent over the same period in 2005. Year to date, passenger numbers are up 5.5 per cent over the first nine months of 2005.

Air Service Update

Air Canada has announced that it will increase its overall capacity to Atlantic Canada by over 16 per cent, or more than 10,000 additional seats per week, compared to last winter. The additional flights will offer customers more choice and convenience in time for planning vacations during the year-end holiday travel time. In particular, Halifax will see 73 more non-stop flights per week during peak travel times, including: one additional flight a day to Toronto, and three more flights a day to Montreal and Ottawa

WestJet has announced it will introduce a weekly flight from Halifax to Tampa Bay effective March 13 through May 1, 2007.

Icelandair has announced that they will resume seasonal air service to Halifax from May to September 2007. The airline, which suspended its Halifax flights in October 2001, will operate three weekly flights using a B757 aircraft.

HIAA New Board Member Named

Jamie Baillie is President & CEO of Credit Union Atlantic. Prior to joining the Credit Union, he held various leadership roles in Nova Scotia business and government, spending three years as Chief of Staff for Premier John Hamm, and was previously a Partner with Robertson Surette. Mr. Baillie replaces J. Robert Winters as the nominee from the Government of Canada. Mr. Winters remains on the Board as a nominee of the Board itself.

COPA 2007 CONVENTION NEWS "IT'S ALL ABOUT FLYING" MONCTON JULY 5, 6, 7, 8, 2007

The convention will be held at the Moncton Flight College with all activities such as seminars, meals, social events, programs taking place in its classrooms and hangar space. There is a restaurant on the premises that provide meals aside from those provided by the Convention registration.

The COPA Convention will also highlight the 78th anniversary of the Moncton Flight College which in June of this year signed the largest single flight training contract in Canadian history with the People's Republic of China. This contract valued at over 66 million dollars spread over the next seven years has the potential to see 800-900 Chinese pilots trained in at MFC. Already the college's Fleet has grown to over 20 aircraft and is expected to top out at 26 aircraft later this year.

Accommodation with favourable rates has been negotiated with 5 local hotel/motels all of which are only 5-10 minutes from MFC. The convention will have a continuous shuttle service between MFC and all hotel/motels.

The seminar program is almost finalized and will be released early in the New Year. It offers an impressive array of well known speakers presenting on various topics. The recreational and spousal program will consist of many items and tours highlighting the cultural, tourist and leisure attractions of Greater Moncton and Southeastern New Brunswick.

An added feature of the convention this year will include hosting the International Air Rally. The rally has indicated the COPA Convention will be the congregation point for all aircraft participating in the rally. This means that up to 50-60 additional aircraft will be heading to the Convention from all parts of Canada and the United States in order to depart on the rally at the conclusion of the convention. The rally will consist of a two week odyssey that will see participants flying to destinations in Eastern Canada, St. Pierre and Miquelon and the Northern United States. The Rally will add an extra 'touch' to our convention and the organizing committee is delighted the Convention has been chosen as the departure point for the start of the of the Rally.

The schedule for the convention sees attendees arriving on Wednesday, July 4th or Thursday, July 5th. Friday is re-

served for all the seminars which are scheduled for an 0830 start. At 1800 there is a pig roast together with local entertainment. Detailed information will be provided as time goes by. Also on Friday there is a spousal program which will also be available on Saturday depending on needs due to available spaces. Saturday is COPA day with meetings scheduled throughout the day which includes a COPA Plenary session, a COPA board of Directors meeting, a COPA Captains meeting with a COPA Awards luncheon at noon.

The afternoon will be a surprise for all. More information will be provided as plans are firmed up for later in the afternoon. Saturday evening beginning at 1830 is the traditional Maritime Lobster Kitchen Party. This event will be one that convention goers will be talking about for years to come. Sunday is the day for departures.

For those of you reading this and are members of your local COPA Flight, the committee is extending an offer to each Flight to become involved in an activity at the convention, whether it is organizing a spot landing contest, offering to take on the responsibility of parking on the ramp or to host something like a meet and greet. The committee is open any offers. If you feel your Flight cannot offer to organize one event alone, think about partnering with another local Flight to sponsor an event.

For additional information contact the committee chair Jim Lockyer at Lockyerj@umoncton.ca

A Passport will be Required for Entry into the United States by Air in January 2007

Halifax, N.S. – New travel rules being put in place by U.S. security authorities will impact all passengers flying to the United States from Canada beginning in mid-January. The United States is expected to give the necessary 60-days notice shortly that will require all air travelers entering the United States to present a valid passport.

This new requirement applies to all air travelers from Canada, Mexico, Central and South America, the Caribbean, and Bermuda, as well as American citizens returning home.

Halifax International Airport Authority, in partnership with the Canadian Airports Council, is advising that Canadians planning a trip by air to the United States in January 2007 or beyond, who do not currently hold a valid Canadian passport, should begin the passport application process as soon as possible to avoid any travel disappointment or complications.

Passport requirements for Canadians traveling by land or sea will be implemented on or before June 1, 2009.

For more information about obtaining a passport call 1.800.567.6868 or visit the Passport Canada website at www.passport.gc.ca <http://www.passport.gc.ca/>. Passport applications are available at any Canada Post outlet, Service Canada Centre, or at the Passport Canada office in downtown Halifax. Information is also available from the Canada Border Services Agency at www.cbsa-asfc.gc.ca <http://www.cbsa-asfc.gc.ca/>.

TRANSATLANTIC RE-ENACTMENT FLIGHT

On July 5, 1937 the first commercial test flights across the North Atlantic were conducted. The Pan American Clipper III landed at Botwood, Newfoundland, Canada from New York, via Shediac, New Brunswick. The next day the Clipper III, a Sikorsky 42 aircraft, piloted by Captain Harold Gray left Botwood for Foynes, Ireland. The same day a Short Empire Class flying boat, the Caledonia, under the command of Captain Arthur Sydney Wilcockson left Foynes for Botwood and landed July 6, 1937. These flights marked the beginning of commercial transatlantic flights.

In July of 2007, a re-enactment of the flight from Botwood to Foynes will take place using a vintage PBY Catalina (or Canso as we call them in Canada) flying boat. This will be history repeated.

This event is significant because it was the beginning of commercial aviation between Europe to North America.

It would be ideal if passengers could travel on the plane for this historic event but because the aircraft is fitted as a water bomber and not a passenger plane, it does not meet the specific regulations. However, there are still vacancies with regards to crew members. For a person to participate in this event, it would be a remarkable experience for him or her. They themselves will become part of history.

To fund this event (fuel, maintenance, navigation systems, etc) we rely on forming partnerships with companies and individuals. It is costly to fly a sixty-two year old aircraft across the North Atlantic at 10,000 feet. It is also something that not has been done for several years. Remember this is the one and only time this will be done as a 70th anniversary for the first commercial transatlantic flights in a plane that dates back to that same era; a true journey for any enthusiast, young and old alike.

If you or anyone you know would like to participate and embark on this timeless journey and become a part of aviation history please feel free to contact me which ever way you desire from the contact information below. I am looking forward to future discussions.

Onward and Upward!
Cheers,
Damian Wells
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**Halifax International Airport
Worth Over \$1 Billion to Provincial
Economy**
Halifax, N.S. – Halifax International

Airport is worth over \$1 billion to the Nova Scotia economy, according to an economic impact study released today. The study calculates the total provincial economic benefit of Halifax International Airport and its aviation community at \$1.15 billion for the year 2005.

The study, conducted by SGE Acres Limited, also reports that since operational transfer of the airport from the federal government in February 2000, HIAA and airport tenants have contributed over \$155 million in renovation and new construction impacts, generating some 2,920 full-time equivalent (FTE) jobs. As well, the airport continues to play a major role in tourism as a gateway to Nova Scotia, with tourists accessing the province via the airport generating \$464 million in tourism-related spending. The report concludes that Halifax International Airport represents a major economic, fiscal and employment generator for the Halifax Regional Municipality and Nova Scotia.

“Successful airports around the world play exactly this role in their communities”, says Eleanor Humphries, President & CEO for HIAA. “As a world class airport, Halifax is much more than simply a place where aircraft land and take off. We are a significant part of the economic fabric of our municipality and our province, as well as a facilitator for other businesses in their pursuit of growth and prosperity for the people of Atlantic Canada.”

The study shows that Halifax International Airport has achieved consistent growth over the past 15 years, resulting in a 45 per cent increase in total gross output to the provincial economy and a 55 per cent increase in employment since 1989.

For 2005, the report calculates a wage and salary impact of \$385 million, a retail sales tax impact of \$20 million, and a personal income tax impact of \$53 million.

The direct employment created by the airport was 5,360 full-time equivalent (FTE) jobs – close to the population of

the town of Kentville. As well, the report attributes a total of 11,625 FTE jobs to the airport, which equals 2.6 per cent of Nova Scotia’s total employment, with IMP Group, Air Canada, and Air Canada Jazz employing 2,584 FTE staff or almost 50 per cent of the airport’s direct employment. IMP Group is the largest employer with 1,400 FTE employees. There are over 20 major commercial and industrial tenants leasing airport land.

MK Airline Crash Law Suit

HIAA has been named in a law suit launched by MK Airlines in relation to the crash that occurred in October 2004. Worldwide Flight Services, NAV CANADA and the Attorney General of Canada (as represented by Transport Canada) have also been named in the suit. The suit claims, among other things, that HIAA is liable for accepting the installation of the NAV CANADA berm at the end of runway 24. It also claims that if the berm had not been there, and if the support for the antennae mounted on the berm had been frangible, the crash would not have happened.

The Transportation Safety Board report on the crash released this past June found that the speed and thrust settings selected by the crewmembers in preparation for take-off were incorrect for the weight of the aircraft, and that the crew did not receive sufficient training on the computer program used to calculate take-off velocity and power. The TSB investigators also found that crew fatigue and a dark take-off environment may have compounded the likelihood of human error. The TSB expressed a general concern about man-made objects such as the berms, but made no specific recommendations.

At this point, our legal advisors are reviewing the Statement of Claim. Once served with the claim, HIAA will respond in due course through the normal legal channels.

HIAA Corporate Communications & Public Affairs



News Shorts

C-17 Globemaster III's for Canada

The Canadian government has announced that it will purchase four C-17 Globemaster III's to provide the forces with a heavy lift capability. These aircraft will be diverted from the USAF production line to fill the CAF needs rather than later, the first could be delivered in 2008.

Left: The glass cockpit of the C-17 Globemaster III at NSIAS 06.

Canada Invests \$500 Million In JSF

Canada announced in early December to continue and formalize its participation in the development of the Joint Strike Fighter recently christened the F-35 Lighting II. Canada is the second foreign country to sign on to the production and support phase after the Netherlands. Canada spent \$150 million on the development phase of the aircraft. DND indicates that it will require 80 F-35's to replace the CF-18 fighter fleet beginning in 2017.

Canada Opts to Purchase C-130J

Canada will be ordering seventeen C-130J Hercules aircraft to replace the older C-130E's and H's in service with the airforce now at a cost of 4.9 billion which includes a 20 year support contract. The first of these aircraft are expected to be delivered by the Summer of 2010

416 Lynx and 441 Silver Fox Squadrons Disband

416 and 441 Squadrons have been disbanded at CFB Coldlake and replaced by 409 Squadron. The 2 squadrons were combined similar to 425 and 433 Squadrons at CFB Bagotville in a move to save money. This effectively leaves Canada with 2 operational fighter squadrons and 410 Cougars as the train-

ID Quiz

Right: There were no correct responses to the last ID Quiz. The correct answer was an Antonov AN-124. Thanks to Ken Brown for providing the photo.

The quiz for this issue is shown below. Remember to be credited with a correct answer you must supply both the name of the aircraft and the manufacturer.



<http://www.century-of-flight.freeola.com/Aviation%20history/coming%20of%20age/flying%20boats/images3/12.jpg>



Letter to the Editor

The following letter was received via e-mail regarding our CF-100 Mk V. (18747).

Dear Rob

This through the fog of 43 years or

The responsibility for the maintenance of the ejection guns had just passed from the Safety Equipment Technicians to the Armament Technicians, This was the first aircraft at Bagotville that had the guns inspected by SE. They put small lead seals on the locking wire securing the covers of the lower charges. These seals interfered with the locking mecha-

nism on the bottom of the gun with the result that the seats were not locked into the aircraft. I don't remember if this aircraft had the gas ejector mod.

It is unknown how F/O Grondin separated from his seat and deployed his parachute as the drogue chute returned with the aircraft wrapped around the port stabilizer. This I saw with mine own eyes

It is part of the legend that among other things missing from F/O Grondin when he arrived on the ground were his boots and trousers. He apparently retained, in his hand, the pencil with which he had been completing the radar report when

he left the aircraft; it was said to be crushed.

It is also part of the legend that when F/O Grondin appeared the next day in the Armament Systems section, Sgt. Bill King asked him for the radar report.

When it was not forthcoming, Bill commented that it was very difficult to run an efficient radar maintenance organization when the aircrew couldn't be bothered getting the paperwork done correctly.

It was also said that the Techs who installed the seat got 14 days extra duty for the error but also the traditional case of beer because the parachute worked.

Best regards,

Richard Stephen

Caption This Photo

Winning Caption For Last Issue at Right:

It slices, it dices, it juliannes!

Caption the photo below and submit your caption to acam@ednet.ns.ca

Contributed by: Kyle Dowd



Subject: Hawker 800XP Vs. Glider at FL160

The Pine Nut range is about 40 south of RNO, 10 east of the Minden airport.

Hawker 800XP vs Glider : Incline residents survive collision at 16,000 feet 8/31/06

The mood couldn't have been more relaxed aboard an executive jet carrying three Incline residents as it began its descent towards Reno-Tahoe International Airport Monday afternoon.

Mike Chipman was dozing while his wife, Evy, read a book. Steve DiZio was also reading and occasionally looked-up



to check the flight's progress on a GPS read-out.

Then, they heard what sounded like an explosion coming from the cockpit. The cabin depressurized and the plane veered to the right before going into a steep dive.

"The pilot had just put on the seat belt sign, and a few minutes afterwards there was this explosion .a really loud bang or crash from the cockpit," recalled DiZio, a retired high-tech start-up manager.

Traveling from the Carlsbad Airport in San Diego, the Hawker 800XP jet struck a glider in a mid-air collision at 16,000 feet over the Pine Nut Mountains southeast of Carson City.

The accident, which took place at about 3:10 p.m., destroyed the jet's nose cone and the glider whose pilot, Japanese citizen and 30-year glider veteran, Akihiro Hirao, parachuted safely back to earth.

The pilot quickly brought the jet back under control as the three startled passengers secured their oxygen masks.

After deducing that the damage to the starboard wing, part of which had caved-in and was leaking fuel vapor, was too extensive to have been caused by a bird, and that they would all be dead if they had struck another conventional airplane, passenger Mike Chipman, a part owner of the Arizona Diamond Backs, surmised the truth.

"I knew there were gliders all over the place ... the only thing I could figure when we realized it wasn't a bird was that it was a glider," he said.

DiZio and the Chipmans said they did not panic after the crash.

"Things go through your mind, but it was sort of like a dream," DiZio said."There was nothing we could do. We just sort of went calm."

"I did some deep breathing and said a few prayers," Evy Chipman said.

"Though I was aware of the damage to the wing, there wasn't much I could do," said Mike Chipman. "The pilots clearly had it under control, but it certainly had my attention."

Though the passengers didn't know it at the time, the starboard engine had failed. Moreover, part of the glider had ripped its way through the plane's nose and into the instrument dash, causing it to burst into the pilot's face and lap.

Despite a gash to her chin, pilot Annette Saunders remained in control throughout the remainder of the flight, even after a two-foot piece of the nose structure had bent its way in front of the cockpit window.

After passing the Carson City Airport, the pilot swung the plane around to bring it in for an emergency landing. As they leveled-out, the co-pilot turned and yelled over the noise that they had lost control of their landing gear and would skid to a halt on the aircraft's belly.

Though passengers assumed the emergency position, they said the landing could not possibly have been better.

"The landing was as smooth as you could imagine, not even a bump," DiZio said. "We stayed on the runway right up to the end, so she (the pilot) must have had that just perfectly lined-up even with the crosswinds."

Upon landing, pilot Saunders was taken to the Washoe Medical Center with minor injuries.

Glider pilot Hirao was found unharmed by Washoe Tribal Police later that evening.

According to Lyons County Sheriff's Department Captain Jeff Page, the tribal police spotted a Japanese man, asked him if he was a glider pilot, and told him that a lot of friends were looking for him. They drove him back to the Minden-Tahoe Airport, where he had taken off earlier that afternoon, where he was greeted by friends, examined and quickly released with only scrapes and bruises.

"To be quite honest, I don't think anybody was expecting the outcome that we had," Page said. "In my 20 years in law enforcement, I've never seen a mid-collision where anybody survived. Here, everyone made it."

President's Message

From the desk of Rob MacIreith

As we move into the winter restoration period, our Saturday crew is gearing up to work at developing new exhibits and continue with our restoration work. Our team is slowly trying to move from facility work and back to restoration and exhibit development work, although, we seem to always have some facility items that take up our time. I hope that we will be able to fully transition to restoration type work soon and that our facility improvements will tail-off in the near future.

Also, during this winter session, some members of the Museum are working hard to plan improvements to the Museum for 2009's celebration of the 100th Anniversary of the Silver Dart's first flight. These improvements will be related to the Silver Dart building and the exhibits in it. A planning team has been struck and we are working on developing the floor plan and goals before turning the plan over to our fund raising team. We require new volunteers to help raise the funding to make our plans a reality. More details will be released to the membership as they become available. Your help is needed. Please contact me! We are really beginning this process at a late date. We need to begin construction by September in order to meet our target dates and goals. Time will be tight and members are needed to help get the job done!

In the near future, we will be implementing some new policies with regards to artifacts and donations to help streamline our operations. At this time, several exec members and board members are meeting to finalize these policies before we begin the implementation process. It is important for us to make these improvements in our operations to help lessen the work for our shrinking volunteer base.

My congratulations to the members of the Board of Directors who met with the Province and convinced them of the importance of repairing the building; the repairs have been needed and will help improve our presentation to the public in the long run. Also, my congratulations to Glenn McCarron on being presented with the Distinguished Member Award; your work at the Museum has been a great help! Lastly, my thanks to Danny Price for his service on the Executive over the last number of years; Danny is stepping down but will continue as an active member of our Saturday crowd.

As we always require help at the Museum, I hope to see many of you over the winter at the Museum. Season's Greetings!

R

Wanted

Newsletter Items:

I am completely out of newsletter items. If you can help out with stories and pictures, please send the information to me via e-mail or snail mail on the cover.

Compact Fluorescents:

We are looking for a source of compact florescent lighting to change over some existing exhibit areas. As we replace burned out lighting we will be using this new technology. It is a bit more expensive to replace but cheaper to run. If you can help out by donating some PAR 38 CF lights it would help.

Wanted

Steel:

We are looking for a supply of plate steel to manufacture floor stands for various aircraft. Don Hirtle was able to acquire some round stock for this project already.

Computer Monitors:

We are in search of two 19 inch color LCD computer monitors for 2 exhibits.

Computers:

Recently retired P3 machines or newer are an asset to the Museum, if you are looking to dispose of a P3 or P4 machine, keep us in mind.

Scanner:

The Museum would like to have a high quality USB flat bed scanner. If you know of a surplus unit that we may be able to acquire please let me know. We are looking for the scanner to copy personal photos people do not wish to leave with us.

Volunteers:

Volunteers are our biggest asset and one of which we are in short supply. We need volunteers all the time. If you know of someone with an interest in aircraft or likes to tinker with items please put them in contact with us.