The Atlantic Canada Aviation Museum Newsletter

Upcoming Meeting Dates:
The November Meeting will be held on Nov. 22nd at the Atlantic Superstore in Lower Sackville. There will be social time beginning at 7:00 pm. The meeting will begin at 7:30 pm.

The Annual General Meeting will be on Jan. XXth at XXX beginning at 7:30pm.

Runway 15/33 at Halifax International Airport on September 11th. HIAA Website Photo
In the Aftermath of Sept. 11

By: Rob MacIlreith

Author’s Note: Special thanks for help with information for this article from Karen Sinclair, Manager, Communications & Public Affairs for the Halifax International Airport Authority.

On September 11th the sight of aircraft plunging into the World Trade Center towers, and then their collapse in addition to the crashes in Washington, DC and Pennsylvania will be an image that we will all live with forever. As we watched events unfolding on TV in my classroom, the students could not comprehend how the world has changed before our eyes. One student later remarked that it was like watching a bad movie or a video game. She said that she did not feel the situation was that grave until she saw the look of horror and fear on the faces of the teachers in the room.

For myself, what struck me most about the events of September 11th, is how small the world has really become. An event several hundred nautical miles away impacted our local society like never before. With the closure of American Airspace, dozens of flights had to divert to airports in Canada. Gander, Moncton, St John’s and Halifax became prime destinations. For the remainder of the article, we will examine events here, in Halifax.

Time Line of Events Provided by the Halifax International Airport Authority.

- At approximately 11:00 AM on Tuesday September 11, we were notified that 2 aircraft had hit the twin towers of the World Trade Centre in New York.
- It was very quickly determined that this act was an act of terrorism. This initiated a host of action in motion.
- Fearing additional acts, which in fact did take place, all airports in the United States were immediately closed.
- Aircraft in the air were diverted to other airports rather than continuing on to their original destination.
- Halifax International Airport received its first aircraft at 11:35 AM. A United Airlines, Boeing 767.
- Over the next several hours we were notified that as many as 40 to 50 aircraft would be diverted to our airport.
- We closed down runway 15/33, to accommodate the in-coming aircraft and provide aircraft parking space.
- We enacted our emergency operations centre, at approximately 11:45 AM to deal with this situation.
- Passengers began deplaning at around 03:30 PM and the last aircraft deplaned at approximately 4:00 AM.
- HRM was contacted and agreed to provide all accommodations and the caring and feeding of the 7000+ passengers that were on the diverted aircraft.
- High Schools, Arenas and Sports Facilities in HRM were used as temporary accommodations, as well as, people were bused to Aldershot.
- As the passengers deplaned their hand luggage was searched before they were permitted to enter the air terminal building.
- Transport Canada decided that airline flight crews should be responsible for searching the cabin of the aircraft, while making available the services of the RCMP personnel and dogs if required.
- All passengers had to positively identify their baggage, prior to being allowed to enter their aircraft.
- The first diverted aircraft left Halifax at approximately 03:40 AM, September 13, 2001 (Canada 3000 departed first at 01:18 AM, September 13, 2001). The departure of the final diverted aircraft occurred at 11:29 AM, Saturday September 15, 2001.
- The 7000+ passengers were unbelievably cooperative and understanding, considering the unfortunate circumstances they found themselves in.
- In addition to some, albeit very few, angry words, the only incident that we were aware of was two individuals; French nationals, who were on a Lufthansa flight decided to light a cigarette. Both became guests of the RCMP, Sackville detachment for the evening. No charges were laid and they were released in the morning.
- TWA Airlines, which the French Nationals originated on, refused to allow them back on the flight. A third person decided to stay with them.
- We have been dealing with the French Consulate, in Moncton, in an effort to move these people. They have since left Halifax and driven to Montreal to stay with friends and decided where they will go from there.
- Several people decided not to go back on their originating flights, largely because they were returning to their departure location rather than continuing on to their original destination.
- Air Canada graciously made provision for these people to pick up their luggage at the Air Canada Cargo Centre, one hour after their flight departed. These individuals then used other means of transportation to arrive at their originally intended destination.
- Some decided to stay in Nova Scotia to tour our region.
Halifax International Airport received the greatest number of aircraft of any individual airport and we were the first major airport to completely have all the diverted flights leave.

We maintained domestic operations during this period albeit at a reduced level.

This was a tremendous team effort of all those involved, including the airlines, Air Canada, Customs & Immigration (who were able to process a plane load of passengers in under 10 minutes) HRM and countless others.

On September 14, 2001 we participated in the National Day of Mourning, by holding a ceremony in the air terminal building which included comments from Sally Budge, Airport Chaplin, and the singing of the two National Anthems, by two members of the RCMP in red surge, and observing 3 minutes of silence.

We received a tremendous number of cards, including a large number from the local grade 7 students of Astral Drive Junior High in Cole Harbour, which are still on display in the air terminal building.

We have received many expressions of thanks for the kindness and the generosity of the people of Nova Scotia, from our guests.

The people that visited our city sent hundreds of e-mails and letters of thanks to the airport, the city, newspapers and various residents. The following letter by a Delta Airlines First Officer sums up many of the feelings of our visitors.

Monday, September 17, 2001

HIAA:
I was the first officer on Delta Flight 39 from Amsterdam to Atlanta when we were diverted to Halifax on September 11th. Needless to say, it was a total shock to us, the crewmembers, and the passengers when we found out what had happened in New York. You had approximately 47 aircraft with between 6000-10000 people arrive unexpectedly in a brief time in a distressed state of uncertainty. We waited for about 9 hours for our turn to get deplaned. Air Canada operations kept us informed, as best they could, of intentions for handling such a huge operation. While we waited, our lavs were serviced, and water and snacks were brought out to the aircraft. Human contact meant a lot to us at that time. Once we got off the airplane we were brought into the terminal where customs and immigration got us through in an expeditious and courteous manner. Our passengers were directed to a gate for processing and transportation.

Our flight crew was met by an Air Canada representative who took us to a special area where they had food and water available and where we could call our loved ones. We were taken by a couple of volunteers from a local church in their church van to the Lord Nelson Hotel. Their staff greeted us warmly and got us into our rooms quickly after an 18hr stressful day. When we departed on September 13th, the airport security had obviously been strengthened, but all your people were thorough while also being considerate. Our passengers told us stories of how they had been taken to individuals’ homes and how well they had been treated by them and the community. While we were in your town for the two days, everyone was friendly, compassionate, and understanding. We enjoyed seeing your beautiful city, even though it was under less than desirable circumstances. I want to thank everyone at the airport: the Air Canada personnel who volunteered to come in and assist, the agents, operations personnel, caterers, cargo personnel, fuelers and ramp personnel, the Royal Canadian Mounted Police, the emergency medical personnel, airport security, customs and immigration, and the many others who assisted at the airport. I also want to thank your community and its volunteers who assisted at the gymnasium and schools to shelter our passengers, those who took them into their homes, and the countless other ways the people of Halifax helped us. It was a tremendous demonstration of organization and sacrifice by you. President Bush has been saying that this is a time for the people of the United States to stand together and help each other...but I want to say thank you, the people of Halifax and Canada, for helping us and standing with us in this time of need. Thankfully,

Glenn Bingham
First Officer, Delta Airlines Flight 39.
In the Air and on the Ground

Above: Photographer unknown received via e-mail.
Right Top: A Singapore Airlines 747 Photo By Bill Leeming.
Bottom Right: Olympic Airlines. Photo By Dave McMahon.
Bottom: 4 US Airways aircraft. Photo By Dave McMahon.
Left Page: A pieced together panoramic view of Runway 15/33 as seen from the Route 212. Photos By Rob MacIlreith.
In the Air and On the Ground

Top and Right side Photos: Bill Leeming
Below Left side Photos: Dave McMahon
Thoughts of the Aftermath

By: Rob MacIlreith

On September 11th, 40 International aircraft carrying 6,978 passengers and approximately 580 flight crew were diverted to Halifax International Airport. With the help of the general public a warm reception was provided for our guests. Many have commented that they will return to visit again because of the hospitality shown by Nova Scotians. One pilot had a choice of diverting to Halifax or Toronto, he choose Halifax because of the reputation Halifax had gained in helping the families, after the crash of Swiss Air 111. He figured his passengers would be better taken care of here.

Constable Wendy Ruby, my school’s RCMP Liaison Officer, was called out to help with security while passengers deplaned. “Most passengers spent long hours on the planes and were thankful to be allowed off in a friendly environment”, recalls Constable Ruby, “people were very understanding.” Later, Constable Ruby was responsible for security at one of the local shelters and even participated in the wedding of one couple from England. The wedding was organized by the host family and held in the backyard of their Lower Sackville home. Truly, an event to remember! Constable Ruby also recalls the stress of some passengers that did not want to continue on to the U.S., they tried to turn their passports over to her and asked to be allowed to remain in Canada.

Visitors came to Halifax from various countries and religions. Some with medical conditions, some with emotional problems being associated with landing in a strange place under unique circumstances. Most will tell you they were thankful for the help and that it was an experience that they will never forget. However, it is the tragedy of the events in New York, Washington and Pennsylvania that we will all never forget. Times have changed, the World has changed. This is one of the events in history, like the assignation of Kennedy, that we will all remember where we were, when we heard the news.

As I write today, the Canadian Naval Task Group has recently left port to begin “Operation Apollo” and they will be “sailing into harms way” somewhere on the other side of the world. In my classroom, as we discuss current events and I look at the daughter of a sailor on HMCS Halifax, I wonder how our world will change yet again in the near future. “Lindsay have you heard from your Dad lately?” She puts on a brave face and a smile of pride and replies, “I heard from him the other night, he is in Greece. The boat has stopped for supplies and they are heading to sea by the weekend.” We discuss other events and later at the end of class, she thanks me for asking and they are heading to sea by the weekend. “We discuss other events and later at the end of class, she thanks me for asking and they are heading to sea by the weekend.”

Travel Tips

Thanks to Karen Sinclair, HIAA, for making the following information available.

HIAA is complying fully with all government-issued security measures. The following tips will help ensure that your travel is safe, secure and efficient. Your patience and cooperation are appreciated.

Flight Information:
Check our flight schedule http://www.hiaa.ca/html/schedule.html for the current status arrivals and departures. For further information on flights, please check directly with your airline http://www.hiaa.ca/html/airline.html.

Check-In Time:
The following times to arrive at the airport are estimates only by each airline, and vary depending on many factors. Please be prepared for variations in these times.

- Air Canada / Air Nova - 1 hour for domestic and at least 90 minutes for transborder (United States) and International
- Canada 3000 - 2 to 3 hours
- American Eagle - 2 hours minimum
- Continental - 2 to 3 hours
- Icelandair - 3 hours
- Air St. Pierre - 2 hours

Identification:
All passengers should carry photo identification and International travelers must have a valid passport.

Luggage:
Carry-on luggage will be limited to one bag plus a personal item such as a purse, briefcase, or backpack. Passengers are advised that all carry-on luggage will be searched and that they should be fully aware of the contents of both their carry-on and checked baggage. Passengers will be required to prove that electronic or battery-operated articles are in working order and are urged that whenever possible they should minimize the packing of such items in their carry-on baggage. These include cell phones, paging devices, personal listening devices (CD players) lap top computers, and electronic toys and games. As well, avoid packing razors, scissors, letter openers, knives, knife-like objects and any other sharp object that may be considered a weapon.

Security:
How Attack on America Hit Halifax International Airport

It started as a day quite normal
At Halifax International Airport
But soon it became quite clear
We would need each other for support.

Tuesday morning they started to come
They landed, parked and had to wait
Journeys abruptly changed
As innocent people tried to comprehend their fate.

The Tower heard from American and European pilots
And directed them to their spot
A runway was closed to make enough room
For 40 unexpected planes – that’s a lot.

Inside the Airport the calls began
Activating the Emergency Operations Centre
They came from the Authority, the RCMP, the Airlines, Security
‘What’s happening’, they asked, as they entered.

At first, more questions than answers
But each person had jobs to get done
From passenger safety and comfort
To disembarking them, one by one.

To get these 7,000 people
Through customs and onto a bus
Was a challenge beyond our imagination
But one accomplished by a team, by us.

We all pulled together to do this
The Airport Community played its part
But to get these travellers somewhere to rest
An entire city opened its heart.

The media came to cover the news
The planes, the people, the stories
We kept them informed with all we knew
Hoping to alleviate public worries.

Plane after plane was unloaded
And strangers passed through our lives
Our thoughts could not help but turn
To our children, our husbands, our wives.

Phones everywhere never stopped ringing
With frantic people who needed to know
So many volunteers helped get answers
Showing patience and kindness in the wake of such woe.

By working throughout that first night
The last of the people were gone
To a place that offered some consolation
But, for how long?

One day became two, and then three
The world was stunned, but we worked with one unified aim
Preparing for the return of our new friends
Of getting them back on their plane.

Extra security people came from other airports
We opened up another pre-board screening line
To somehow get these people
Home in record time.

On Friday, three minutes of silence
Gave us a moment to stop, to mourn
We each prayed in our own private way
But our hearts were broken, torn.

Everyone there was full of emotion
Many choking back tears
Sorrow and sadness and sympathy
Feelings to be remembered for years.

The words of the Star Spangled Banner
Rang proudly throughout the air
The Airport joined millions of others
Who took the time to show they care.

It was the little things that were touching
The condolence cards on the wall
From the Grade 7 class who sent them
Their words conveyed it all.

‘To my American Friend
I don’t understand, but I know
Our thoughts and hearts are with you
I hope these cards will show.’

The sun still shone on Saturday
When the final plane took to the sky
We did what we could, we wished you well
As we waved goodbye.

Each of us has been touched uniquely
Our own memories of this crisis remain
We all hope someday our world
Will be forever rid of pain.

By: Karen Sinclair
Manager, Communications & Public Affairs
Halifax International Airport Authority
September 16, 2001

The Atlantic Canada Aviation Museum Newsletter
November / December 2001
Page 8
DEDICATED TO THE PRESERVATION OF THE AVIATION HERITAGE OF ATLANTIC CANADA
Aviation Funnies

As the newsletter was being prepared a variety of new aviation cartoons, related to World Events since Sept 11th became available, here are a few you might enjoy.

Top Left and Right Column: received from Bill MacDonald.
Middle Right: received from Kevin MacIlreith.
Bottom Right: received from Dave Powell prior to Sept 11.

To most people, the sky is the limit. To those who love aviation, the sky is home. Anonymous.
Editorial: The Cormorant
By: Rob MacIlreith

Finally arriving in Canada, two of the new Cormorant Search and Rescue helicopters were delivered to CFB Comox on October 10th. They are the first of 17 new SAR birds, all to be delivered by 2003 at a cost of $800 Million Canadian. However, what strikes a note of interest in the arrival of these new state-of-the-art helicopters is that they were delivered with very little fanfare. In fact, their arrival was kept very hush-hush when compared with the arrival of other new equipment for the Forces. One has to wonder if the arrival was not publicized because of the Sea Kings that were simultaneously being prepared to leave for the Gulf. One can imagine the controversy that a publicity event would have raised due to the cancellation fiasco of the EH-101 in 1993. In fact, I wonder how much more of a force multiplier our fleet would possess, with new helicopters, if the EH101 had not been cancelled. Instead our fleet is sailing into harms way with a 38 year old airframe, that should have been retired to a Museum. Politics and points for the educated mind to ponder.

ID Quiz

Last month’s ID Quiz must have been a bit harder for our readers because for the first time since I have become editor, not one person wrote in to take a stab at identifying the aircraft. Thanks again to Robert MacDormand of Digby, N.S. for submitting the photos of the Explorer 350R. To the right is a side photo of the aircraft. The Explorer was owned by a couple and their 3 kids from Quebec and was visiting the Digby Airport during the summer of 2000. Bob reports that the back of the AC was one big bed and everyone had a bike to visit the local sights. For more info on the Explorer aircraft visit their website at: www.exploreraircraft.com

This months quiz was submitted by Don Hirtle. Thanks for the submission Don. Remember to get credit you must identify both the aircraft and the manufacturer.

Interested In Advertising in ACAM’s Newsletter?

Contact Rob for information. Prices begin as low as $10.00 for a business card spot. Web links are also available.

acam@ednet.ns.ca

Guest Speakers

The Museum is looking for guest speakers to speak to a small group of aviation enthusiasts at our bi-monthly meetings. If you, or someone you know, is interested please contact Mark Peapell.

acam@ednet.ns.ca
Thanksgiving Flight to Halifax

Article and Photos by: Bill Leeming

Monday morning and I have the day off and it looks like a great day to fly. So after calling the Truro Flying Club to reserve an aircraft I drive to Debert. Enroute I could see a line of low cumulus clouds far to the North, but Debert to Halifax was perfectly clear. At the flying club I helped pull C-GPOO (a Cessna 152) out of the hangar and did a preflight inspection. Everything looks fine (17 gal. fuel should be plenty). Back in the clubhouse I called Halifax Flight Services to file a flight plan. Taxing out to Runway 23 I call Debert Unicom only to find the headset mic did not work - the backup mic worked fine. After a quick run up to check the engine I was off. A left turn after takeoff to 210 deg., climb to 2500 ft and a call to Halifax radio on 126.7 Mhz to open the flight plan. The aircraft cruised smoothly through the air at a steady 90 knots. Passing over Shubenacadie I made a call to Halifax Tower to get clearance through their control zone. Barry Macleod (a former ACAM member) was on duty and after a check of the radar transponder he told me to continue on course. The flight path was over Elmsdale and Grand Lake then on to Bedford. At Bedford, Barry advises me that Shearwater Tower is closed because of the holiday and I will have to call on 119.0 Mhz with my intentions, as there will be no traffic control. No traffic anyway, one aircraft was active at Shearwater doing circuits on Runway 34.

Swinging around Halifax I call to advise everybody that I am turning over Point Pleasant Park and will be heading up the Harbor at 2000 ft. I see that there is a Cruise Ship at Pier 21, a few pictures later and I see that I am over Burnside Industrial Park (no cars in the parking lots). Heading back to Debert I pass over Waverley and call the Tower again and ask if I can follow Highway 102 past the airport. After orbiting for a minute over Lake Fletcher waiting for a Boeing 737 to land I cruise up to the airport, pass the Museum on my left and take a few more pictures. I see that the left fuel tank is very low so I decide to go back to Debert IFR. Passing Stewiacke I get a call from Halifax Radio that another aircraft is crossing over, I see it about 500 ft above me. (Its good to see they are watching over me.)

I call Debert about 5 mi out and hear that the wind is now 260 deg at 10 knots so I join downwind and land on runway 27. Another safe routine flight completed, total time was about 95 minutes.

Top: Turning over Point Pleasant Park and looking at Halterm.
Left: George’s Island. Right: Citadel Hill and Downtown.
Lower Middle: ACAM as seen from the air.
Bottom: Halifax International Airport.
NSIAS 2001
By: Rob MacIlreith

So what was new at NSIAS 2001? Well, the first look at the new Texan II and the C-130J Hercules was neat. It was obvious that this year was a fighter show. After last years lack of fighters it made the jet boys, like myself, quite happy on arrival Friday. At one point on Friday there was 4 F-18 Hornets, 2 F-16 Fighting Falcons and 2 F-15E Strike Eagles in the pattern. Not exactly a sight you see everyday in Dartmouth.

This year I was most impressed with the flow of traffic and the parking of vehicles. Unlike years in the past, the people parking cars seemed to be well organized and really got the job done quick. Well Done! As in the past, the trade show was a success allowing many companies to show case their wares for the general public.

What I did find a drag was the return of Fort Apache, a wooden wall across the front of the parking area and around the 2 KC-10 Extenders. The biggest complaint heard at the show again this year was the parking of the flyers in the South Arming area, making it difficult for the die hards to see the aircraft and take photos. The organizers made a good attempt at rectifying this problem by taxing the aircraft by the crowd instead of on the runway as in years past.

It was a major disappointment that the Avengers from FPL were not able to make the show due to fire conditions. They were the only warbird type aircraft attending, with the exception of the Shearwater Museum aircraft on display in the static park. Some warbirds from Central Canada or the US certainly would be a nice addition in the future.

If you like the smell of Kerosene and sound of jet engines then you probably really enjoyed this years show. I personally found that the long breaks in the flying display and the distance flown from the crowd was a negative. Overall, it was a fine airshow weekend! However, it noticably lacked the variety of other years, with the best days being arrival Friday and departure Monday.

[1] Navy F-18 Hornets Arrive on Friday
(Dave McMahon Photo)
[2] Hill AFB F-16 Falcon (Dave McMahon Photo)
[3] KC-135R and 2 F-16’s during a Monday morning flyby (Dave McMahon Photo)
[4] Navy UC-12 departs Shearwater on Monday
(Dave McMahon Photo)
[5] The Buffalo did a nice flyby (Dave McMahon Photo)
[6] Shearwater Museum Tutor and Banshee on display (Rob MacIlreith Photo)
[7] CF-18 Hornet Demo (Rob MacIlreith Photo)
[8] The new Texan II (R MacIlreith Photo)
[9] The new C-130J Hercules (R MacIlreith Photo)
[10] Dutch F-16's arrive (R MacIlreith Photo)
[11] Sea King Demo (D McMahon Photo)
[12] German Tornados arrive (R MacIlreith Photo)
[14] 4 Marine Corp F-18's arrive (R MacIlreith Photo)
[15] The Griffon Demo (D McMahon Photo)
Museum Notes
By: Rob MacIlreith

Facility:
With October comes the closing of our Museum for another season, by all accounts a successful one! Final numbers will be reported in the next issue of the newsletter. Late September and October seemed to be an improvement over that period last year.

The major project for the facility since last issue has been the leveling and gravelling of a storage compound. A thank you to the following companies for their help and support:
- Doug Richard Backhoe and Trucking Limited
- Do It Rite Landscaping
- Conrad Brothers
At this time the compound is ready to have material moved into it and will have a fence built around it in the future (most likely next spring).

Harvard:
Bill Leeming reports that the Harvard restoration is progressing well with the focus being on preparing stencils to apply the markings. Ron Cunningham is checking on the cost of having the painting done professionally. Preparation time has also been spent preparing the wing leading edges for touch up. Lastly, they have been trying to build a bellcrank for the ailerons in order to hook up the control cables. For those of you that did not make it out to the Museum this summer, the Harvard is looking very good. Hopefully restoration will be completed in the next year.

Top: The Museum facility in late October.
Above Left: Part of the clearing for the compound and the path to the Hotel in the rear. To the right is a pile of bark mulch made from some of the cleared trees.
Above Right: The full compound with some of the old Power Building in the background.
Below Left: Standing in the back of the compound looking out towards the parking lot. (Lots of storage here).
Below Right: Michael White has been working at clearing off the septic field before the brush causes problems.

Far Left: Masking around the tail section of the Harvard in preparation for applying markings in the near future.
Left: Masking the wing in order to touch up the yellow on the leading edges of the wings.
Sabre:
The Sabre restoration is a major focus at this time. With the dedication ceremony for the aircraft coming up next summer, there is much to do and not a moment to spare. Crew Chief Marcel Olson has made great progress this year and is getting some extra help with the buffing of the airframe. The gold is coming up and looking fine. Some sections of tail have been removed and are being prepared for further repainting. All in all the restoration is progressing well and should be complete in time, if the crew runs into no major snags.

Top Left: The Sabre is being polished and the vertical tail has been removed for further painting.
Top Right: The vertical tail on the ground with the rudder removed. Some further cleaning is required.
Bottom Left: A full view of the left side of the aircraft.
Bottom Right: Looking down where the tail mounts on.

Hudson Wing:
A Hudson wing was recovered by local volunteers from a lake in Country Harbor, N.S. After some negotiation the wing was made available to the Museum. During Thanksgiving weekend Danny McLaughlin, Bruce Paul, Pat Smith and Ken Brown went down to Country Harbor and loaded the wing on a truck provided by Atlantic Tilt Load. More information will be published regarding the wing and it’s history in a future issue.

Top Left: Backing up the truck and preparing to load the wing for transport. (Ken Brown Photo)
Top Right: Arriving at ACAM preparing to unload. (Ken Brown Photo)
Bottom Left: 40+ years of laying on the bottom of the lake has left the metal in poor shape in various areas.
Bottom Right: A look at the wing showing the markings on the top and some of the deep scratches in the metal.

Bell 47 J-2:
Restoration work continues on the Bell 47 helicopter project. Crew Chief Dave Powell has been painting sections of the airframe and installing them as they are complete. Stripping the old paint from the parts has been very time consuming and has slowed the work. In addition, Dave has been working at getting the engine ready for installation and fitting the screens is going to take some work to repair some damaged areas. A completed restoration date has been pushed back to an unspecified time.

Left: The Bell 47 J-2 helicopter is progressing along. Painting is in progress.
Canso: Don Hirtle and Gene Hamilton continue to work away on the rudder section and tail assembly of the aircraft. The rudder is nearing completion of the metal work and will soon be ready to cover with fabric. Most of the work here has been very picky and time consuming due to the extent of the damage and corrosion.
Top: The rudder assembly will soon be ready to cover with fabric.
Left: Patching parts is taking many hours of work.

Additional work is being done on the Pratt & Whitney Twin Wasp for display. With the engine on the stand now, Gene Hamilton has been closing the holes on the engine in preparation for cleaning (above). After the cleaning is finished, only a few odd jobs will need to be completed and the engine will be ready for public viewing in the Pratt & Whitney engine display next season.