

# Glidepath

The quarterly newsletter of the  
Canadian Museum of Flight

Issue #111  
Winter 2012

## You May Be Getting Older, Baby, But You're Looking Better The Museum Gets a Facelift

by Carla Deminchuk

How old is the hangar exactly? One long-time airport ramp rat says it was built for Canada's first machine-powered flight some hundred odd years ago. Others think that is just plain silly. They swear it must be older. When the blueprints for a new hangar were rolled-up awaiting funding, our steadfast Museum volunteers made the best of it. If they can rebuild an airplane with a bit of fabric, adhesive, and some spare parts, the call to spruce up the current facilities was just another Tuesday at the office.

If you haven't visited the Museum lately, you will notice many improvements. The hangar roof still leaks, but some areas make better use of limited space and are easier on the eye.

When pulling up to the gift shop entrance, you will see a new window left of centre. The window doesn't afford much of a view from the inside: a metal wall and the airport's Jet A truck, but the occupant doesn't complain.

"I didn't need that big office" said Museum General Manager Terry Brunner. "With my retail background, I know floor space is at a premium. So we came up with an idea of putting an art gallery in my old office and moving me to a smaller space in front with this new window." Terry says you could swing a cat



Terry Brunner, CMF General Manager, enjoys the elegant surroundings of his newly created 'man cave' office.

and hit all four walls in his smaller "man cave," but claims it doesn't really matter where you put him.

Terry's old office, now the art gallery, will delight any aviation culture vulture. The muted grey walls and track lighting spotlight limited edition prints, photographs, and original paintings. The startling reality of Virginia Ivanicki's acrylics will be tempting for some flyers; they may try to leap into the canvas and throttle-up. If you are looking for a special gift or want to treat yourself to a piece of aviation art, you will find something for all tastes and budgets.

Exit stage left from the gift shop and gallery, out the back door and down the walkway towards the hangar and you will be

sucked into two General Electric engine cowlings from a DC-10. The cowling on the left side leads to one of the engine-display areas known as "the breezeway." The one on the right draws you into the hangar. Remember that dreary yellow hallway between the doorway and the hangar? It has been painted black, and plans call for a painting enveloping the visitor within the inside of that GE engine.

Into the hangar - the Kids' Zone has been remodelled. Our chief receptionist, Caitlin Ringland, has been transforming the walls

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**The Annual Canadian Museum of Flight Fundraiser is coming up, March 31!  
Please check out the great auction items on Page 5, and buy your tickets now!**

## You're Looking Better *(continued from Page 1)*

into aviation murals. A large canvas on one wall depicts a Boeing Super-Sonic Transport in CP Air's Flying Mandarin livery. It was painted by a Boeing engineer engaged in the SST Program in the 1960s. CP Air was interested in the SST, but the project was cancelled. A CP pilot donated the canvas. You never know who or what will show up at the Museum!



**The new Canadian Museum of Flight Aviation Art Gallery, proud to display the work of Virginia Ivanicki and others.**

The room beside the Kids' Zone has been outfitted with a workbench and serves an important purpose; it is the maintenance and storage area for the tools, crankcases, and other parts for our flight-worthy aircraft. No Museum flights will be delayed because a mechanic can't find a tool or part for a Kinner engine. If only the airlines could guarantee the same!

Another refreshing change is the lunchroom, boardroom, and general hanging-out area. A clean new carpet hugs the floor and the walls sparkle with



**B. J. McMillan lends scale to the DC-10 engine intakes, pulling visitors in to the Museum hangar and engine displays.**

a fresh coat of paint. A pleasant place for members to hash-out the museum's business, have a coffee and sandwich, or just gab with another volunteer.

Since the departure of Flights' Bistro, the kitchen has been stripped, tiled, and awaits its new tenant. Judging from

some of the hungry-looking souls knocking on the door, the new operators will be enthusiastically welcomed.

We were also concerned that our hard-working maintenance man, Jeff, might rust away. His work area was open to the rain, sleet, and snow. Jeff now enjoys a 300 sq. foot covered dry area for those jobs that are thrown his way. Another new structure in the static-display yard was once a greenhouse, housing exotic orchids. Provided by flower grower and board member, Bruce Bakker, it is now cultivating another fragile bud: the Hampden port wing which was seriously damaged during the blizzard of 2008.

Engine curator, Vic Bentley, is also a lot happier now whenever the wind picks up. "Prior to this, the engines were in a tent structure that finally blew away" said Vic. The larger gems like the Pratt & Whitney Double Wasp are now under a solid structure in the south-eastern corner of the static-display yard. Vic gets a lot of exercise because the engine collection is currently displayed in three separate areas: this new structure, the breezeway, and down the south side of the hangar. A few are also housed in the off-site storage area known as "the barn." Many of these engines are historically significant, but are under appreciated because of their ever-changing and somewhat rustic exhibit space. Still, Vic remains committed to his engine passions and vision for the future: "When we get our new Museum facility all the engines will be in one area, with lovely signage and bright lights." We sure hope so, Vic!

Other little things like painted hand rails, walkways, and cleaned-up planters represent many pairs of hands who toil quietly and often anonymously.

But despite these improvements, the museum's ongoing nemesis is the leaky hangar roof. Volunteers Jim Beswick and B.J. MacMillan spent many hours applying a latex sealant. Unfortunately, the roof needs another \$8,000 worth of product to complete the job. Donations would be most welcome.

"The idea is to maintain the premises and keep it up to Code, but costs have risen dramatically in the last five years" sighed Terry. "We are hoping this year's fundraiser will raise enough to meet current costs with enough left over to continue the building improvements."

Let's not disappoint. See you at the High Flyin' Hawaiian Night Fundraiser!



**Gordon Varney and Cyril Meadows at the entrance to the new shop for Jeff, armed and ready to attack another piece of lumber, any piece of lumber ...**



**Gord Naslund has spent countless hours at the Museum this past year, on interior renovations, restaurant clean-up and enhancements, and keeping B. J. amused ...**



**The photo doesn't lie: B. J. McMillan brings his smile to all corners of the Museum property, building this, fixing that, ordering Gord Naslund (his brother-in-law) around ...**



**Jeff Jefferies, happy as a clam in his new wokshop, is always ready to lend a hand to any maintenance project. Between times he keeps the yard immaculate, junk sorted and tools cleaned.**

# Personalities at Our Museum

## - Mike Luedey, Webstuff Guy Extraordinaire

An Interview by Carla Deminchuk

*(The sixth of an ongoing series, profiling some of the personalities that make our Museum tick.)*

**Preface:** While searching online for a photo to compliment the Lancaster Bomber article published in the Spring 2011 issue of *Glidepath*, it was my good fortune to find Mike Luedey. Mike has since joined the Museum, has shot some wonderful photographs, and has installed video cameras in our flight-worthy aircraft. His videos and photography are a wonderful addition to the Museum's website, YouTube, and Facebook page. Be sure to check out the bulk of his work via Yellow Drum Productions on Facebook.

**Glidepath:** Many people have been admiring your black and white photo of the Museum's T-33 Silver Star canopy which is exhibited in the Museum gallery. Can you tell us about the set-up of that particular photo?

**Mike Luedey:** That was the morning Breakfast Television came to the museum. It had rained that night and I happened to notice a bit of light that was gleaming from the T.V. truck. I had a pretty good lens on so I tried to do an up-close shot with the water beading on the canopy.

**Glidepath:** I think many find it enchanting because it has a weathered, long-ago look about it.

**Mike Luedey:** I call it Relic in the Rain.

**Glidepath:** Tell us about your early inspiration for flight and photography.

**Mike Luedey:** My grandfather (Arthur Browne, DFC) was a Lancaster pilot in WWII. I always admired him for that. My parents enrolled me in the Air Cadets (690 Lakeshore) in Kirkland, Quebec. Our summer camps took place at CFB Bagotville. A group of us would always sneak off to shine our boots near the runway so we could catch a glimpse of the CF-18s taking off or returning home in the

evening sun. I became completely hooked when I was given a book called *The Cutting Edge* which was an incredible collection of photos and dialogue by an F-14 pilot. I always said bad timing kept me from getting into the RCAF and life kept me from getting my pilot's license earlier. The military cutbacks were pretty severe back then. I did try to get my private pilot's license later on in the mid '90s, but it was just too expensive. So, here I am, a 36 year-old in Langley many years later, volunteering at the Museum while I again work on getting my private pilot's licence. Way down the road I'd like to get some experience flying tail-dragger aircraft. Maybe one day I'll be able to pilot one of these lovely birds for the Museum.

**Glidepath:** What do you particularly enjoy as a Museum member?

**Mike Luedey:** I love the history, seeing these old aircraft come to life. I live on the hill

and can see the airport from the top floor of my house. I really enjoy the photography and video work, and have been

**Continued on Page 4 ...**



**Mike Luedey, a budding pilot with a love of old aircraft, indulges his fantasies at the controls of an Anson.**



**Two examples of Mike Luedey's "Yellow Drum Productions" photographic artistry:**

**Left above "Fog Group"; Right above "Relic in the Rain"**

## Mike Luedey ... continued from Page 3

given an amazing opportunity to develop that into something. I continue to work very hard at it.

**Glidepath:** The in-flight videos from the museum aircraft - they are amazing! How did that come into being?

**Mike Luedey:** I brought a couple of GoPro cameras into the Museum. I donated one to the Museum and the other belongs to Vic Bentley and Bill Findlay, but it gets shared between their Harvard and the CMF aircraft. The idea was to start capturing in-flight footage so we could share the experience of flying vintage airplanes, something not everyone gets to do. The added bonus was being able to offer this sort of memory to members who do get to ride with us. We can point the cameras just about anywhere we want and make sure that both the passenger and the pilot can relive the ride as many times over as they want. I ran three cameras on Members' Day and it was a big hit.

**Glidepath:** Can you tell us about the feedback from the videos you have posted on YouTube and Facebook?

**Mike Luedey:** It's how you reach people these days. We get hits from all over the world. When we started up the Waco INF and posted it on YouTube, a fellow from overseas sent me a message. We have made connections with all the flight organizations. Many did not know about us before. I will continue working on the social-media outlets like Facebook and YouTube, along with the Museum's website. Right now I am posting some of the March fundraiser auction items on Facebook with continued updates. I will continue finding new and interesting ways to get the Museum out there - recognized for what it does.

**Glidepath:** We'd like to thank-you for your creativity and the broadening of the Museum's presence in particular.

**Mike Luedey:** I've met some of the best people here at the Museum. It's a boyhood dream to be part of a team like this. I'm very thankful to the Museum for giving me a chance to do this for them as well as myself. It means more than they could possibly know.

## Fleet Canuck: The Fabric Cover Team Makes Good Progress



*Main Photo: The Canuck fuselage, in its new clothes, lies on its side in Ray Fessenden's shop. Ray was kind enough to offer the use of his shop for this job; clearly neither the shop nor Ray lacks for other projects! Team members, from left Chris Ryan, Bill Butler and Ray Fessenden (plus Ralph Rowe).*

*Below: Ray sprays the first coat of Poly Brush*

*Bottom, left to right: fuselage interior fittings; Ray trims around a hole while Bill looks on a bit fuzzy about what he should be doing; Bill, still fuzzy, hard at work.*



Thanks go to Chris Ryan for all these photos.

# The Canadian Museum of Flight Annual Fundraiser 2012 ... ... Dinner, Live Auction, Silent Auction ... Please Come!

Mark March 31 in your calendar. Buy your tickets. Join us for our annual Museum fundraiser. The Museum needs your support as never before.

## • Grand Door Prize

New this year!

A draw for a trip for two, including air fare and condo accommodation in Waikiki!

## • Exceptional live auction items

Check out the great opportunities to do something you have always wanted to do!



Round trip ticket for 2 from Vancouver to Whitehorse  
Courtesy of Air North

Package includes a 1 night stay in a standard room courtesy of





A flight in the vintage CMF Harvard II

Includes a Museum membership

Live auction items include all the great items highlighted, plus more:

- Houseboat vacation five nights at Salmon Arm
- Rowena's Inn, Harrison, one night plus golf package
- Two night stay on Mayne Island
- Yacht cruise for up to 8 people for 6 hours




Canadian Museum of Flight

Canadian Museum of Flight  
**Fundraiser**  
March 31, 2012

Grand door prize:  
**A trip for two to Waikiki**

Doors open 5:30 pm,  
dinner at 7:00 pm  
Silent and live auction

Hangar #3, 5333 216th St,  
Langley Airport  
phone: 604-532-0035  
www.canadianflight.org



\$85 per ticket, available at the museum



Take a ride with Rick Church in his Cessna 180 and get the true gravel-bar experience



Formation flight for TWO with the Fraser Blues in a 1947 Navion

Courtesy of George Miller




A one hour flight in a sporty Van's RV-4

with George Serviss



An open cockpit experience in the CMF Fleet Finch

Includes a membership to the Museum



Bid on this and you might spend more time upside down than right side up with George Kirbyson in his Ray Ban Gold's Pitts S-25 Special



A flight in the classic Harvard IV with Vic Bentley



30 minute flight in the ALWAYS fun 1946 Globe Swift with Bill Findlay



Ride in the 767 Simulator  
Courtesy of Air Canada (YVR)

# Canadian Museum of Flight - 2012 Annual General Meeting

Please be advised the Canadian Museum of Flight Annual General Meeting will be held:

**Date:** Saturday, April 28, 2012

**Time:** 7:00 p.m.

**Location:** Canadian Museum of Flight Hangar

Please join us for this meeting, to help us achieve a quorum, and to help the CMF transact the tasks required by our Bylaws under the Societies Act including review and acceptance of financial statements and election of Directors. Note the bylaws require members be in good standing for 30 days prior to the meeting to be eligible to vote.

Four vacant Director positions will be filled at the AGM. As of March 16, five individuals have agreed to let their names stand for Director positions for the next two years. Our thanks to each of those folks. Their photos and (highly condensed) biographies are provided below for your consideration. Additional candidates may come forward between now and the meeting, or at the AGM itself.



**Vic Bentley**

*Vic completed an apprenticeship in aircraft maintenance with Air New Zealand, followed by several years as a Flight Engineer. He then joined Pacific Western Airlines in Maintenance before joining Flight Operations as a copilot. At this time he held a commercial pilots licence, a flight engineers licence and a maintenance engineers licence. He is currently active in flying and maintaining the CMF fleet, and is the co-owner of a Harvard. After enjoying a long career in aviation, Vic believes it is time to give back some time and effort as a volunteer at the Museum. He would like to continue to contribute technical and operational viewpoints to the Museum Board.*

**Elizabeth Brown**

*Elizabeth is an air traffic controller at Langley Airport.*

*Apologies to Elizabeth, but it was necessary to go to press without her photo and bio in hand. Both will be available for reference as part of the Annual General Meeting hand-out package, and, hopefully, in communications with Museum members prior to the AGM.*



**Bruce Friesen**

*Bruce grew up in Winnipeg, worked as a mining engineer with Alcoa Australia in Perth, Western Australia, and with Syncrude Canada Ltd mainly in Fort McMurray, Alberta; and retired to Crescent Beach in 2007. His aviation interests have included many hours hanging around airports as a kid and almost 30 years as a glider pilot with a passion to fly long. Previous experience with history and museums includes membership on the Board of the Fort McMurray Historical Society. He has been a member and volunteer at the Canadian Museum of Flight for 5 years, Editor of the Glidepath newsletter for 3 years and a CMF Board member for the past 2 years.*



**Mike Luedey**

*Mike's passion for aviation comes from his late Grandfather, a WWII Lancaster pilot. This translated into a long stay with the Air Cadets and brought him to Langley Airport where he's currently pursuing his private pilot's license while volunteering with the museum. Mike is a full-time software developer/systems analyst and an avid aviation photographer. A forward thinker, Mike's work (and vision) is to build for the CMF a viable online presence not only in the Pacific Northwest aviation community but across North America and abroad. This work includes assisting with the CMF website and social media outlets such as Facebook, Twitter and YouTube.*



**Chris Ryan**

*Chris has been a member of the Museum since 2004. Over the years, he has been a volunteer, Board member and employee. For the last three years, under the tutelage and guidance of Ray Fessenden, he has been involved with helping to restore the Fleet Canuck and the Waco INF. He has been fascinated by aircraft all his life and acquired his Private Pilot's Licence in 1970. Chris's work background includes participation in both the public and private sectors over his career in the information technology industry in roles from junior programmer to general management.*

## "Tailwinds" - Bits 'n Pieces From Around the Hangar

By Carla Deminchuk, Bruce Friesen

\*\*\*\* **More About that Boeing SST:** Besides the huge CP canvas mural in the Kids' Zone, the Museum has a desk-sized model in the same Flying Mandarin livery. Ask Terry to show it to you next time you're there. Would you believe the actual Boeing prototype ended up in a church in Florida with rows of pews under her wings and her tail sticking out the roof before being rescued by the Hillier Aircraft Museum! What would we do without flight museums? If you would like to see one of the actual Concorde, get down to the Seattle Flight Museum. Admission is free with your CMF membership card.

\*\*\*\* **Hawaiian Shirts:** If you're looking for a Hawaiian Shirt to wear for the upcoming Hawaiian night fundraiser/dinner, the gift-shop has a limited supply of cool aviation-themed ones. Most of the larger sizes are sold-out, but there is still a good selection of mediums. If mumus aren't your thing, these shirts would look great with pants or a skirt. One of the Museum's more "creative" members has also been spotted doing weird things to a pineapple. Something to do with the centrepieces, sez she. A representative from SunLife Canada has generously sponsored a surprise table favour for all attendees....and that's all we're saying!

\*\*\*\* **Don't miss the Discovery Channel's new series, Mighty Planes,** Sunday night at 8 and 9 p.m. The first episodes will feature the Martin Mars water bomber and the ORBIS DC-10."

### DC-3 Interior Restoration

Progress continues with replacement of the DC-3 interior. The team, led by John Jouan, has cut and test fitted the new plywood floor.

### eBay Shop

Sales of die cast models and other items have been an important revenue generator for the Museum over the past year.

Please check out our listings frequently, for unique items and bargains. The web address is:

[stores.ebay.ca/Canadian-Museum-of-Flight-Gift-Shop](http://stores.ebay.ca/Canadian-Museum-of-Flight-Gift-Shop)



eBay shop administrator, Caitlin Ringland, peers out from under a hoard of great, new items she is writing up for offer on the Canadian Museum of Flight online shop.

## Canadian Museum of Flight Upcoming Events for 2012

March 31	Annual Fundraiser Dinner and Auction, at the Museum Hangar
April 22	Fort Langley - Camel on display
April 28	Canadian Museum of Flight Annual General Meeting
May 5	Tech Talk: DH Tiger Moth
June 15/16/17	Canada West Aviation Expo
June 20/21	Princeton Airshow
July 28	Boundary Bay Airshow
Aug. 10/11/12	Abbotsford Airshow
August 26	Chilliwack Airshow
September 22	CMF Members' Day

### A glossary of aviation terms

<i>Angle of zero lift</i>	<i>The angle that precedes an incident report</i>
<i>Buffeting</i>	<i>Eating dinner while standing up</i>
<i>Bulkhead</i>	<i>A person of questionable intelligence</i>
<i>Certified Aircraft</i>	<i>An aircraft the questionable aspects of which have been overlooked</i>
<i>Hand forging</i>	<i>An illegal type of penmanship</i>
<i>Jury strut</i>	<i>A dance popular in legal circles</i>
<i>Lap joint</i>	<i>A bar with dim lighting</i>

### Photo Caption Contest



There will be a "valuable" prize for the "best" caption submitted

For more information on Canadian Museum of Flight collections, displays and events, please visit our website at [www.canadianflight.org](http://www.canadianflight.org)

Be sure to visit the Museum Facebook page frequently, for news and views.

# The Canadian Museum of Flight

## Bringing British Columbia's Aviation Past into the Future

### Honourary Patron

The Honourable Steven L. Point, OBC  
Lieutenant Governor of British Columbia

### Board of Directors

Gord Wintrup	President
Bruce Bakker	Vice President
Daryl Carpenter	Treasurer
Bruce Friesen	Secretary
Inder Matharu	Director
Matt Offer	Director
Vic Bentley	Director
Guy Miller	Director
Capt. Bill Thompson	Lifetime Director



### Museum Staff

Terry Brunner  
Douglas Tait

### Museum Coordinates

Telephone	604 - 532 - 0035
Fax	604 - 532 - 0056
e-mail	tbrunner@telus.net
Website	www.canadianflight.org
Address	Hangar #3 5333 - 216th Street Langley, BC V2Y 2N3

**Museum Hours:** daily from 10:00 a.m. to 4:00 p.m.

#### **Membership Benefits!**

- **Partnerships!** Members are entitled to visit, free of charge:
  - Flight Museum in Seattle*
  - West Coast Rail Museum in Squamish*
  - Military Education Centre in Chilliwack*
- **Discounts in the Gift Shop increased from 10% to 15%**

#### **Volunteers Welcome!**

*The Canadian Museum of Flight is always looking for new volunteers. We are always in need of history and aviation enthusiasts of all kinds, for aircraft restoration, gift shop operations, facility maintenance, and many other tasks. No experience is necessary. We invite everyone, from young students to retirees, to join the team. If interested, please contact the Museum General Manager, Terry Brunner, at 604-532-0035.*

### Cover Photo

Benoit Foisy, who enjoys attending and photo-documenting air shows in Quebec, captured this awesome image. His opportunity was a low pass by Vintage Wings of Canada Harvard MkIV "RCAF 451" at a Montebello, Quebec, gathering of Challenger ultralight aircraft. To enjoy more of Benoit's exceptional images, search for "Flickr Benoit Foisy". Thanks, Benoit!

*The Glidepath Newsletter is published quarterly by the Canadian Museum of Flight; Editor Bruce Friesen. Contributions in the form of articles, news items, letters and photos are always welcome, as are comments and suggestions, although no payments are made for manuscripts submitted for publication in the Newsletter.*