

Glidepath

The quarterly newsletter of the
Canadian Museum of Flight

Issue #116
Spring, 2013

The Waco INF: All Dressed Up and Ready to Fly

The Canadian Museum of Flight Waco INF is at last fully restored, painted, and ready to fly. With just a couple of snags to cross off, the INF should be back in the sky soon. Watch your email and the Museum Facebook page for the latest information on the first flight.

The Waco last flew on August 29, 2003. At that time, a routine inspection concluded the condition of the fabric covering was poor and the aircraft was no longer serviceable. As is normal with such an "experienced" airframe, removal of the fabric revealed additional structural problems and the scope of work expanded. In this case, the decision was taken to manufacture from scratch a new upper wing centre section.

This classic aircraft woodworking project, entailing fabrication and assembly of dozens of little sticks, gussets and plywood skins, was undertaken by Museum volunteers. The bulk of the work was contributed by Don Butterly and Bill Aitken, two very active contributors to the Museum over many years.

Gradually, interleaved with other priorities over a period of years, the fabric covering was replaced and a lovely vintage paint scheme applied. The beautiful result is well captured in an atmospheric Mike Luedey photo reproduced at upper right.



Bill Aitken, left, and Don Butterly produce yet one more piece of a Waco.



Bill Butler, Ralph Rowe and John Harssema prepare the INF for painting.

Mark your calendars! The Canadian Museum of Flight Annual Members Day will be September 14, 2013. See Page 8 for more info on aviation events all summer.

Be sure to visit www.canadianflight.org or Facebook "Canadian Museum of Flight", and follow us on Twitter, for news and updates on events.

Around the Museum

Spring Cleaning

After a west coast winter, there is always plenty of cleaning and polishing to be done, to bring the Museum grounds and displays back up to their best. Here are photos of just a couple of the clean-up tasks, and the volunteers who contributed: top to bottom Rob Piva (and John Van der Boom, not shown) polished the Beech Expeditor; Mike Luedey washed the Tudor.



DC-3 Room Re-Roof

Our now-experienced team of roofing specialists - BJ MacMillan and Jim Beswick - were hard at work again this spring, as the winter disclosed some problems with the roof on the DC-3 Clubhouse.

DC-3 Interior

The interior of the Museum's DC-3 now looks incredible, with both fabric headliner and vinyl lower wall coverings



DC-3 Refurbishment team leader John Jouan explains the work to a reporter from the Langley Times.

The Stranraer Project

Terry Brunner loves to bring interesting challenges to the Museum volunteer team, but this time he outdid himself. In January of this year, a crew of four volunteers agreed to build a 1/5 scale Stranraer model to be installed at Shearwater Resort on Denny Island, B.C. (across from Bella Bella). This outdoor model will be a weathervane and part of a memorial to RCAF personnel, First Nations people and others who protected our coast during WWII. The body of the plane consists of a plywood center spine with stations to give it shape. The wings are made up of a leading and trailing edge with plywood ribs. In between these ribs and stations, high density foam block is glued and then contoured to shape by cutting using a hot wire. All of the structure is covered by 6oz fiberglass cloth and epoxy. The airplane was painted by Dave Christian, Arrow Tech Graphics, at Langley Airport. It is now back in White Rock, being assembled, decaled and fine tuned, ready for barging to Denny Island on June 21st to be mounted. The Dedication Ceremony takes place there on July 6th.



The Stranraer team: L to R Gordon Varney, Alf Frost, Cyril Meadows (working on the upper tailplane), and project leader Peter Roberts.



Above: construction details.

Below: assembled and painted.



Art Gallery News

The Museum is delighted to have added Bryan Coombes to the roster of artists whose work is displayed, and available for sale, in the CMF Art Gallery. If you haven't yet done so, check out Bryan's work, a sample of which is shown below.



in place. The window frames have been refurbished and repainted. The carpet has been selected and has arrived, and will be installed by the time you read this. It is well worth your time to wander over and admire what John Jouan and his team have accomplished.

Fleet Canuck

The Fleet Canuck continues to look better and better. Recently the team became dissatisfied with the condition of some of the forward fuselage panels, and decided to fabricate replacements. A major milestone for the Canuck project will be AME sign-off on the wings as ready for fabric cover. Ray Fessenden is again providing workshop space, this time for covering and painting the wings.

Three-Twenty

By Lieutenant-Colonel Mike Ryan, Retired

As I crossed the grass walking from the truck, I was both excited and sad. This was a wonderful gift to be able to visit an old friend, but there was sadness that it would be for the last time. Three-Twenty sat there with heavy tie-downs securing her to large cement blocks. Her four great paddle-bladed propellers were missing as were the ailerons, elevators and rudder. She looked little like the gleaming aluminum and white photo queen with a red flash along her side that graced the framed photograph in my hand. The drab camouflage paint may have made her look very military, but there was a certain dowdiness – no matter, here was Three-Twenty and I had a chance to spend a few minutes with her. These were special minutes to rekindle old memories of a time long-past.

Three-Twenty was a C130E Hercules tactical transport with the RCAF assigned tail number 10320. I was the navigator of the crew captained by Squadron Leader Kuhn that flew down commercial to Lockheed Marietta, Georgia, to pick her up, shiny and new, for the RCAF. We first saw Three-Twenty the next morning, September 1, 1965. Since the aircraft was one of about twenty E-models that the RCAF acquired from Lockheed using production spaces graciously ceded to us by the USAF (they tagged on their needs to the end of the production run), there was paper work to do, checks to perform and releases to sign. A USAF technical representative was present in addition to our own National Defence representative and they, together with Squadron Leader Kuhn, took care of the administrative details.

As the navigator, there was little for me to do but perform routine checks of the navigator's station, installed equipment and instruments. The radio compasses were not installed, because we were to use the Canadian Government furnished ARN6 radio compasses of which we had many in our warehouses. Similarly, the Canadian Marconi AN/ARN 501 Doppler Navigation System and the SCR718 Radio Altimeter would be installed when we returned to Canada. However, as a twenty-three year old Flying Officer with 971½ hours in my log book, it was a magical moment – picking up a new Hercules. I was already in love with the C130E after having spent a year navigating its predecessor, the C119 Flying Boxcar, which was being retired and none too soon. Now, as I went over my checks in

Three-Twenty, I developed a special feeling of attachment that has lasted for almost half a century.

While I was reflecting on these events, Mike Luedey, who is the photographer for the Canadian Museum of Flight, was busy taking pictures of me with Three-Twenty in the background. He tried in vain to have me hold level the framed picture of Three-Twenty as she was in early 1966. My mind kept returning to that long-ago September.



We readied to leave Marietta with Three-Twenty at about 3:30 in the afternoon. With the crew aboard, preflight and prestart checks complete, the pilots and flight engineer initiated the starting sequence. "Clear on Three", "Bleed Air on Three", "Turning Three" – the big propeller started to rotate, slowly at first and then faster as the bleed air from the gas turbine compressor was fed into the engine. Suddenly, the starter popped out and the rotation slowed. For some reason the starter popped too soon and we had a non-start on Three. The pilots and engineer re-examined the checks and we tried again. We had the same result. Since it was a hot day, Squadron Leader Kuhn decided to

start the other engines and come back to number three. All the others started normally. With lots of bleed air available from the running engines, number three was tried again, but it was no use and we had to shut down and call Lockheed's maintenance staff. Predictably, it was a minor problem that was soon rectified and we were ready to leave.

By 4:30 pm local time, we taxied to the runway with that slightly lumbering sway that C130s have thanks to a relatively narrow track and heavy wings and pylons filled with fuel. All checks complete and cleared for takeoff, the pilots advanced the power levers with brakes applied until we reached "crossover" where the fuel flow and propeller pitch were controlled electronically instead of mechanically. While this was happening I confirmed the synchronization of the two C-12 compass systems and their agreement with the runway heading. With brakes released the aircraft bucked slightly and began to accelerate quickly as takeoff power was applied. Again I noted that brief hush as the big propellers driven collectively by sixteen thousand two hundred



Lockheed C-130 Hercules, Royal Canadian Air Force tail number 130320. Top, in her colour scheme when new; bottom, with Mike Ryan as she looks at Abbotsford Airport today, at the end of a long service career.

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Three-Twenty *Continued from Page 3*

horsepower bit into the air and the sound was swept back with the airflow. It was always a thrill just how fast the Hercules would accelerate to takeoff speed when it was lightly loaded. As we rotated, I switched on antenna stabilization for the radar and reached to switch on the Doppler navigation system only to remember that it was not yet installed. The aircraft climbed cleanly from Dobbins Field at Marietta and we flew the two hours to Wright Patterson Air Force Base in Dayton, Ohio, to drop-off the USAF Technical Representative. We did not even shut down and immediately taxied out for the two hour flight to Ottawa, arriving at eight-thirty local time to spend the night. The following morning, with the missing equipment and instruments installed, we left at 10:00 am for the four-hours and thirty minutes flight to Rivers, Manitoba, to drop off a passenger picked up in Ottawa. Fifteen minutes later we took off for our final destination, RCAF Station Namao. Three-Twenty was to call Namao home for years. Except during deployments and exercises, it was flown almost exclusively by crews belonging to 435 (Transport) Squadron which was based there. Still brimming with excitement, I rushed home to be with my wife who was pregnant with our only child.

During the rest of that September, I flew on two more trips in Three-Twenty on runs to Winnipeg, Toronto Downsview, Cold Lake, Cartierville and Trenton. My main flying that month was a trip to Zweibrücken, Germany, and Marville in France, but that was in Three-Sixteen, one of our other C130s.

By now Mike Leudey had finished taking his pictures and I had spent a few minutes just walking around Three-Twenty to remember. Of course her tail number was now 130320 instead of the original 10320. This change happened about 1970, when the numbering system was revised so that the first three digits would reflect the aircraft type and the last three its individual tail number.

As I walked around her, memories flooded back – standing in the deafening exhaust from the GTC (gas turbine compressor) to keep warm while the aircraft was unloaded at Alert, the closest permanently occupied station to the North Pole, in temperatures of close to minus 50 degrees Celsius – having the fatigue drain away as the beautiful morning light dawned over the eastern Atlantic an hour before we crossed the coast near Lands End after a night flight across the ocean – weaving around lovely white towering cumulus clouds and thunderstorms and selecting the safest route using the APN 59B radar – stabbing my left hand repeatedly with dividers as I tried to measure distances and positions on my chart while we flew through Typhoon Katie in severe turbulence enroute to Guam in the Pacific – watching icebergs being calved by the Humboldt Glacier in Greenland as we flew along it – gazing wonder struck as we seemed to fly hour after hour over the Amazon between Rio de Janeiro and Bogota in Columbia... Memory upon memory flashed through my mind.

The last time that I flew in Three-Twenty, she showed well over 20,000 hours in her L14 Record of Maintenance, and that was in the mid 1970s. I can only imagine how many total hours she had flown by the time she was withdrawn from service.

While through the years I flew in many different C130s, I always felt something special when that aircraft was Three-Twenty and I will forever cherish this last visit. It was wonderful for a little while to be with her one more time even though her service life is over.

Thanks to Mike Leudey, I have a photographic record of the visit. Thanks to Master Warrant Officer Jim Sutton of National Defence, I had permission to make the visit and thanks to Jim Reith and Harold Kasper of the Abbotsford International Air Show Society, I was able to gain escorted access to Three-Twenty. I also appreciated the advice given me by Lorna Hart of Cascade Aerospace for putting me in touch with MWO Sutton. Thanks also to my brother, Chris, for coordinating it all.

I think that there is something that many people in our electronic age forget. While all that is wonderful, nothing brings back memories like seeing, touching and feeling things from one's past. It does not matter whether it is a book, a scrap of paper, a letter, a car, a trophy or a

Cascade Aviation and the C-130:

In 2001, Conair gave rise to a new business, Cascade Aerospace Inc, a state-of-the-art aviation repair and maintenance business. Headquartered at Abbotsford, BC, Cascade provides comprehensive program management, aircraft maintenance, modification, total fleet management, engineering & integrated logistics support services to domestic and international military, government and commercial customers.

Cascade manages Canada's legacy C-130 fleet under a contract in which it has consistently achieved award-winning performance, and is partnered with Lockheed Martin under a 20 year contract for the in-service support of Canada's new C-130J fleet.

In partnership with CAE, Cascade produces high fidelity C-130J operational & maintenance trainers that have full mission rehearsal capability, enabling operators to practice risky and complex missions without using an actual C-130 aircraft.

The company has evolved beyond a pure Transport Canada Approved Maintenance Organization (MRO), expanding its capabilities and services to include complex long-term integrated aircraft support programs. As Canada's longest-serving Design Approval Organization (DAO), Cascade also designs, builds & provides life-cycle support for aircraft modification & system enhancement kits, freighters & multi-mission aircraft. Today Cascade is one of Canada's leading aerospace and defence contractors.

Cascade is authorized to support the following types:

- ***Lockheed Martin C-130, L-382 and L-100 Hercules and C-130J Super Hercules aircraft,***
- ***Boeing 737 (all models) and Boeing 757 (all models), and***
- ***Bombardier Q400, Dash 8 series, CRJ 100/200 regional aircraft and CL-215 and CL-215T water scooper aircraft.***

In late 2012 Cascade Aerospace was acquired by IMP Group, a Halifax-based company with over 4,400 experienced people delivering service, quality & value to its many customers across diverse sectors.

knickknack, it acts as a catalyst to revive the memories and senses of the time. This, for me, is especially true of aircraft. Whether it is this experience for me with Three-Twenty, or it is the aircraft, displays, books and lore of the Canadian Museum of Flight, wherever we have had a personal connection, so much is made alive again and real by spending time with the exhibits and, especially, by seeing some of the aircraft fly. For those too young to have such memories, seeing the aircraft fly, witnessing demonstrations, and having the exhibits explained can help them gain an appreciation that will keep this history alive after those who lived it have passed on.

Footnote: My first flight in 130320 was on September 1st, 1965. My last was on July 4th, 1977. During the intervening years I flew a total of 321.7 hours in this particular airplane. Almost all of this was between 1965 and 1967 while I served on 435 (Transport) Squadron in Namao. The remaining hours occurred while I was on 436 (Transport) Squadron in Trenton, Ontario.

Three-Twenty carried me throughout the Canadian Arctic including Mould Bay, Eureka, Alert, Resolute Bay, Inuvik, Whitehorse, Yellowknife and Frobisher Bay. Thule in Greenland, Sola in Norway, Marville in France, Prestwick in Scotland and Hilo in Hawaii were among the international destinations visited. Many locations in Canada filled out the spectrum of flying. Special tasks other than delivering freight and passengers included dropping paratroops and heavy equipment.

British Columbia Aviation Histories: #1

The first in an occasional series of articles presenting the stories of some of the remarkable individuals and companies who have made aviation history, and continue to make aviation history, in the Province of British Columbia.

This edition: the story of Barry Lapointe and Kelowna Flightcraft.

Kelowna Flightcraft

by Amy Zurrer

The Okanagan Valley is well known for orchards and vineyards; it was also instrumental in the formation of Kelowna Flightcraft. In the late 1960s, Joe Capozzi, owner of Calona Vineyards, was an avid pilot and had a hangar at the Kelowna airport. Inside the hangar was where he built the large wine tanks. Joe had met an ambitious young man, Barry Lapointe, an aircraft mechanic up in Vernon who had decided to venture out starting his own business. Joe offered his hangar to Barry to start his business and thus Kelowna Flightcraft was born. Barry worked out of Capozzi's hangar and the back of his truck, fixing aircraft. One year later he brought Jim Rogers on board as a partner. Barry had worked for Jim in Vancouver, after he graduated from BCIT as an Aircraft Maintenance Engineer (AME), and says "I wanted Jim to work with me when I started Kelowna Flightcraft, but I couldn't afford him at first." He laughs "A year later I could and he joined me in Kelowna." When Joe Capozzi's lease on the hangar was up, Barry and Jim took it over.



Kelowna Flightcraft founders Barry Lapointe, left, and Jim Rogers.

Barry, a licensed pilot, wanted to expand the business beyond just fixing aircraft, and focused his attention on flight operations. Flightcraft's applications for an Air Operators Certificate were rejected, so he changed tactics and bought an existing airline, West Coast Air Services, in 1974. This allowed Flightcraft access to the passenger and cargo markets in addition to their growing maintenance business and aircraft sales and leasing.

Flightcraft began with charter cargo services, delivering across the west and up north. Everything changed one night in 1977 when Barry answered the phone late in the evening: Bill Mazhar of Purolator was on the line. "He said he found my name in some directory and he wanted to know if I had an aircraft that could take 1000 pounds of freight," says Barry. "I said yes and then he asked if I could be in Vancouver at six in the morning." Labour disputes were disrupting flights and essential banking documents needed to be transported



KELOWNA Flightcraft

between Vancouver and Calgary. This frantic phone call in the middle of the night started a relationship between Purolator and Kelowna Flightcraft that has lasted over 36 years.

The need for large aircraft able to carry heavy cargo led Barry to buy his first Convair CV-580 in 1982. Barry has always had a soft spot for Convairs; these aircraft were work horses of the aviation world and are still used today. Barry and Purolator made a deal that Purolator would sign a longer contract, offering Barry some security before outlaying the cost of the aircraft.

The ongoing demand for more carrying capacity led Kelowna Flightcraft to undertake a remarkable modification – stretching the Convair 580 by 14 feet. The aircraft was stripped, cut on either side of the wings and expanded by 7 feet on each side to balance the plane. The first conversion, or "stretch" as it's called by the employees, was completed in November, 1991. After the "stretch" was completed an extra 0 was added to the model number, indicating the aircraft was a converted Convair 580. Thus it was, on February 11, 1992, the Convair 5800 that took its inaugural flight. The Convair 5800 can cruise at 482 km/h with a maximum payload range of 1930 km with 9888 kg of cargo. The FAA gave certification to Kelowna Flightcraft on December 11, 1993, and six days later certification arrived from Transport Canada. In 2001, Kelowna Flightcraft purchased the Type Certificates and Design Approvals for all Convair aircraft worldwide including the 240, 340, 440, 640, 580 and the 5800. With this came an increase to their library and engineering department; they now hold over 100,000 design documents, technical manuals and drawings. The Convair has also been modified for use as an aerial Fire Tanker, with more than 25 modifications completed by Flightcraft and in service in BC and Saskatchewan.

Engineering capability is one of the keys to Flightcraft's success. As a TC-DAO (Transport Canada – Design Approval Organization) and DND-AEO (Airworthiness Engineering Organization), Flightcraft, and its engineers, have hundreds of STCs (Supplemental Type Certificates) to their credit.

Flying passengers is very different than hauling cargo. After entering into Flight Operations, Flightcraft went in and out of the charter and scheduled passenger service businesses a number of times. The 1980s saw Inter City Air utilizing the CV-580 in BC, AB, and Washington State for a number of years. Then in 1996 Kelowna Flightcraft jumped into a significant

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Convair 5800, C-FKFS, at YVR Airport, shows off the elegant lines of this "stretched" aircraft created by Kelowna Flightcraft.

expansion of their flight operations, partnering with Greyhound to create a discount airline. The idea was that Canadians could travel across the country on one ticket; you could fly from Vancouver to Toronto and then hop on a bus to arrive in smaller destinations like Belleville, or Kitchener. After a number of regulatory delays, the airline operated for just over a year, but the purchase of Greyhound by Laidlaw in September, 1997, shifted the focus and Greyhound Air ceased operations. In the early 2000s, Flightcraft again entered passenger operations for a few years, partnering with Sunwing and Excel airlines to operate Boeing 737-800 aircraft for the charter vacation market.

The company continued to grow and expand, and set its sights on acquiring a longer term military contract to supplement the extensive flight operations and commercial maintenance work. After a lengthy bidding process, Flightcraft was awarded a 22 year contract worth \$1.7 billion in 2005. The contract was for flight training services for the Department of National Defense (DND). The training facility, located in Southport, about an hour's drive outside Winnipeg, Manitoba, provides ab-initio and advance pilot training for over 200 Air Force pilots annually. The facility has three purpose built buildings, 42 aircraft, 4 full flight simulators, ATC, and housing and meal services to provide the Royal Canadian Air Force with state of the art pilot training. In early 2009, the program was expanded to meet a growing DND demand.

In 2005, Flightcraft began an ambitious aircraft maintenance expansion project in Kelowna, adding hangar and workshop space, an engine shop, landing gear overhaul facility, and plating shop, and expanded machine shop, component overhaul and NDT (non-destructive testing) capabilities.

In 2008, the fleet at Kelowna Flightcraft expanded to include four DC10-30F cargo freighters, the largest cargo aircraft

operating within Canada. Along with Boeing 727-200s and Convair 580s, they make up the fleet that now hauls cargo across Canada for Purolator and Canada Post, with an impressive twelve year record of over 99% reliability.

In 2009, the Department of National Defense required a new maintenance facility to support their aging Buffalo and Twin Otter Search and Rescue aircraft. Flightcraft was awarded that contract, and quickly improved the fleet reliability. Avionics upgrades were required to improve serviceability and extend the lifespan of the aircraft, resulting in a complete upgrade package developed and installed by Flightcraft staff.

In 2012, Flightcraft Maintenance acquired two significant, long term contracts with WestJet and Canadian North to maintain their fleets of aircraft.

In summary, Kelowna Flightcraft continues to grow as a company, not just in the range of services they offer their clients but across the country as well. Out-bases supplying line maintenance are now in 10 major airports across the country. Two bases, Kelowna and Hamilton, conduct line and heavy maintenance. The Kelowna facility has support shops including a machine shop, heat treat, plating, non-destructive testing and paint department. The shops initially were created to support the company's fleet, but now the Kelowna facility has grown to become a one-stop shop for large airlines. From that first hangar with Calona wines tanks in the back, Kelowna Flightcraft now has 7 major hangars, over 400,000 square feet of shop, office and floor space, over 1000 employees across Canada, and annual sales of over \$250 million. Kelowna Flightcraft has shown an amazing ability to adapt and change as the economy and industry shifts. Over the past few decades, Canadians have seen airlines amalgamate, change or go bankrupt, yet Kelowna Flightcraft has continued to thrive and grow. With Barry still at the helm today, the future of the company remains his focus and his legacy to all Canadians with a passion for aviation.



Douglas DC-10-30F, C-GKFA, one of the large fleet of cargo aircraft operated by Kelowna Flightcraft on contract to Purolator.

The Canadian Museum of Flight

Bringing British Columbia's Aviation Past into the Future



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

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. Please contact the Museum General Manager, Terry Brunner, at 604-532-0035 for more information.

A Welcome to New Faces - Jocelyn Statia and Dave Arnold

We are pleased to welcome our newest staff member, receptionist and gift shop sales person, Jocelyn Statia. Jocelyn brings to the Museum a broad range of valuable skills, acquired through her degree in Fine Arts (Photography), graduate studies in communications and culture, and previous museum staff experience. She says she can do a "little of everything with computers", and is a friendly face for all our visitors. It is great to have you on the team, Jocelyn!

Caitland Ringland, having graduated from the Kwantlan College legal program, is no longer on staff but will still be seen around the Museum occasionally as she maintains our eBay listings.

A big welcome, also, to our newest Director, Dave Arnold, who was elected to the Museum Board at our 2013 Annual General Meeting. Dave will contribute useful perspective from his other aviation interests including his time as the spokesperson for the Fraser Blues Precision Formation Team and as a local private pilot.



Jocelyn Statia smiles a lot; this particular smile was CMF Harvard and Bill Findlay induced.

Photos:

Front page, top: INF external airspeed indicator; Bruce Friesen; centre right, Mike Luedey. Page four: top right Canadian Forces photo via Mike Ryan; bottom left, Mike Luedey. Pages six and seven: courtesy Kelowna Flightcraft.

The Glidepath is published quarterly by the Canadian Museum of Flight; Editor Bruce Friesen. Contributions of articles, news items, and photos are always welcome, as are comments and suggestions. Note that no payments are made for any items published. Page 7

Mark your calendars!

The Canadian Museum of Flight Members Day 2013 will be held on September 14, 2013

We hope all our Members will join us for a great day out on September 14.

The action will include:

- Opportunities to fly in Museum aircraft, or just listen to the glorious sounds of aircraft engines and watch the vintage colours in the sky
- TechTalk III: The Harvard
- Refreshments throughout the day
- Speakers Corner presentations on topics of interest to aviation enthusiasts
- A feast of crab, corn and all the trimmings, for only \$10

Guests and prospective members are all welcome.

Museum of Flight Events

July 27	Boundary Bay Airshow
August 8-11	Abbotsford Airshow
August 17	Comox Armed Forces Day
August 18	Chilliwack Flight Fest
Sept. 14	CMF Members Day
Sept. 14	TechTalk III: The Harvard

Pacific Northwest Events

Check out this link for a great listing of events of interest to aviation enthusiasts throughout the Pacific Northwest:

www.nwcas.org/calendar

Here are some examples to whet your appetite:

July 11-14	Arlington Fly-In
July 13	American Heros Air Show, Seattle
August 2-4	Boeing Air Show, Lake Washington
August 16-17	Props and Ponies, Bellingham
Sept. 7	Skagit Flight Fest, Burlington
Sept. 11 - 15	Reno Air Races, Reno, Nevada
Oct. 11 - 17	San Francisco Fleet Week Air Show

For more information on Canadian Museum of Flight collections and events, please visit our website at

www.canadianflight.org

and the Museum Facebook page "[Canadian Museum of Flight](#)".

**Please consider supporting our work.
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I understand I can cancel my monthly contributions at any time by contacting the Museum at 604-532-0035.