



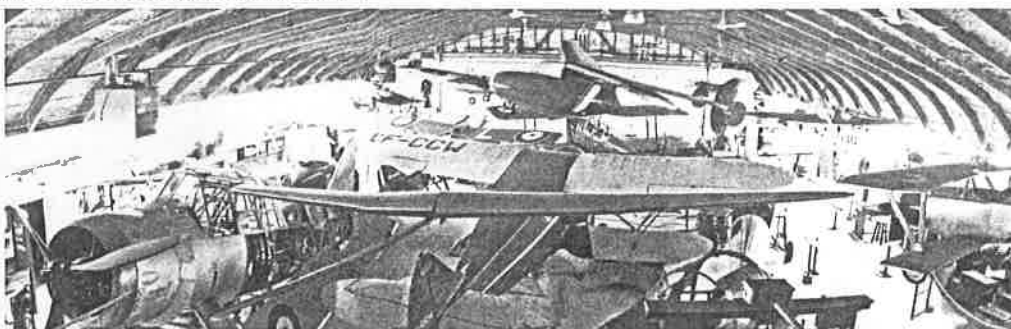
The quarterly newsletter of The Canadian Museum of Flight

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Page One

What's New at the Museum

The Fleet Finch is nearing completion back to airworthy status after the accident it incurred last summer and the WACO INF is waiting for its new paint to be delivered and then it will be going to the paint shop. The Fleet Canuck has been on hold due to the unexpected work needed on the WACO INF and Fleet Finch. Its restoration to airworthy condition will resume as soon as the Finch and WACO INF are completed. Work



on the Vampire has progressed as far as possible under the current weather conditions. In the spring work will continue with the covering of the re-furbished nose and cockpit section. The CMF's Display Committee was convened this past August un-

der the guidance of CMF Director Terry Brunner. The committee is tasked with developing new displays and with overhauling some existing displays in order to make the museum a more interesting and involving place to visit. The committee has utilized the new display cabinets to showcase additional civil aviation artifacts and has created a display featuring radio sets from the wartime and post WW II era; they have reorganized some other existing displays and signage. Along with help from the volunteers the committee put up the George Preston collection of uniforms and memorabilia for Remembrance Day, this display garnered considerable publicity for the museum and as a result we had nearly double the num-

ber of visitors this November than last year. The committee's next project will be a display that tells the story of the crash, and subsequent search for, Trans Canada Airlines flight 810 North Star on December 9 1956.

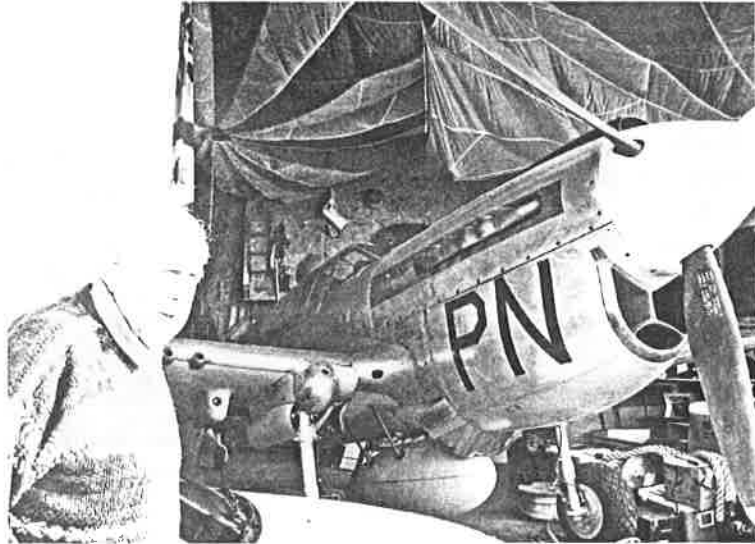


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A Local Treasure

I recently had the opportunity to fly over to Victoria Airport to meet George Maude and to take a look at his Curtiss P-40 Kittyhawk which he's owned since he bought it from the Canadian government in 1946. George is what I would consider a true aviation heritage enthusiast. His love for aviation history is evident when you see the care he puts into his airplane, the joy he gets from showing it off, and how he was able to recognize, very early on, the importance of preserving a part of British Columbia's aviation history.



George Maude with his P-40 Kittyhawk in Victoria, BC 2006

George Maude was born and raised on Saltspring Island, BC. In the lead up to World War Two George had recently graduated from high school and had begun working with his father on

the Salt Spring Island Ferry. With the outbreak of World War Two George soon found himself a member of the RCAF Marine Section serving aboard crash boats based on the West Coast. After the war George gained his flying wings through BC Airlines

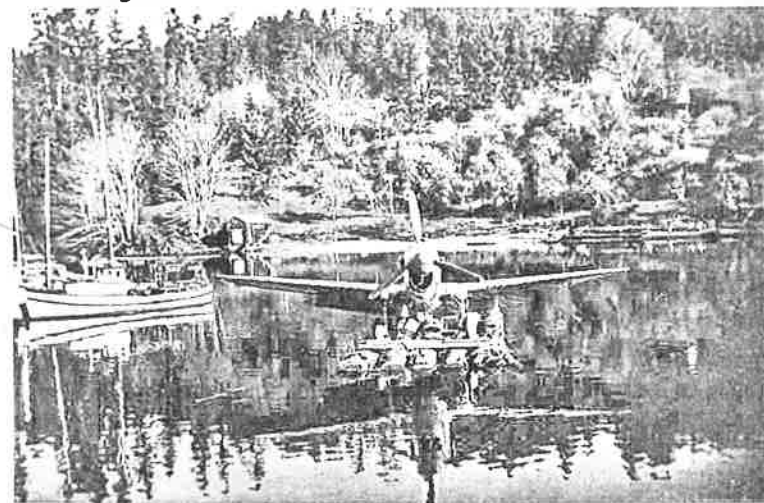
on Luscombes and then briefly flew for BC Airlines doing charter flights in Republic Seabees out of Vancouver Airport. After his stint with BC Airlines he be-

gan a career that spanned 27 years working for Trans-Canada Airlines at Patricia Bay Airport doing freight billing, unloading, and general groundcrew duties.

While George served in the RCAF at Patricia Bay he gained a familiarity and keen interest in the airplanes that operated there and at wars end he noticed that the airplanes he used to see flying overhead were now all on the ground waiting to meet their fate. Their fate, at that time, George wasn't aware of so he inquired and was told the airplanes were going to be put up for auction by the Canadian Government.

The auction was not a typical auction where you would find a room full of bidders and a fast talking auctioneer. In this auction bidders simply had to write a letter to Ottawa with the airplane they wished to bid on and the amount they intended to bid. Eventually Ottawa would write back to the bidders informing them if their bids were accepted.

George's first bid was on a very clean and new looking Bristol Bolingbroke, RCAF 9892. He bid \$50 on the airplane and when Ottawa wrote back, he was informed that he had the winning bid. He also bid on a second Bolingbroke, being RCAF



Moving he P-40 on a makeshift log raft (Photo by George Maude)

9104. This one was more worn and had spots of chipped paint. Considering the condition of this Bolingbroke George offered a bid of \$35. Again, Ottawa wrote back saying that George had the winning bid on the airplane. George was not done with his bidding after winning his two Bristol Bolingbrokes. He also placed a bid of \$50 on a Curtiss P-40 Kittyhawk. The aircraft was AK803/RCAF 1034 and when George received a letter back from Ottawa he was again informed that he had the winning bid. Finally, George bid \$65 on another P-40, but was out bid by \$10. As George recalls, upon being informed of a winning bid the

in, many auction winners had to cut up their airplanes to facilitate their removal because they could not manoeuvre their trucks close enough to pick them up properly. Many of the P-40's from the auction at Patricia Bay also found their way into the United States through the mass purchase by Fred Dyson of Seattle, Washington who bought at least twelve P-40's, barged them to Seattle, then resold them.

George quickly rafted all three of his airplanes from Patricia Bay to his home on Salt Spring Island. Of note, his P-40 was precariously transported to Salt Spring Is-



Photo by Chris Maude

land by being towed on a makeshift log raft all the way across Satellite Channel. George kept his collection of WWII airplanes on Salt Spring Island for many years, but in 1961 George Maude donated his "better" Bristol Bolingbroke to the National Aviation Museum in Ottawa, Ontario. In 1979 the other Bolingbroke was acquired by George's son David for the Commonwealth Aviation Museum at Sidney, BC which was later renamed the British Columbia Aviation Museum. Its restoration to static display was completed in 1996 as RCAF 9104.

The airplane is actually a composite of two airframes and can be viewed on their website at www.bcam.net.

As for George's P-40, he's kept it with him every since he bought it. The Curtiss Aircraft Association of Hammondsport, NY recognizes him as being the longest private owner of a any Curtis aircraft in the world, having owned his plane for 65 years. Since George bought the P-40 he has kept it in excellent working condition. To this day, the airframe and engine have only accumulated about 539 hours. He polishes it and runs up the engine occasionally, but has not flown it, and has never considered flying it. He chose not to fly it because he never



The untouched cockpit (2006)

Continued on Page Five...

■ **A Warm Welcome to our Newest Members!**

Anderson, Christopher	Surrey BC	Kalnin, Phil	Parksville BC
Bergen, Chenn	Langley BC	Olynick, Edward	Coquitlam BC
Bowman, Ted	Langley BC	Palmer, Rory	Burnaby BC
Brewer, Gord & Brenda	Mission BC	Smith, Ray	Port Coquitlam BC
Cunliffe, Raymond	Delta BC	Toone, Keith	New West Minster BC
Danielson, Larry	Abbotsford BC	Turpin, Robert	Delta BC
Goldie, David	Langley BC	Walker, Robert	Surrey BC
Griffiner, Mark and Trisha	Langley BC	Wood, Edward	Maple Ridge BC

■ **The Winter 2006/07 Volunteer of the Quarter**

We decided to recognize the efforts of Cyril and Gord together because they can usually found working together on projects at the museum.

Gord Varney and Cyril Meadows



As accomplished wood workers they have been responsible for everything from making gift shop display racks and office furnishings to restoration work on the DH 100 Vampire, which had been suffering from the effects of exposure to the elements when they started work on it this pastsummer along with

Don Butterley. Don recalls the chorus of grunts and groans as they all tried to get up off the ground after spending a long time on their backs under the aircraft while working on its belly. "Knees, elbows, backs, and necks, everything was stiff and sore after that episode", says Don. You've got to admire that kind of dedication.

Cyril and Gord are a quietly efficient team, each one seems to know just what the other is doing and they work together almost as if directed by one mind.

Currently Gord and Cyril are putting their award winning model railroad experience to use constructing a scale copy of Mt. Selesse for our upcoming display devoted to the Flight 810 disaster of 1956.

Congratulations therefore to Gord and Cyril, you've really earned the distinction and accolades that go along with being this seasons CMF Volunteers of the Quarter!

Thank You Gord and Cyril!

The Canadian Museum of Flight is always looking for new volunteers. No experience necessary as all positions have training available. We invite everyone, from young students to retirees to join the team. We are always in need of gift shop volunteers, aircraft restorers, carpenters, facility maintenance helpers, history and aviation enthusiasts. If interested in volunteering, please contact the museum Volunteer Coordinator, Rob Currington at 604-532-0035

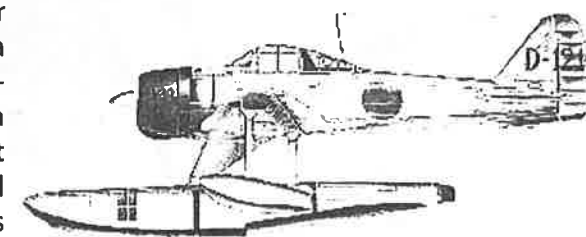
■ **A Local Treasure - continued from Page Three ...**

wanted to risk damaging it and wasn't interested in learning first hand what the P-40's glide rate was like if anything were to malfunction. He simply preferred to preserve it and not take any un-needed risks with it. Today his P-40 is stored in a hangar on the North side of Victoria International Airport. It remains in the same condition that it was in when it last took to the air during World War Two. Sitting down in its cockpit is like stepping into a time-capsule. Everything is untouched, yet so well preserved.

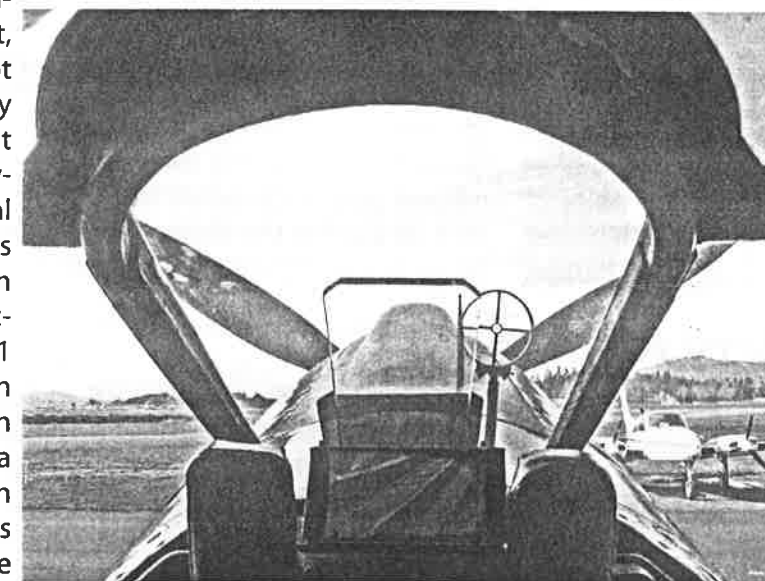
George's airplane is a P-40 Kittyhawk Mk IA, (Equivalent to a P-40E) that was originally purchased by the British Purchasing Commission and did not fall under the Lend-Lease Agreement, therefore; it did not receive a US Army serial number, but instead was given the RAF serial AK803. AK803 was taken on strength by the RCAF on October 16th 1941 and posted with 118(F) Squadron in Dartmouth, Nova Scotia in 1942. In 1943 AK803 was finally given the RCAF serial 1034.

George notes an interesting fact that many of the P-40's from this batch ended up in Africa with 112 Sqn, which is recognized as being the first allied squadron to adopt the sharks mouths painted

on their engine cowlings. Many P-40's, AK802 and below and AK804 and above, were sent to Africa, but mysteriously AK803 remained in Canada. While stationed in Nova Scotia George's P-40 was involved in an attack



on a surfaced German U-boat, along with two other P-40's from 118 (F) Sqn. In June 1942 the entire 118 (F) Sqn. was moved from Dartmouth, Nova Scotia to Annette, Alaska to counter the Japanese push in the Aleutians. This became the record for longest



distance any full RCAF squadron was relocated during wartime. While in Alaska RCAF 1034 never saw direct action against Japanese forces, but carried out constant patrols. While I spoke

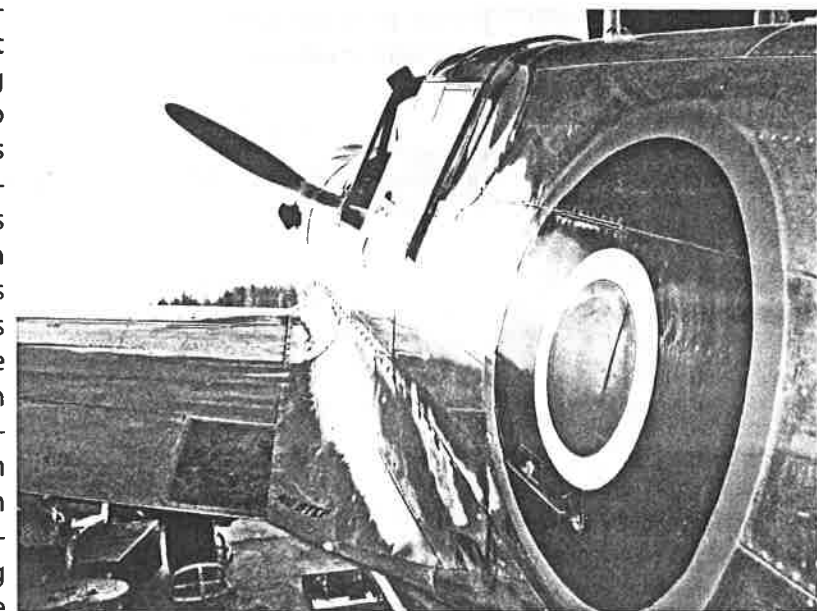
with George he mentioned the fact that the only enemy aircraft shot down over North America by an RCAF aircraft was by RCAF S/L Boomer who downed a Japanese Mitsubishi A6M2-N over Kiska, Alaska in September of 1942 while flying an RCAF P-40. The A6M2-N "Rufe" was a seaplane version of the A6M "Zero" that was equipped with a single pontoon. When the threat in the Aleutians subsided, RCAF 1034 was

repositioned to Southern British Columbia with 132 Squadron based at Boundary Bay. Its duties included flying patrols and regular training missions. It also had temporary postings to Tofino, BC. After serving with 133 Squadron at Patricia Bay it flew defense patrols until 1945. During 1945 it was used with 5 OTU at Boundary Bay Airport doing fighter affiliation fir RCAF B-24's. As the war in Europe and in the Pacific ended, RCAF 1034 was finally struck off strength on August 16th 1946. Previous to George Maude's purchase of RCAF 1034 it had been serving as a war

bonds tour aircraft and thus, had been stripped of its camouflage paint scheme to reveal its beautiful polished aluminum skin. Its armaments were also removed, but the gun site, ammo feed

chutes, and gun camera still remained.

The reason George has kept it so long isn't the reason most people would think. Even though he was offered nearly \$1 million US last year he was not willing to sell it and not interested in parting with it either. Not to mention, due to its complete and original condition it is worth far more than \$1 million dollars. As well, the airplane's real value would be nearly priceless when you consider its significance to British Columbia Aviation history. George remarks that "Getting rid of it wouldn't be



a problem" but the airplane is not his retirement fund, it's his passion. He's held onto it because he does what every airplane nut would do. He put it well when he said "I keep it so I can look at it." I can understand his point of view because I often catch myself walking around the CMF hangar

just gazing at our airplanes. The P-40 stole a part of George's heart when he was employed at Patricia Bay. He's kept it because he loves the era that it represents and he recognized early on, its historical significance. It is the "last re-

maining RCAF fighter plane used for coastal defense in British Columbia" that is still located in BC. George is very proud of this fact and that is one of the main reasons he holds onto it. Being such a significant part of Canadian History his P-40 also has the distinction of being deemed Canadian Cultural

Property. As for its future, George has said he has no plans for it, and he says it will be up to his three sons to determine the airplanes future when the time comes.

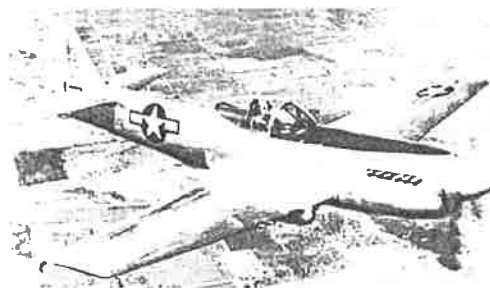
In the meantime George enjoys showing people his airplane. He likes to meet people that share his passion for aviation and he enjoys seeing people's faces when he opens his hangar doors to expose the polished aluminum skin of his P-40 to the daylight. He encourages people to contact him if they are interested in meeting him and seeing his airplane. If anyone is interested, they can contact the Canadian Museum of Flight to get George Maude's contact information.



Written By David McIntosh

■ Mystery Airplane

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The "Mystery Airplane" contest is part of the new Glidepath newsletter format. Each issue will have a picture of an airplane and a brief description. It is your job to use your detective skills to correctly identify the airplane. The first correct respondent will receive a small gift from the CMF. Guesses are limited to one per person and they can be communicated to the CMF by fax, e-mail, or conventional mail.

This issue's mystery plane was an experimental version of a very popular WWII fighter design that was used in the RCAF. This version was never put into production in part because WWII was nearly over and the design was still inferior to contemporary production Mustangs and Thunderbolts.

■ Board of Directors and Staff

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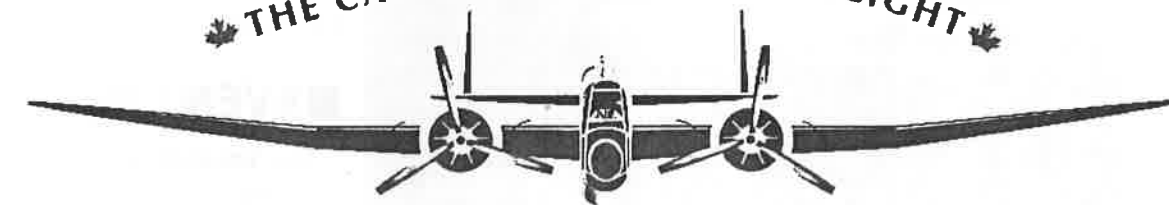
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Board of Directors Elections:

As most of you all know, the CMF Annual General Meeting is coming up on **April 21st** and we would like to know if anyone is interested in running for a position on the Board of Directors. It is a fun, interesting, and rewarding experience that gives you an inside look at how the CMF is run, and it makes you a part of it. As a member of the board of directors you would be committing yourself to one evening meeting a month at the CMF hangar as well as any extra tasks assigned such as being a member of a committee. Anyone interested, please contact the office for more info.

THE CANADIAN MUSEUM OF FLIGHT



EFFECTIVE IMMEDIATELY

- 1) New Membership Privileges - We now have a lending Video Library where members can sign out videos for a maximum of 1 week at a time.
- 2) Due to the increase of people using images from the CMF Photo Library - there will now be a charge for each photo used along with a Photo Archives Commercial / Publication Permission Form that must be signed. Contact the office for more information.
- 3.) **Don't forget to RENEW YOUR MEMBERSHIP because a museum is nothing without its membership. As a member you can take advantage of all the associated perks including: Free entry into the Seattle Museum of Flight, 10% off at the CMF giftshop, quarterly dinners, and the quarterly newsletter.**

The Glidepath Newsletter is published quarterly by the Canadian Museum of Flight. Contributions in the form of articles, news items, letters and photos are always welcome, as are comments and constructive criticism. No payment can be made for any manuscripts that are submitted for publication in the Glidepath Newsletter. The Editor reserves the right to make changes in the manuscript without altering the meaning in any way. If you have any questions or comments, please feel free to contact Sandy Sideroff at the Museum by calling 604-532-0035. The Museum is open daily from 10:00am to 4:00pm.

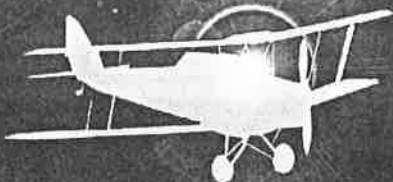
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4th ANNUAL

UP, UP, AND AWAY FUNDRAISING AUCTION

SATURDAY, FEBRUARY 24th, 2007



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DINNER @ 6:00PM
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CMF Auction 2007 Up, Up, and Away

At last year's auction we raised over \$10,000. The money we raised from the auction went towards aircraft restorations, supplies and tools, and towards exhibit upgrades. This year we are aiming even higher than last year with our goal of \$25,000.

We already have some very nice auction items this year but we are still looking for more items, to make this our best auction yet. In order for us to reach our target of \$25,000 we need as much help as we can get to get donations for the auction. Anyone who has a donation or a referral for a donation, please contact Sandy Sideroff at the museum office. 604-532-0035.

■ EVENT POSTPONED

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The **Volunteer Party** has been postponed due to conditions out of our control and will be rescheduled for a later date. We will contact the individuals when the date has been decided.

■ UPCOMING EVENTS

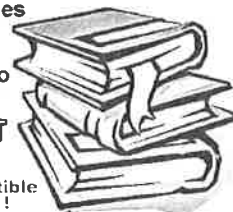
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February 24th :
Up, Up, and Away Auction
Museum Hangar, Saturday 6:00pm

April 21st :
Annual General Meeting and Elections
Museum Hangar, Saturday 6:00pm

Contact the museum office for more information on events. 604-532-0035

The Museum welcomes donations of used AVIATION BOOKS for the Library and to sell in the Gift Shop **HELP SUPPORT THE MUSEUM** & receive a tax deductible receipt for yourself !



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