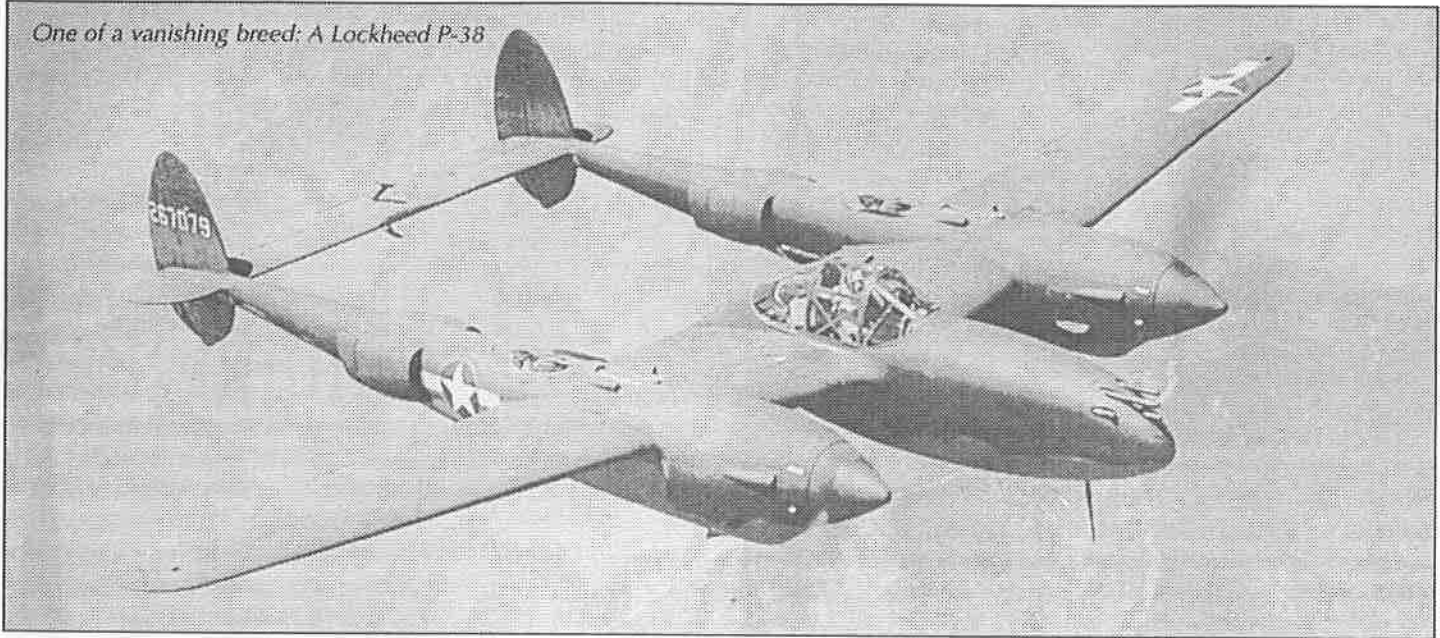




*One of a vanishing breed: A Lockheed P-38*



## To Fly or Not to Fly

By Jack Meadows

As a former Mosquito pilot, my sadness at the recent fatal crash at Manchester of the only airworthy Mosquito in the world is as great as anyone's. At this stage mechanical failure is suspected. A little earlier one of the few flying P-38 Lightnings suffered the same fate at Duxford, though it seems pilot error. Various disasters to other rare birds have been reported in the US recently. In Holland a Spitfire IX has just nearly been written off in a prang. Earlier the wonderful replica Kestrel engined Hawker Fury (the original 1930's biplane, development of the Hart, not the post war Tempest development) was almost written off in Belgium. In the last year there have been various such accidents south of the border.

Inevitably the old argument restarts between those who say such treasures are too valuable to be risked in the air and those who say a lifeless grounded existence is an insult to a wonderful machine., is like caging a lion in a zoo. Certainly seeing them silent in museums give nothing like the satisfaction gained from their noise and movement close overhead.

As long as there are plenty of them around, as can be said of Spitfires, and much more of Harvards and Tiger Moths, the argument does not seriously arise. It is where the subject is almost unique that

the best argument can be made for keeping them on the ground.

To a degree if money is no object, then it matters less. The demolition a few years ago of the original Blenheim IV rebuild (actually a Bolingbroke) resulted, after the first shock and resultant subsequent hand-wringing, in such a surge of new money and interest that another was rebuilt and is now flying on the European display circuit. But it is still the sole flying version of this famous aircraft. Is it right to risk it like this? One answer is that there are lots of others round the world on static display in Museums anyway.

***"Inevitably the old argument restarts between those who say such treasures are too valuable to be risked...and those who say a grounded existence is an insult to a wonderful machine"***

It seems to the casual observer that recently the accident rate is unduly high even though display routines are very carefully regulated both by show organizers and aircraft owners. Both pilot error and mechanical trouble occur. An increasing problem is the dying off - or at least retirement - of those with great experience on type, in the hangar as well as in the air.

Modern trained pilots are usually right out of their depth on piston engined, tail dragging warbirds. The RAF's Battle of Britain Memorial Flight keeps a Harvard, a Chipmunk and a Dakota to convert new pilots to its Hurricane and Spitfires and Lancaster. Although most carefully selected, and despite 2000 hours on Hawks and Jaguars, a man who has never flown behind a piston engine and only knows tricycle undercarriage is not immediately the sort of person to trust with a Spitfire which is a tricky aircraft until you get to know it. Problems like lack of forward vision on the ground - and the approach; violent swing on take-off

***Continued on page 8***

# Inside

To Fly or Not to Fly By Jack Meadows .....	1
Odds and Ends .....	3
Museum News .....	5
Donations .....	6

## HOURS

10 A.M. - 4 P.M. Daily

## ADMISSION FEES

General (Age 16 thru 59).....	\$4.00
Senior (Age 60 up).....	\$3.00
Youth (Age 6 through 15).....	\$3.00
Family (2 Adult+4 youth).....	\$10.00
Children under 6.....	FREE
Museum Members .....	FREE
<b>ANNUAL MEMBERSHIP DUES</b>	
General .....	\$35.00
Family .....	\$45.00
Seniors .....	\$20.00
Students w/I.D. ....	\$20.00

Please check the members expiry date on your newsletter mailing label. Renew by mail, telephone or visiting the museum. We accept cash, cheque, Visa or Mastercard.

The C.M.F.T. is a non profit society dedicated to the preservation of aviation and transportation heritage (Society #32,035). Membership can be obtained by paying the required dues. Charitable status allows for the issuance of tax deductible receipts for donations of artifacts, goods and money. The C.M.F.T. is governed by a board of Directors which is elected by the members at the Annual General Meeting in April.

The CMFT Newsletter is published quarterly by the Canadian Museum of Flight and Transportation.

Contributions in the form of articles, news items, letters and photos are welcome, as are comments and criticism. No payment can be made for any manuscripts that are submitted for publication in the CMFT Newsletter. The editor reserves the right to make changes in manuscripts without altering the meaning.

Editor.....George Gregory  
Contributing Editor.....Barry Candlish  
Photographer.....Larry Niven

All mail and correspondence can be sent to :

Canadian Museum of Flight and Transportation  
c/o The Newsletter Editor  
Unit 200 5333 - 216th Street  
Langley, B.C.

V2Y 2N3

Tel: (604) 532-0035

Fax: (604) 532-0056

E-Mail: CMFT@mail.xl.ca



## Canadian Museum of Flight and Transportation

### Directors 1996

Blakely, Ron .....	465-1343
Chesney, Joe.....	888-3281
Devisser, John .....	277-5000
Elgood, Terry .....	279-2062
Emerslund, Bill .....	298-6374
Kingston, Barry.....	826-2712
Krywiak, Ron (Vice President) .....	433-6240
McWilliams, Ron .....	590-0226
Nouch, Veryl (Treasurer).....	465-9789
Proulx, George (President).....	538-3836
Read, Michael .....	536-7402
Reid, John .....	271-1899
Rempel, Brian .....	946-8383
Retallack, Keith (Secretary) .....	526-4969
Robinson, Jane .....	536-3287

Office/Library: Margaret Giacomello  
General Manager - "Gogi" Goguillot

Office phone.....	532-0035
Fax.....	532-0056
E-Mail Address:.....	CMFT@mail.xl.ca

### Executive Committee

President.....	George Proulx
Vice President.....	Ron Krywiak
Secretary .....	Keith Retallack
Treasurer.....	Veryl Nouch

### Lifetime Directors

Barry Jackson, N.Vancouver .....	932-2367
Ron Stunden, Richmond.....	277-3827
Bill Thompson, Pender Harbour .....	883-2445
Ed Zalesky, White Rock.....	535-1841
Rose Zalesky, White Rock .....	535-1841

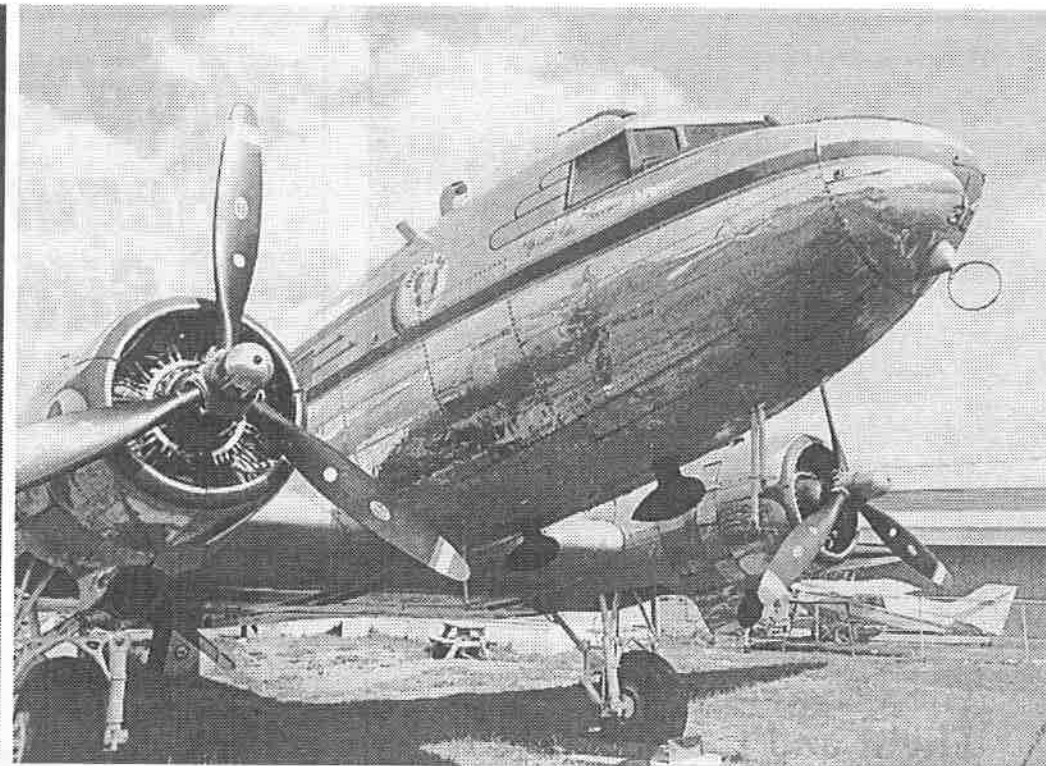
### Committee Information

Magazines, George Proulx .....	538-3836
Special Events, George Proulx.....	538-3836
Newsletter Editor, George Gregory.....	882-8016
Restoration, Sheila Chmilar .....	532-0035
Research, Jerry Vernon.....	420-6065
Photo Archive, Ingwald Wikene .....	543-9935
Computer Services, Michael Read.....	536-7402
Exhibits, Ron McWilliams .....	590-0226
Library, Margaret Giacomello .....	532-0035
Collections, Jerry Vernon .....	420-6065
Transportation, Tony Hudak.....	590-1855
Hampden Project, Fred Gardham .....	681-6886
For more info call the Volunteer Co-ordinator, Keith Retallack .....	526-4969
Parts Disposal, Tony Hudak .....	590-1855
Keeper of Aircraft, Ron Krywiak .....	433-6240

# Support

# Your

# Museum



## Odds and Ends

### SE-5A and Harvard Fly

The SE-5A and newly acquired Harvard are both flying: CMFT is a flying Museum once again. See the article on restorations on page 5 for more details and a picture.

### Help Needed

The Museum needs a sign painter to update the signs at the DC-3 and door lettering on our new truck. Call Gogi at 532-0035 if you would like to help us out!

### Internet Home Page

Harry Van Eaton is the creator of our home page on the Internet. our address is <http://mindlink.net/cii/cmft.html>.

### We Want Your Article!

Contributions to the Museum Newsletter are always appreciated. To contribute contact Margaret in the Museum Giftshop or contact Editor George Gregory at 882-8016.

### An Appeal To Former CFMT Members:

CMFT members with lapsed memberships are asked to come on out for a look. You will be very pleased on the progress the CMFT has made in the past 11 months. We are open 10am-4pm, 7 days a week, all year round. We have recently announced the agreement to set up a CMFT Wing at the Pitt Meadows Airport.

As current members can attest, there has never been a more exciting time to be a member of the Canadian Museum of Flight and Transportation, with the possible exception of the involvement in Expo '86. Speaking of Expo '86, CMFT was asked to display the Lysander and the Waco INF at the July 1st 1996 Expo '86 10 year retrospective.

Our 1996 Annual General Meeting which was held in the

Langley hangar, saw 120 members come out for the dinner and meeting, the largest membership turnout for an Annual General Meeting dinner. The meeting was a roaring success. Congratulations to Gogi Goguillot and all who assisted him, for a job well done. The membership said that all subsequent meetings shall be held at the hangar.

George Proulx and Margaret Giacomello are your contacts for those who want to volunteer in the gift shop, office and library at the Langley site at 532-0035, or Keith Retallack at 526-4969. Members wanting to volunteer at the Pitt Meadows Wing should contact Michael McCain or Keith Retallack at 526-4969.

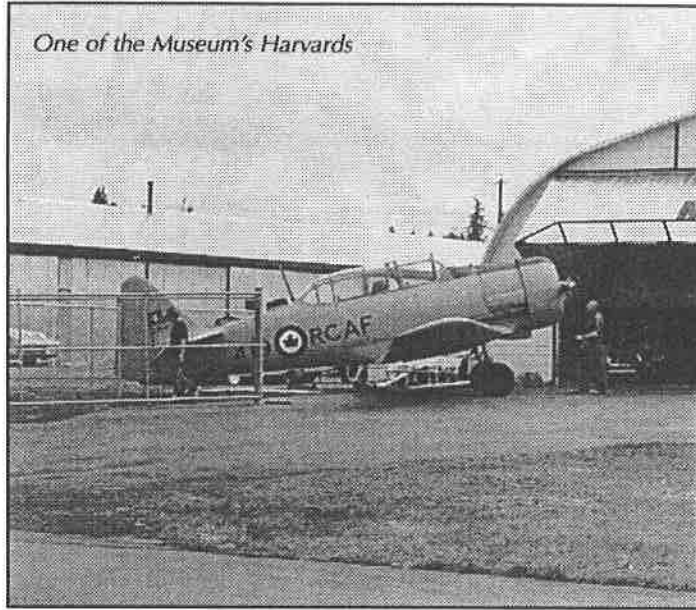
Gogi Goguillot, Museum Manager, is the contact for those individuals who want to become involved in regular volunteer activities in and outside the Langley hangar, as well as outside aircraft specific activities at the Pitt Meadows Wing. Tuesday-Saturday 9:00 am-5:00pm. Phone 532-0035.

## UPCOMING EVENTS

CFMT Annual Fall Dinner  
Meeting  
October 25  
Langley Hangar

Remembrance Days  
Seaforth Armouries  
Vancouver, B.C.  
November 9-11  
Volunteers Required

One of the Museum's Harvards



## More Volunteers Required For Gift Shop!

The Gift Shop is one of the Museum's main revenue producers. More volunteers means more funds for the Museum's use.

Contact **Margaret** at 532-0035 for more details!

## The Canadian Museum of Flight and Transportation

is holding the next

### DINNER AND MEETING

at the Canadian Museum of Flight and Transportation  
Hangar

5333-216th Street, Langley  
on Friday October 25 1996

6:00 pm bar

7:00 pm dinner

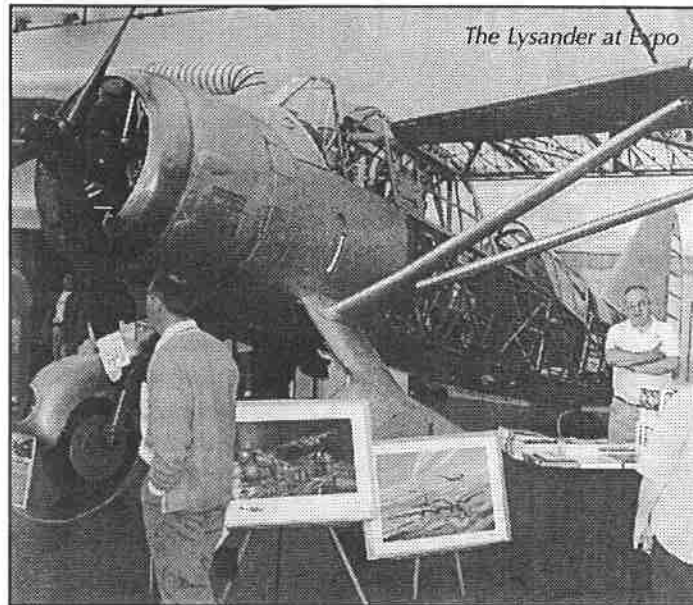
8:00 General Meeting

8:30 Guest Speaker

Cost is \$16.00 per person.

Call For Reservations 532-0035 Mon-Sun 10am-4pm

No later than Tuesday, October 22, 1996



## Attention Collectors!

Some members may not know but over the years CMFT has accumulated material which may never be used. For sale and in storage we have:

-a Volmer Jensen amphibian - flying condition when received

-a Bowers Flybaby - less engine

-a partially built Taylor "Titch"

-a Lovings "Love", partially built

-a partly completed Thorpe T-18

-an Austin A-30, partially rebuilt

-an Edsel sedan - complete

Phone 532-0035 and ask Gogi for details!

## "Pioneering Aviation in the West"

### NEW PRICING!

Announcing a special new  
price of only \$11.95  
for the museum's own  
special history of  
aviation in BC



## Around The Museum

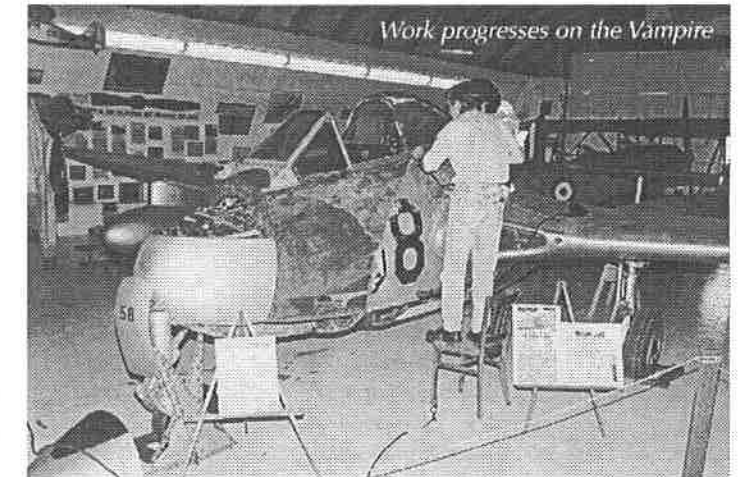
### Restorations

**Fred Gardham** has been hard at work with several airplanes in addition to his Hampden project. Fred has prepared several primary instrument panels for the British planes in the collection. One of the most intelligent aspects of British design was the use of the same panel of primary flight instruments in all their wartime airplanes.

Fred has "mass produced" several panels, inserted instruments from those in storage and is busy installing these panels in planes ranging from the Lysander to the Vampire. **Bill Morgan** and **Dave Elgin** have been helping Fred with his projects over the summer.

Restoration work has been completed on the Replica SE5A. The aircraft was removed from storage and has been brought back to flight condition under the direction of Museum Manager **Gogi Goguilot**. Gogi and his partner **Dan McGowan** were the designers of the scaled down fighter. **Milt Lake** has refinished the wooden struts from the wings and landing gear. Some metal and fabric work has been done on the horizontal stabilizer to repair corrosion damage that resulted from salt water exposure prior to being stored. On Sunday, September 1, the SE5A took its first test flight. Gogi flew it from Langley to Delta Air Park. The flight was 40 minutes long and the little plane flew like a bird. She looked beautiful and sounded great. The only glitch was the radio which didn't function properly, so Gogi had to get permission from the tower at Langley to make the test flight without one.

The **Cornell** CF-FLY has now taken up residence in a T hangar at



gressing.

The **Fleet Finch** engine parts have been obtained and are being installed by **Doug Moan**, but it is still in need of flying wires which have been ordered and should arrive soon.

**Sheila Chmilar** and **Ron MacWilliams** have been busy setting up the displays as well as working with **Wayne Manning** on the ongoing restoration of the Vampire.

**Keith Retallack** spearheaded a project that cleaned up the interior of the **Piaseki HUP-3**. Copious quantities of bird dirt have successfully been removed from the helicopter. The simple but important job of clearing the drain holes was done and some trapped water was released.

Some important touches have been added to the **Starfighter** display as well as most of the other aircraft inside and outside the hangar. **John Tetrault** designed and built the display stands that raise the substantial 10 ton weight of the airplane off its rubber tires. These racks help preserve the wheels and keep our displays from getting flat tires. Also a cover has been fitted inside the rear of the Starfighter's fuselage. Hopefully an afterburner tailpipe can be obtained.

Work continues on displays that are still being reassembled from the move. The **Beechcraft Expeditor** has had its newly restored display engines and propellers installed. It now awaits the installation of its fabric covered control surfaces, which are being prepared by **BCIT**.

It has been nice to see some of our younger members getting more involved with volunteering for the museum this summer. Cadets **Aaron Mosch**, **David McIntosh**, **Gordon Rutgers**, and **Derek Hall** spent most of their summer vacation doing odd jobs and help-

*Continued*



the Langley Airport. Originally intended to be ready for a first flight in 1992, the interrupted restoration now continues thanks to the generous work of **Ted Harris** and **Werner Greisbeck**. The work is pro-

### CMFT Flight Plan XXI: Our Business Plan For the 21st Century

CMFT now has a permanent home. The time is right to file our flight plan for the future of the Canadian Museum of Flight and Transportation. The membership of CMFT is invited to put pen to paper and give your input to complete this CMFT-FLIGHT PLAN XXI. The plan will be presented to the

membership at the February 28, 1997 membership meeting to be held at the Langley Hangar.

A six member committee has been struck. The committee members are: **Bob Alexander**, **Bill Emerslund**, **George Proulx**, **Ron Krywiak**, **Keith Retallack** and **Harry Van Eaton**.

The members are asked to drop off their submissions by November 30, 1996 at the Langley museum or fax them to the museum at 532-0056.

## Around The Museum

continued

ing the more experienced volunteers with their projects. Thanks, guys!

In addition to the erection of exhibits, the museum's volunteers are working hard to maintain and improve our new building. Fortunately the new site is mostly gravel but requires some landscaping. A fairly large crew gathered during one week and put their varied talents to the test to improve the functioning of the overhead



The Struchen Helicopter in the Museum hangar

hangar door. Problem hinges had caused some damage which needed repair. **Doug Moan** was instrumental in designing the door's new mechanism. Now the door opens a bit quicker and a bit higher. Doug also got the **Conair tug** up and running.

**Don Butterly** designed and built the new fascia for the Gift Shop building: now it looks cleaner and more complete.

A project has been started to provide the gift shop with a **new trailer**. The policy of taking the Sopwith Camel to events with the gift shop trailer has proven very popular with the public and has improved sales. The new trailer will be able to carry gift shop merchandise and the Camel together. This will make it much easier for

volunteers to attend special events and bring an impressive display with them.

### Exhibits

The collection on display in the Langley Hangar continues to change and evolve. Several new artifacts have been donated and put on display.

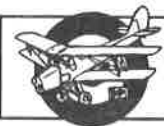
**Fred Struchen** of R.S. Refrigeration of North Vancouver has donated his homebuilt helicopter. This amazing piece of work, designed and built by Mr. Struchen, incorporates a Honda car engine, Yamaha motorcycle parts and roof skylights. This wonderful helicopter must be seen to be believed. This new artifact has already participated in a parade in Pitt Meadows before arriving at the Museum, and it will travel with the gift shop trailer when the Sopwith Camel can't go.

Another new arrival, and one that is in as immaculate a condition as the helicopter, is a **1930 Ford Model A Coupe**. The donor, **Harry Richmond** knew as soon as he entered the display building, that this was a proper home for his beautifully restored automobile.

A superbly built model of a **Stinson** has been donated by master craftsman **Maxse Tayler**. This jewel was built entirely from scratch and is detailed to the point where you can open the cabin door and pull a Beautiful British Columbia magazine from the pouch in the door. Incredible as it may seem, this accurate model is also capable of flying. It has a weed-eater motor hidden under its aluminum cowl.

Also hanging from the ceiling is a 13 1/2 foot long model of the **1915 Zeppelin L11**. This huge representation was designed to fly and weighs in at a remarkably light 15 ounces. Fortunately the late **Walt Winberg** decided never to risk his wonderful creation to the dangers of flight and donated it to the Museum several years ago. The Museum is proud to present Walt's work to the public now that there is indoor display space.

**Milt Lake** managed to refurbish the cut-away model of the **Goblin jet engine**. It has been wired so that when a patron pushes a button on the side of the engine the turbine section spins and the various portions of the engine interior are lit up by lights. Plexiglas guards have been installed to protect little fingers.



## Donations

### Cash

Chambers, Gordon  
Clisch, D.F.  
Frankish, Dick  
Gardham, Fred and Edna  
Gardiner, William  
Hampton, W. Bert  
Irving, Arthur  
Klett, Inky  
MacDonald Stewart Foundation  
MacInnes, Rod and Wendy  
Mackenzie, Ross S.  
Manson, Russell and Bernice  
Seller, Art  
Smith, David and Sandra  
Williamson, George F.  
**Tools, Equipment, Furniture, Fixtures, Consumables**  
Clark, John  
Lingham, John L. (Jack)  
Neidig, Mel E.  
Palmer, Tom  
Petrie, Donald J.  
**Services**

### Biondi, Mario (Ace Lock and Key)

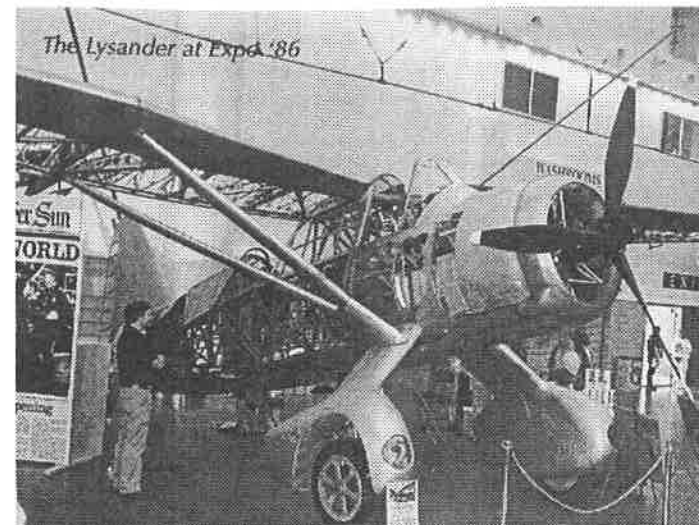
**Models, Plans, Drawings, Maps**  
Jackson, S.G. "Stoney"  
Larson, Gordon R.  
**Books, Magazines, Logs, Brochures, Memorabilia**  
Jackson, S.G. "Stoney"  
Lingham, John L. (Jack)  
McKeachie, James G.  
Nanton Lancaster Society  
Nelson, H. Ray  
Palmer, Tom  
Paul, Allan E.  
Prothero, Mrs. Helen  
Smith, Robert  
Vivian, Stan  
**Large Artifacts**  
Friends of the DC-3  
**Small Artifacts**  
Baker, Sita  
Bennett, Chris  
Brett, Harold  
Carpenter, George  
Krywiak, Ron

### Petrie, Donald J.

Sanford, Barrie W.  
**Uniforms, Medals, Trophies, Crests**  
Anderson, Donna L.  
Perkins, Claudia  
Ruiter, Warren  
**Photos, Prints, Videos, Aerophilately**  
Keating, Sean  
Patterson, Dugald C.  
Smith, Robert  
Wikene, Ingy  
**Wish List: Items we still need:**  
-Fax machine  
-VHS video camera and cassettes for cataloging the collection and the recording of Museum events,  
-486 or newer CPU type computers with monitor/keyboard/mouse  
-WINFAX modem software and 28,800 bps US Robotics modem  
-Novell 4.1 or lantastic networking software and cabling  
-500 MB - 1 GB computer hard-drives

### -External CD-ROMs

-VCR and TV or monitor for museum videocassettes for public displays  
-framing and glass for the CMFT photograph collection, for public display  
-materials and chemicals for the work on fabric covered aircraft  
-motion detection type security alarm  
-expertise and materials to seal a water leak in the hangar  
-expertise and materials to repair the roof on the ATCO giftshop/library  
-interest and expertise in fund raising activities  
-expertise to complete the restoration of various aircraft engines  
-portable NAVCOMs  
-aircraft maintenance material for metal aircraft: cleaners, rags, protective agents, etc...



The Lysander at Expo '86

## Around The Museum

continued

### The Gift Shop

The Museum gift shop would like to announce that they now sell new issues of several aviation related magazines as well as railroad magazines and assorted modelling magazines. Long a source of back issues, the Museum is happy to present members and visitors with current issues of many popular titles. If members would like to have specific titles put away on a monthly basis, please phone the gift shop and inform George Proulx or Margaret Giacomello at 532-0035.

The gift shop has improved its selection of models for those of you who still have a bit of the child left in you. We are now carrying hand carved mahogany models with approximately 120 variations of aircraft. Please allow 5 to 7 weeks for delivery. Models can be custom finished to the client's specifications. Scales vary from 1:24 to 1:250. For more information contact George Proulx.

Most of our T-shirts are on sale. We would like to sell off our current stock to make room for new stock. We are in the process of entering into an agreement with a local T-shirt supplier of competitively priced T-shirts.

This summer has been one of our best for **off site sales**. The Kamloops Airshow, Boundary Bay Air Races and the Chilliwack airshow netted the gift shop much needed revenue.

Gift Shop Volunteers update: I would like to thank Muir Adair, Eric Clark, John Nuttall and Dick Kendall for their help in the gift shop. Their training is coming along nicely. However, we still need more help. If you are able to come in one or two days a week, please phone the flight shop and ask for Margaret.

### Special Events

We would like to thank these volunteers who worked at one or more of these events: B.&C. Watson, R. McWilliams, S. Chmilar, J. Clark, J. DeVisser, C. Black, T.&M. Elgood, H. VanEaton, J. Vernon, J. Robinson, R. Krywiak, D. MacIntosh, J. Podmore, G.&H. Proulx, and I. Klett.

### Expo Reunion:

Volunteers represented the museum at the 10 year reunion of Expo '86 that was held at BC Place June 29,30 and July 1. The museum placed the Lysander and the Waco INF on display in the convention hall during the reunion festivities.

The job of transporting the aircraft to and from Vancouver was a

large task for the museum volunteers to undertake but proved to be well worth the effort. **Tony Hudak** once again towed the Lysander through the streets of Vancouver.

The Lysander was a special Expo '86 project and was displayed along with the Noorduyn Norseman and the Stampe at the Aviation Pavilion during the 1986 fair. Not as well known is that the Museum also built the large scale aircraft models that were hung in the Yukon Pavilion.

The reunion celebrations included many of the other displays from the fair. The saucer shaped balloon model put on a regular show and some of the Highway '86 vehicles returned as well.

The Museum did well, operating a sales table which featured some original Expo '86 souvenirs. Event organizers also paid CMFT for bringing in the aircraft. Many thanks to the volunteers for their help with this great publicity and fundraising event.

### CMFT's Summer BBQ:

This summer's volunteer appreciation BBQ held July 26th, was quite a smash. Attendance went up from our usual 40 to 60 people to about 130!

The Spitfire print was won by **Jerry Colin**. Congratulations to **Sheila Chmilar** and all who assisted her for a very successful event. We would like to thank the **Choi family** from **Dak's Cafe** for catering the affair; they did a great job.

Tradex: This year in May we participated in an aviation marketing expo at Abbotsford's Aviation Tradex Building. The Sopwith Camel was quite a hit there.

RCFCBC: There were two special events sponsored by the Radio Controlled Flying Club of BC at Fry's Corner this year. We were at both of them, and enjoyed ourselves tremendously.

Boundary Bay Air Races: Held August 17th and 18th, their first year, the Boundary Bay Air Races went off without a hitch. The event was quite successful and we look forward to participating again next year. They may even give Abbotsford a run for their money!

### Kamloops Air Show:

This was a fun event to attend on August 7. The volunteers at the airshow were helpful and took good care of us. **Captain Bill Thompson's N3N** was a crowd pleaser.

### Chilliwack Air Show:

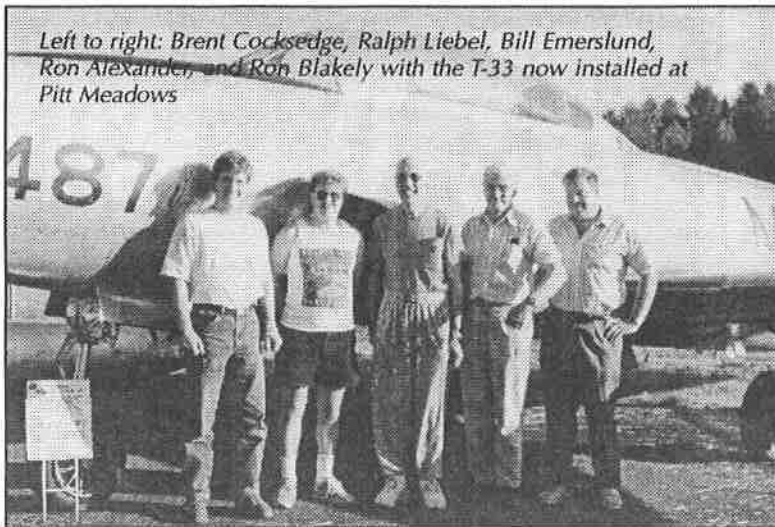
Held August 25th, this airshow never lets us down. A pleasant day for the family, the sun made this airshow a warm one.

### Lansdowne Mall Display:

Continued



The Waco at Expo '86



Left to right: Brent Cocksedge, Ralph Liebel, Bill Emerslund, Ron Alexander, and Ron Blakely with the T-33 now installed at Pitt Meadows

## Around the Museum *continued*

The Bensen Gyro and Sopwith Camel were on display at the Lansdowne Mall from September 14-19. Sales were very brisk and the response very good to the displayed aircraft. Special thanks to Merilee and Terry Elgood, John Gilmore, Inky Klett, Dick Kendall, Larry Niven, George Proulx, John Clark, Mel Neidig, and Mr. Tyler.

### Pitt Meadows Wing Opens

The Pitt Meadows wing now has a portable building on property donated by a local business - Altair Aviation - that will house volun-

teer activities. Volunteers have already been busy rounding up fencing, building materials, signage, etc. to show a presence. Approximately 90 volunteers have indicated their willingness to help in whatever capacity.

Pitt Meadows Day on Saturday, June 1/96 was the Museum's first public showing with its participation in the annual parade by trailering a helicopter. This entry was very well received and created a great deal of excitement.

The Museum also organized, with the help of the Aero Club of B.C. and support of the Golden Ears Chapter (Maple Ridge) of the Vintage Car Club of Canada, an event after the parade for youngsters to receive a free airplane ride at the airport.

A total of 19 pilots - members of the Canadian Owners and Pilots Association (COPA) - volunteered their expertise, their planes and gas so that youngsters from the age of 8 to 17 years could participate in the Young Eagles Program. 170 young people were given the thrill of a lifetime, a thrill they probably will never forget. Hopefully this will be an annual event.

Early in July, the Pitt Meadows wing received two aircraft, a T-33 jet trainer and a Brantley 5 helicopter. These aircraft will be the first aircraft to be restored by volunteers to static display condition.

"Wings and Wheels" at Pitt Meadows Sept. 15 was possible due to all the hardy volunteers, community organizations and exhibitors who braved the rain, wind and cold encountered Sunday morning. The sunny afternoon saw several hundred visitors come out to have a look at the automobiles, aircraft and community groups represented. The event followed the tried and true format used by the museum at the Surrey site.

## To Fly or Not to Fly *continued from page 1*

- or on landing if in a crosswind; narrow and unstable tail-down undercarriage (easy to hit the prop tips on the ground); the need to change hands to raise it; two position (up or down only) flaps; constant speed prop, and all those engine instruments to watch; tendency for the engine to boil on the ground; and power which although considerable is not quite the sort

to which he is accustomed, can soon get the inexperienced into expensive trouble.

The first Blenheim rebuild was wrecked simply because the pilot did not appreciate, as those who fifty or sixty years ago regularly flew with such engines did, that after idling for a while, either on the ground or in the air, they could "oil-up", or at least cough several times before providing the sort of full power he suddenly found he needed immediately.

And of course the cost of flying such aircraft today, not just gas but maintenance and insurance, is so high that even the Battle of Britain Memorial Flight's flying hours are very restricted. Hours must also be kept down to avoid wearing out their treasures. So the new (to such aircraft) pilot is lucky to get in more than a few hours experience on type before taking it out on - admittedly very gentle - display routines and then not many hours each year anyway.

There are some specialist display private companies with vastly experienced-on-type pilots. They too are worried about the future.

***"As less than 10 percent of a normal airshow audience is... 'aircraft knowledgeable' the organizers reckon there is no point in wasting money to show them the exotics which they do not appreciate."***

At least one is embarking on a sort of apprenticeship programme for young pilots to provide successors, when the old men finally have to call it a day, who are properly trained to cope with peculiarities of aircraft they otherwise would only read about.

Maybe the argument will to some extent solve itself. Already in Europe, at least, owners of the more expensive and exotic warbirds who rely on show income to keep them going are finding fewer

shows ready or able to pay their cost of attendance. As less than 10% of a normal airshow audience is now reckoned to be "aircraft knowledgeable" the organizers reckon there is no point in wasting money to show them the exotics which they do not appreciate. A number of treasures have as a result recently been withdrawn, grounded into museums. Of course this may merely make the real treasures than much more important to the aficionados at special displays while the pilots and ground crews are even less experienced because of even less practice. Or else these treasures will increasingly be owned by rich people who may not really know how to fly their expensive toys.

Fortunately, (some might say unfortunately) our museum has at risk no such unique or irreplaceable treasures potentially airworthy. What we may see airborne are relatively simple and common aircraft and those who may fly them, for some years to come anyway, are already experienced in that sort of flying. Nonetheless our interest in the world's stage cannot blind us to the broader argument.