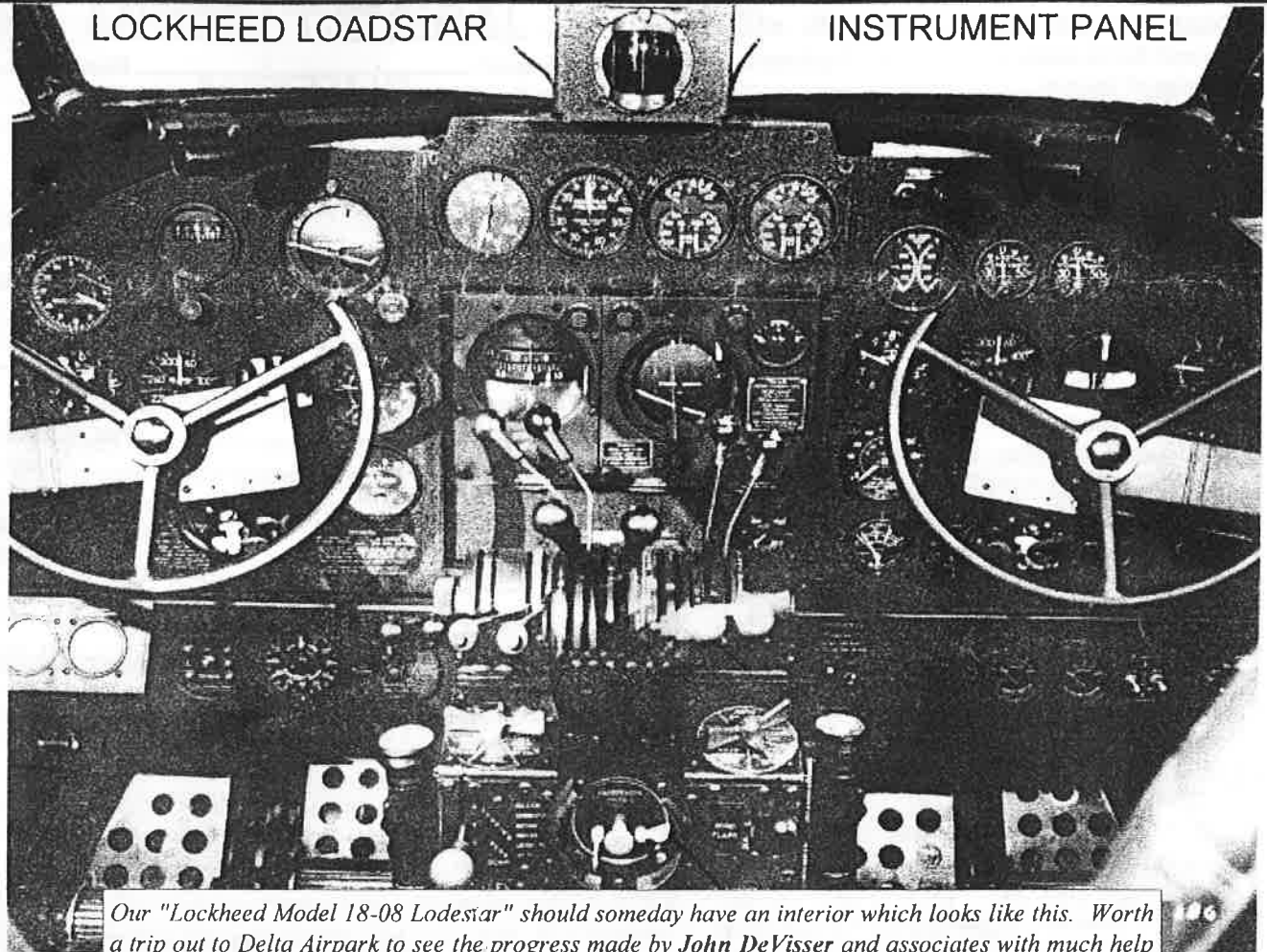




Canadian Museum Of Flight Glidepath NEWS

Issue 61

Spring 1999



Our "Lockheed Model 18-08 Lodestar" should someday have an interior which looks like this. Worth a trip out to Delta Airpark to see the progress made by John DeVisser and associates with much help from Dick Coulter of Bear Crane Service. [see page 6 for more....]

Editorial by Gogi Goguillot....

APRIL 24, 1999 ANNUAL GENERAL MEETING

see page 3
for details

A.G.M. Annual General Meeting. Once a year, camaraderie, good food and a very short meeting, except, by law we must elect a slate of directors to chart the course of our association for the next twelve months.

Historically, we have trouble in getting enough nominees to fill the slate (15 plus one founding director). Maybe a quick review is in order; A Director may be, but is not obliged to be a Committee Chairperson. A Director should

have some experience, perhaps in executive positions in other associations, or, in owning or running a business.

After all the Canadian Museum of Flight is first and foremost a business whether we like it or not, and unless successful as a business is doomed as a museum. We have a Nominating Committee. If you are contacted, please give their request serious consideration. If you have ideas to present, you may be nominated or volunteer right up to the night of the elections. Remember, the responsibility of a Director is to monitor the overall activities of the Canadian Museum of Flight, but not necessarily on a day to day basis. You can fulfill Director's duties with minimum disruption of your life while the 'full time people' handle the nuts and bolts.

MISSION STATEMENT:

"The Mission of the Canadian Museum Of Flight is to tell the fascinating story of aviation by collecting, restoring and preserving aircraft and artifacts".



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HOURS..... 10:00 A.M. - 4:00 P.M.

ADMISSION FEES

General (age 16 thru 59)	5.00 plus GST
Senior (60 plus).....	4.00 plus GST
Youth (age 6 thru 15).....	4.00 plus GST
Family (2 adults + 4 youth).....	12.00 plus GST
Children (under 6).....	Free
Museum members.....	Free

ANNUAL MEMBERSHIP DUES (GST included)	
General	37.45
Senior	26.75
Family	48.15
Student.....	26.75
Membership renewals due MARCH 1st.	

The CMF Newsletter is published quarterly by the Canadian Museum of Flight. 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 C.M.F. Newsletter. The Editor reserves the right to make changes in manuscripts without altering the meaning.

Editor..... "Gogi" Goguillot
 Layout & Printing..... Morice Kapustianyk

All mail and correspondence can be sent to:
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 V2Y 2N3

Tel: (604) 532-0035 Fax: (604) 532-0056
 E-Mail:museum@canadianflight.org
 www.canadianflight.org



**Canadian Museum
Of Flight**

Executive Committee

President..... *George Proulx*
Vice-President..... *Don Butterley*
Secretary..... *Sheila Chmilar*

Directors

Butterley, Don.....	576-1175
Chmilar, Sheila.....	540-6236
Greisbeck, Werner.....	856-5222
Holliday, Dan.....	291-0934
Kendall, Dick.....	463-6181
Kingston, Barry.....	826-2712
Krywiak, Ron.....	433-6240
Manning, Wayne.....	Fax: 538-9829
McWilliams, Ron.....	590-0226
Proulx, George.....	538-3836
Read, Michael.....	536-7402
Robinson, Jane.....	536-3287

Founding Directors

Thompson, Capt. Bill..... 883-2445


General Manager:..... "Gogi" Goguillot
 Administration:..... Bev Watson
 Marketing..... Sandy Tinsley
 Corporate Affairs..... Tom Batey

Office phone.....(604) 532-0035
 Fax:..... 532-0056

Standing Committees

Magazine collection.....	George Proulx 538-3836
Volunteer Coordinator.....	Morice Kapustianyk 857-0551
Special Events.....	George Proulx 538-3836
.....	Jane Robinson 536-3287
Newsletter Layout/printing.....	Morice Kapustianyk 857-0551
Restoration.....	Werner Greisbeck 856-5222
Research.....	Jerry Vernon 420-6065
.....	Fax: 420-1684
Computer Services.....	Michael Read 536-7402
Exhibits & Displays.....	Gogi Goguillot 532-0035
Grounds & Janitorial.....	Ron McWilliams 590-0226
Transportation.....	open
Meetings/Prep Entertainment.....	open
Disposals.....	Gogi Goguillot 823-6428
Casino.....	Jane Robinson 536-3287
Lodestar.....	John DeVisser 277-4377
Aircraft Flying Committee.....	Gogi Goguillot (current pilot) 823-6428
Keeper of Aircraft.....	Ron Krywiak 433-6240

ODDS & ENDS



**CANADIAN MUSEUM OF FLIGHT
ANNUAL GENERAL
MEETING
DINNER AND ELECTIONS**

**CMF HANGER
APRIL 24, 1999**

Cocktails	6:00 p.m.
Dinner	7:00 p.m.
Annual Meeting	8:00 p.m.

*Tickets for the dinner are available at the
CMF GIFT SHOP @ \$ 20.00 p.p.
[GST included]*

**RSVP before APRIL 16, 1999
Please call: 532-0035**

**When is a "Volunteer"
Not a "Volunteer" ...**
 The answer is "when they are not a member".
 There has been much discussion about this so we checked it out, and determined the following:

1. Due to insurance coverage for the Canadian Museum of Flight, and Workers Compensation Regulations, ALL VOLUNTEERS must be paid up members.
2. Volunteers 17 years and younger, must have parents 'written permission' (forms available).
3. Should we need a specific skill for a specific project, for a specified length of time, the membership requirement may be waived.
4. The majority of present volunteers when questioned, felt that the minimal cost of membership should not deter serious involvement.

Who & where are we ??

"OH, I thought you were in White Rock" or, "When did you move to Langley" or, "I wondered where you went" One of our biggest problems is lack of publicity as to our location and visibility. We have boxes of brochures with pictures and maps and promotional content but,

we have no distribution. There are places we can't go like hotels who have contracts with advertisers, but we can leave our material in libraries, your local store/merchant, barber, just to give you some thought and take some when you leave the dinner.

The CANADIAN MUSEUM of what?

by Sandy Tinsley

Since February 1, 1999 when I started to do Marketing full time, I realized that one of the obstacles the museum is facing is the majority of people in the Lower Mainland either think that we closed the museum after leaving Crescent Road, or they just don't know that we exist at the Langley Airport. In order for the museum to survive, we need people coming in through the museum and gift shop doors, and to do this, they have to know we are here. So the question is...how do we do this? On February 13th., we hosted an event called "Meet the Pilots" in celebration of Canadian Heritage Week. This event was a success and we received a lot of media attention, including a front page picture in the Langley Advance. It was a day to reminisce and share stories of what it was like to fly the airplanes

that are in the museum collection. A special thank you to all those who helped in making this day such a success. On February 17th., the museum, in conjunction with the Langley Chamber of Commerce hosted the "Business after Business Trade Show". This event was held in the main museum hanger with over 19 businesses on display. It was open to the public and provided a unique opportunity for them to become acquainted with the products and services offered by local business and walk through the museum's displays and memorabilia. Unique special events are one way that bring attention and revenue to the museum, but there are many more. If you have any ideas for events that the museum could host or can help in any other way, we would love to hear from you.



Election of Directors

It's that time of year again. The Canadian Museum of Flight's Annual General meeting (AGM) which will be held April 24, 1999 will give you, the museum members, the chance to cast your vote for the people that you'd like to see on the 1999 Board of Directors. It should be remembered that electing a new Board of Directors is an important part of the responsibilities as a registered society (#1303 under the Societies Act) and is a great way for

the members to help set the tone for the 1999/2000 term.

To be eligible to vote in the upcoming election in person or by proxy, you must be a member in good standing and have been a member for at least 30 days.

For those members who cannot attend this year's AGM, a proxy vote may be used. Complete, sign and send it to the meeting with your appointed representative.

It is very important that all members, whether they attend the Annual General meeting or not to cast a vote for the people that they would like to see as a Director of our museum. Placing a vote is your voice in the future of the museum and by submitting a proxy vote or voting at the AGM, you're taking a proactive role in the future of your museum.

The Canadian Museum of Flight's membership will cast secret ballots to elect 15 directors from the list of nominees which the nominating committee has compiled. Following is a brief introduction of each of the candidates who have been nominated to run as a Director, or has agreed to leave their name stand for election. Please make sure to read each bio carefully so that you can make an informed choice when you cast your vote. Candidates nominated on the night of the meeting will of course not be listed in this newsletter but please consider all your choices carefully.

Instrument of Proxy

I, _____, the undersigned, being a member in good standing of the Canadian Museum of Flight, hereby appoint _____ or failing him/her _____ my proxy, to vote for me at the

Annual General Meeting
of the
Canadian Museum of Flight.

APRIL 24, 1999

Signed _____ Date _____

Visit the **Museum Gift Shop** We have a large selection of gift items in our inventory So!!! Kick your rudder to starboard, slide into our glidepath and

- VIDEOS
- MAGAZINES
- MODELS
- CARDS
- COASTERS
- PRINTS

TOUCH DOWN
at the
CMF Gift Shop
Langley Airport

Biographies of Nominees Directors for 1999/2000 Term

Butterley, Don - Incumbent, 3 years

Don is a retired marine engineer and an avid modeller. In the past two years, Don has been a dedicated volunteer with the msueum taking on some major projects that include painting the CF-104D and working on the AVRO Arrow replica at Abbotsford. Don is currently building the museum's Taylor Monoplane.

Chmilar, Sheila - Incumbent, 7 years]

Sheila is an elementary school teacher in Surrey and is currently on the museum's Executive Committee as the Secretary. Other museum duties include assisting Ron McWilliams with the museums displays.

Greisbeck, Werner - Incumbent, 12 years

Werner is a licensed AME and an aircraft controller at the Abbotsford Airport Tower; prior to that he spent 23 years in the Langley Tower. Werner's hobbies include rebuilding antique aircraft, doing fabric work and he is the proud owner of a 1938 Fairchild and a 1941 Porterfield both of which he restored. Werner currently sits on the restoration and flying committee and is restoring the museum's Cornell to flying condition.

Holliday, Dan - Incumbent, 12 years

Dan is retired after 30 years with Shell Canada and has been flying since 1962. He currently owns a Citabria and is a member and Past President of the Langley Aviation Council, and is a member of the Quarter Century in Aviation Club. Dan is assisting in the restoration of the museum's Cornell and provides his services as a tour guide at the museum.

Kendall, Dick - 3 years

Dick has taken on the lonely duty of staffing the museum's gift shop on Monday when no one else is there. Dick, now retired from the workforce, has proven to be a hard working, dedicated volunteer who has been an asset to the museum.

Krywiak, Ron - Incumbent, 21 years

Ron has been with the museum for many years and has a

real love for old aircraft. He has done some airframe and engine rebuilds in the past and owns his own Warbird salvage. Ron currently holds the position as the Keeper of Aircraft.

Proulx, George - Incumbent, 6 years

George is a retired railway man and a keen scale modeler. He is currently the President of the museum, manages the gift shop and organizes the many special events.

Read, Michael - Incumbent, 7 years

Michael is a Management consultant with clients in 19 different countries and a sailplane pilot. He currently volunteers his computer skills to the museum.

McWilliams, Ron - Incumbent, 9 years

A regular volunteer with Sheila Chmilar - organizing hangar displays. He is currently employed with UAP/NAPA Auto Parts.

Wadhams, Terry

Retired from B.C. Tel Supply Headquarters, West Coast Transmission Supply. Canadian Pacific Airlines and operated his own retail business. For the last year Terry has been very involved as a docent (Tour Guide) and handyman for the CMF.

Davenport, Mike

Western District operating Manager for Sherwin-Williams Paint. Served on the Board of the Abbotsford Airshow Society, experimental Aircraft Association, Recreational Aircraft Association of Canada. Served as Vice-President RAA Chapter 85, is active with "Young Eagles" and owns and flies a Stinson 108-3.

Worden, George

Retired as Senior Vice-President of Operations for Canadian Airlines where he began his career as Junior Service Engineer. In the area of recreational aviation, George built a Flybaby, Volmer Amphibian and 2 - RV4's.

Manning, Wayne

Wayne has been a pilot for the past 11 years with Harbour Air, has rebuilt a Luscombe, assisted CMF with work on Mosquito and Vampire - 3 years prior service as a Director.

Ode to a Taildragger Author unknown

*Taildragger, I hate your guts.
I have the license, ratings and such.
But to make you go straight is driving me nuts.
With hours of teaching and the controls in my clutch.
It takes a little rudder, easy, that's too much.
You see, I learned to fly in a tricycle gear
with one up front and two in the rear.
She was sleek and clean and easy to steer,
But this miserable thing with tires and struts
Takes a little rudder, easy, that's too much.
It demands your attention on the take-off roll
or it heads toward Jone's as you pour on the coal.*

*Gotta hang loose, don't over control.
This wicked plane is just too much.
With a lot of zigzagging and words so obscene
I think I've mastered this slippery machine
It's not that bad if you have the touch
Just a little rudder, easy, that's too much.
I relax for a second and from the corner of my eye,
I suddenly realize with a gasp and a cry
That's my own tail that's going by. You ground looping wreck;
I hate your guts, give a little rudder, Great Scott, THAT'S TOO MUCH.*

**LETTER
TO
THE
EDITOR**

Subject: Dr. Pickup article...

Thank you for your great article on Jack. My husband and I were employed by him as pilots and flew him many times. Some of our friends started with Jack at ABAS. Jack owned Altair (note spelling) together with another aviation legend: Harry O'Reilly. George McCutcheon, his son-in-law, could fill you in more. Harry was a trainer in the forces during the war and after he initiated and taught at the Aero Club at what is now Vancouver's south side. He also did aerobatics, finishing loops close to the ground, which today would be a violation. (I hope George has that neat photo). Harry's wife, Eunice, would avoid listening to the radio announcer on air show days it was too hair raising. We knew Harry and Jack when Altair was in Pitt Meadows. They were very much ahead of their time in their philosophy on 'equal opportunities'. They gave me my start as a female

commercial pilot and instructor. As a result I have many hours between here and Alert Bay, with Jack along side and many stories of B.C. history. When the clouds were low, Jack would say: "you shoulda seen it when these straights were filled with smoke from the burning on Craycroft Island. I stayed just above the water and crawled around the shoreline. It must've tripled my mileage, but I always made it".

Jack got the Alert Bay strip paved in August, 1980. What a grand day! Government officials flew up in the Citation after the pilot practiced in YJ with traffic cones marking out 1500 feet so he could guarantee the 2500 useable in Alert Bay! We had a salmon feast and the whole town turned out. Jack got me to show everyone their house from the air. After many flights and many happy faces we went home tired. I never could get the smell of fish grease out of the cockpit.

Many stories another time.... Marion Robinson.

How to make money on a Donation

By Doug Schwann

Care to participate in a little understood tax break that has the potential of actually "paying" you to make a donation?

Care to become part of the Canadian Museum of Flight's Tiger Moth Restoration Crew -with no effort - and get your name on the fuselage to boot?

Care to get priority on the flight line once the project is finished?

Well.....here's how!

Key Point #1

Revenue Canada recently changed the tax laws (this has never happened before, right?). making it more beneficial (this REALLY has never happened before!) to make a charitable donation.

Key Point #2

The Canadian Museum of Flight is a registered charitable institution. We're not going to bore you with the details. The essence is that taxpayers who make a charitable donation (read "to the Canadian Museum of Flight") COULD end up in a much better after-tax position than by donating the cash. Here's an example:

If you donate \$ 10,000 CASH and are in the highest tax bracket, you end up with approximately \$ 4,700 in tax credits. If you are able to utilize all of these credits, you end up with a "net donation cost" of about \$ 5,300.

On the other hand, if you donate SECURITIES with a fair market value of \$ 10,000 and if the following assumptions are true, then this is what can happen:

Donate SECURITIES (stocks, bonds, mutual funds, etc)

Market value	\$ 10,000
Assumed cost base of donated securities	5,000
Capital gain subject to tax	5,000
Taxable amount 37.5% (instead of 75%).....	1,880
Tax payable @ 54% marginal tax rate	1,013

Normally, you would pay tax of approximately \$ 2,025 if you sold the securities and paid tax on the capital sum. You therefore save \$ 1,012 in tax by donating the securities to the Museum.

The federal and provincial TAX CREDITS resulting from this donation still amount to about \$ 4,700.

So, if you are in the top tax bracket, and if you donate securities to the Canadian Museum of Flight that have a market value of \$ 10,000 and an ACB of \$ 5,000, then:

1. You will pay capital gains tax on \$ 1,013 rather than \$ 2,025 on the securities as a result of a deemed disposition.
2. You will receive a tax credit of about \$ 4,700.

Your "net donation cost" amounts to about \$ 4,300, almost 20% less than by donating cash!

In other words:

"you can actually save money by making a donation of securities, rather than cash, to the Canadian Museum of Flight"

Some additional points:

- The donation may remain beneficial in lower tax brackets, but not to the same degree.

- There may also be beneficial tax treatment due to donation of securities that would result in a tax loss.

VERY IMPORTANT: PLEASE check with your tax advisor for personal implications. Donations of any amount, or in kind, may be made by any of the following methods. Appropriate tax deduction receipts will be issued.

- Cash - Securities - Tangible property may be donated for either general purposes or for a specific project. - Professional services.

Please contact Gogi at (604) 532-0035 at the Museum or Doug Schwann at (604) 643-2822 for further information.

Doug Schwann is a member of the Canadian Museum of Flight, a pilot and long-time aviation enthusiast, and a registered investment Advisor with Levesque Securities in Vancouver.

The information contained herein has been obtained from sources we believe to be reliable, but we do not guarantee its accuracy or completeness. This report is not and under no circumstances is to be construed as an offer to sell or the solicitation of an offer to buy securities. This report is furnished on the basis and understanding that Levesque Securities Inc. Douglas J. Schwann, or any employee of Levesque Securities Inc. are to be under no responsibility or liability whatsoever in respect thereof.

Special Thank You to all the volunteers who came out and donated their time during "Spring Break". Tom and George Belyea (George seen in the photo) came all the way from Powell River and spent the week sorting used magazines that the museum has for sale.



Remember ?

**ALL MEMBERS ARE ENTITLED TO A
10 % DISCOUNT
ON REGULAR PRICED MERCHANDISE
IN THE
CMF GIFT SHOP**



Myron Olson, who is a very active aviation person, began a project a few months back. Myron decided that our book "Pioneer Aviation In B.C." should sell much faster that it was - so - he began to take a few sample copies to the various aviation events he attends, so to date Myron has sold 200, that's right, Two Hundred copies. There must be a moral in here somewhere!

Bring Cookie Cans

A strange request? Not really, we have spare engine parts that need preserving and storing. Cardboard boxes don't last so you "can" (ha, ha) bring along any you "can" spare!

WACO EQC6 The "Doctor Pickup" WACO is progressing. Doug Moan has installed and plumbed the fuel system and much of the control system. Ken Kula - navigation lights; John Clark - landing lights; Mel Neidig - seats. Plans are for Doug and Ken to pick up the engine from Okanagan Aero at the end of March. (We owe Okanagan Aero many thanks as most of the overhaul work was done 'gratis'.) Once the engine is hung, oil system, fuel system, engine controls and instruments can be hooked up. Project starts getting expensive when instruments are involved and even more with upholstery and fabric. Final hurdle could be wheels and brakes which seem to have vanished during CCW's many years on floats.

Membership Draw winner is;

RICHARD PUGH
of Surrey, B.C.

Richard won the leather/wool embroidered jacket Valued at \$ 295.95 by Renewing his Membership before February 28, 1999
Congratulations!



**WANTED
Cleaning rags for the
CMF WORKSHOP**

WANT TO HAVE FUN IN YOUR SPARE TIME ?

Ever wanted to be a hero to a 5 year old - a mentor to a 15 year old - a good friend to a handicapped person or just old folks reminiscing about being kids on the farm and watching the Tiger Moths and Harvards flying over all day long?

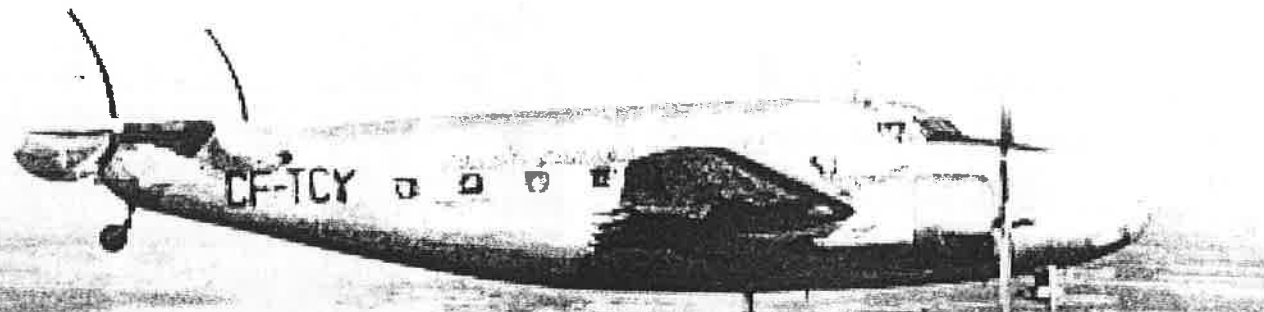
If you have or if you just love hanging around old airplanes, then why not come out and help as a tour guide. Tours of the Museum generate much needed money to keep the doors open and due to efforts of the new marketing person, we are becoming very busy with tours and are short of people to help.

The common excuse we hear is that..."I don't know anything about the collection". Well, the answer to that is - it doesn't matter!

We have made up booklets for the Tour Guide which tells you everything you want to know about everything in the collection. We will also be running a training seminar for those who are interested in being tour guides. Even doing one tour a month would help. So give us a call and get in on the fun while helping the museum. You will also learn answers to age old questions like, Why did the RCAF paint targets on the side of their planes? -- Because the 'Bad Guys' needed to know where to shoot! Or, What makes an airplane fly? -- according to 5 year old Ashley, that would be her dad who is a mechanic for Air Canada.

By Dan Holliday

Contact Sandy @ 532-0035



Our Lodestar CF-TCY, in Trans Canada Airlines livery. TCY is Gate Guardian at the Delta Airpark. Project Chief, John DeVisser started a fund-raising plan which was supported by Delta AirPark operators and Chapter 85 of the Recreational Aircraft Association. The above donations of \$ 500.00 each plus the generous help of Western Propeller has got us much closer to completion.

Tiger Moth leaving for painting at Werner's shop.



Our TIGER MOTH's wing getting stripped for inspection by dedicated volunteers in the CMF hanger.

TIGER MOTH

Great Progress --- several new donors added up to a total of \$ 1,800.00. Thanks to Don Souter, Blair Ledingham, Doug Forster, George Serviss, plus of course the original help from Ted Harris. Then, after scouring the civilized world for a prop and fuel tank, d Doug Moan ecided to fix the fuel tank. *Then*, during an unconnected visit with Don Nikkel of Valley Aero

Engines we noticed, hanging on his office wall a propeller to fit a 'Gypsy' engine, which Don donated on the spot.

Then we found after some research, that it was probably off an Auster,

Then, while attending a surprise birthday party for Bert Van Den Ham, we were introduced by Jack Lingham to Mr. Rick Coulter who has a damaged Tiger Moth in his garage.

The upshot of all this name dropping is that we have been loaned a good fuel tank and "as new" propeller.

THANK YOU FOR THE HELP!

Propellers for the LODESTAR

- Delta Heritage Airpark
- Chapter 85 Recreational Aircraft Assoc
- Western Propeller
- Bear Crane

Engine and Propeller for WACO EQC6

- Western Propeller
- Okanagan Aero Engines
- Bear Crane

The CANADIAN MUSEUM OF FLIGHT

As the Museum's Volunteer Coordinator, I am in need of Member Volunteers for the following areas; TOUR GUIDES and for the GIFT SHOP [we are open 7 days a week] We need one person for each day of the week Which day could you serve? If you can help, please give me a call; Morice @ 857-0551

NEEDS NEW MEMBERS SO! WHY NOT ASK

- a friend
 - a relative
 - a work associate
 - a local merchant
 - a neighbor
- to join us?*

MUSEUM ORGANIZATION

The Canadian Museum of Flight's management organization has been restructured. The overall intent for introducing this change is to create a management capability that can effectively cope with the serious financial challenges currently facing the museum. As well, there will be the need to have a strengthened organization in place to implement the long-term Business Plan being development.

We recently completed a budgeting exercise for the fiscal year 1999.2000, which clearly shows an urgent requirement to increase the Museum's business revenues and to seek financial assistance from government and corporate sources in the form of grants and sponsorships. I believe it is fair to say that cost cutting is no longer the key to our future financial health. We need to increase our opportunities for generating income, not just

for the sake of bolstering a sagging bank balance, but to allow us to get on with our fundamental mandate-to acquire, preserve, restore and display British Columbia's and Canada's aviation heritage.

The accompanying chart defines the structure of the revised management organization and the individuals responsible for the various functions. It is not a unique structure, but it will create the emphasis we need to aggressively market the museum, to develop alternative sources of revenue and to realistically plan for the future. The traditional functions of Operations, under the general manger, and Administration are, as always significant keys to the success of the museum. With this revised division of responsibilities however, both areas can more clearly proceed. Aircraft restorations will have an increased focus as will the development of a more efficient financial accounting system.

This organization realignment will also afford us the opportunity to better develop our

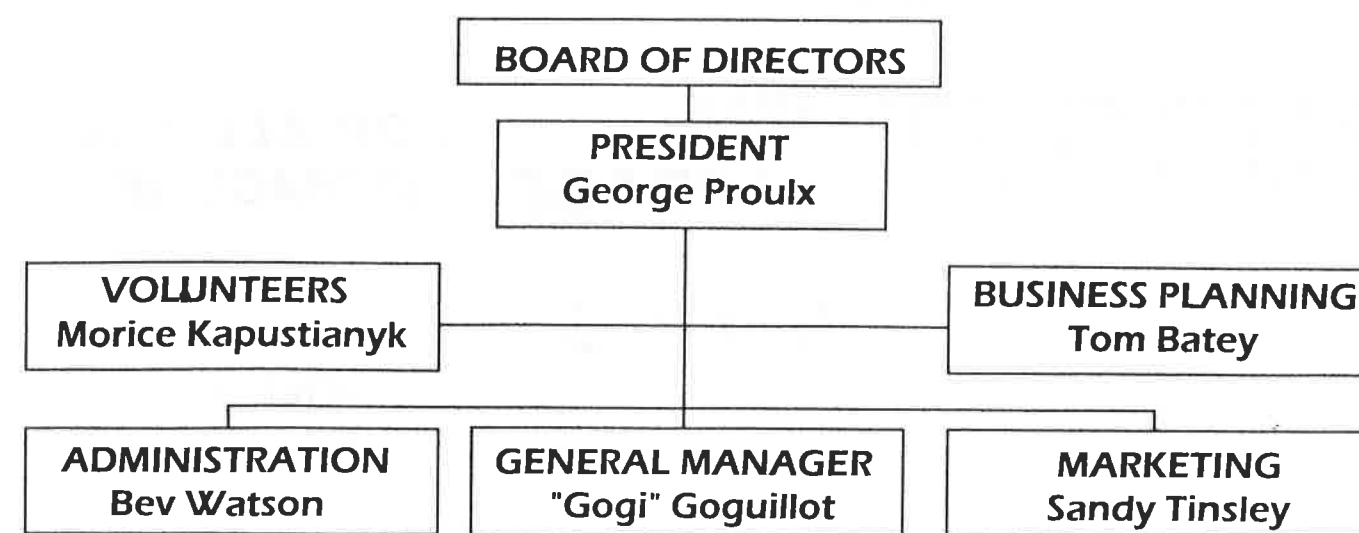
volunteer resource base from current membership, and to acquire additional volunteers from an ever-increasing membership. The Volunteer Coordinator's position will significantly assist us in this endeavor.

Finally, the overall supervision of these activities will be the responsibility of the President and the Board of Directors. Their roles do not significantly change, but I'm confident that the challenges they will be facing will make for an interesting life.

While on the subject of the Board, and as you have no doubt read elsewhere in this publication, there is an upcoming election in April. Currently there are Board vacancies and, given the challenges we foresee, we invite those of you interested in planning for the Museum's growth and future successes to join us. If you are enthusiastic, open-minded and can, above all, maintain a sense of humor, the experience should be fulfilling.

Tom Batey

ORGANIZATION PLAN



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WW1 AERO (1900-1919) & SKYWAYS (1920-1940) Two journals for the restorer/builder & serious modeler of early aircraft

Sample issues \$ 4 each. 1 year subscription \$ 25; Overseas \$ 30

- information on current projects
- news of museums and airshows
- technical drawings and data
- photographs
- scale modeling material
- new and current publications
- information research
- workshop notes
- information on paint/color
- aeroplanes, engines
- parts for sale
- your wants and disposals

Sole distributors for P3V, a computer program to generate 3 view from a photograph

Published by **WW1 Aeroplanes, INC.**

15 Crescent Road, Ploughkeepsie, NY 12601 USA (914) 473-3679

Advertising

Rates:

- 1/4 page 50.00
- 1/2 page 75.00
- Full page..... 100.00

Classifieds:

- 50 words or less
- Members 10.00
- General..... 15.00

Your ads will assist the Museum Programs and introduce your business and product to our membership.

Please call Sandy at: 1 (604) 532-0035 for our SPECIAL Introductory Offer

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FOR ALL YOUR STORAGE NEEDS

521-3636

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163 Schoolhouse Street., Coquitlam, B.C.

RESIDENT MANAGER

MASTERCARD