Canadian Museum of Flight

June 19, 2000

Dear Member:

Your museum is maintaining and displaying one of the finest collections of British Columbian and Canadian Aviation History in Canada. As you know this diverse collection includes artifacts and aircraft from World Wars One and Two, civilian aircraft of that era, and on into the jet age.

The care and maintenance of this vast collection requires huge amounts of time and effort and this is being done by you as volunteers spending countless hours working on aircraft, building maintenance, library, gift shop, supporting tours and so on.

All of this comes with a cost that cannot be covered just by the *sweat equity* mentioned above; it also requires significant amounts of money.

While money is needed for the restoration and maintenance of the flying and static projects, this is relatively easy to get. There is a certain glory attached to sponsoring a particular aircraft. However even more money is required for the mundane things that can't be seen and touched quite as readily. Routine daily or monthly things such as utility bills, taxes, lease payments, wages for employees, stationery, paint, and cleaning supplies and so on. I'm certain you've got my point.

Your board of directors has introduced changes in the past year to maximize the value we get out of every dollar received to do all of the above but it is still not enough. We need more.

Just to meet operational expenses for this year we need to generate a further $40,000 in funding. This is where you come in. No, we're not asking you to dig deeper and send more of your hard-earned cash (unless you are so inclined). Nevertheless, we *are* asking you to get involved in the "2000 Fund Raising Project".

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Email: museum@direct.ca Visit us on the web at www.canadianflight.org
Registered with Revenue Canada as a Charitable organization. Tax deductible receipts available.

We are approximately 450 members strong at this time and each of us can get involved somewhat in fund raising. We may not have vast amounts of disposable income but perhaps more importantly we may have influential contacts that might be prepared to participate in sponsoring a project within your museum. Only you can identify that individual or corporation who has the potential to become part of this remarkable display of Canadian Aviation History.

Please review the attached materials and then identify a sponsor that you could either bring on board or refer to us so that we could work with you to get them involved.

Your help is urgently needed to continue the fine work you have done to date. Thank you for your continued interest, enthusiasm, and commitment to meet this new challenge and I look forward to working with each of you in this endeavor.

Yours truly

Terry Wadhams
President.

THE HISTORY

The story of the Canadian Museum of Flight and Transportation is one of great importance to the heritage of aviation in the Province of British Columbia and Canada. In the early 1970's, a group of local aviation enthusiasts made a move to stop the exodus of historic aircraft leaving Canada for the United States and Europe. Museum pioneers such as G. Barry Jackson, Ron Stunden, Bill Thompson and Ed and Rose Zalesky pooled their resources to acquire as many of these aircraft as possible to be held against the time that a Museum society could be formed. Since those early days, relocation from Crescent Beach and a name change to the Canadian Museum of Flight Association still attests to the vision and dedication of the founding members. The inventory of aircraft and aviation artifacts donated and collected over almost 25 years has established the Canadian Museum of Flight as a important and unique repository of Provincial and Canadian aviation history. **IT IS A NATIONAL TREASURE.**

Because living in the Lower Mainland is so attractive, an extraordinary range of aeronautical trades has gathered here and many are volunteers at the Museum. The research, maintenance overhaul, repair and renovation of historically significant antique aircraft further attest to the incredible talent and uniqueness of the volunteer staff.

THE PROBLEM

Irrespective of the challenges, difficulties and problems that all "not-for profit" organizations face from time to time, once dispersed, the inventory and volunteers of the Canadian Museum of Flight could never be reassembled. Age, health and simply the difficulties of starting anew, would find our aircraft and volunteer staff scattered to the wind. It would be gone forever.

The annual operating budget of the CMF is approximately $250,000. The current shortfall this year is projected at $40,000.00. This means that many of the community "outreach / interactive programs" are not reaching full potential. The Museum exists not only for the public to have the opportunity to view exhibits, but also as our constitution notes, to educate and inform, particularly for our youth, of the important role the Museum plays in the heritage of British Columbia and Canada. There is so much that can be done, not the least of which is the establishment of scholarship programs for talented students who have their eye on careers in the aviation industry.

Fortunately the Directors and volunteers of the Museum decided to roll up their sleeves, regroup and refocus their efforts. In one year the progress and spirit of the Museum is quickly transforming it to its former glory. Strategic planning, reorganization of tasks and duties, and a fighting spirit have rekindled everyone. In a few words, the Museum is on the move in the right direction.

But, there is one very big problem. Although money is still extremely tight, the small infrequent temporary relief experienced from time to time is brought about through the sale of Museum aircraft and inventory. This process is known as "the law of diminishing returns" and eventually, the very reason for existence for the Museum will be gone. There will be nothing left to display.

THE SOLUTION

As the President notes, this letter is about fundraising and money; how are we going to solve the problem so the Museum can survive and we can collectively get on with the many programs so important to our children, veterans, the elderly, shut-ins and all others who would enjoy Museum activities?

A group of members have worked diligently to create an innovative fundraising program that relies not on one CORPORATE FUNDRAISER per se, but reaches down into the depth of the membership base to make every volunteer a fundraiser. The program works much the same way as the "Adopt a Highway Mile" does. We have all seen the highway signs throughout Canada and the United States where organizations and individuals take on the responsibility of sponsoring one mile or more of a highway.

What has been done at the Canadian Museum of Flight is every aircraft and display has been allotted a number. You will see the complete list as an attachment to this letter. Each unit will be sold for $5,000.00 for a total of 55 units. A master chart will be located in the Museum office listing all the units and ensuring that volunteers/fundraisers who call are allocated the unit subjects they or prospective donors are interested in. Although attractive, we do not want to sell the same unit twice.

The sponsor of every unit will receive the following. First, the Museum of Flight, Federally registered, is permitted to issue a Tax Deductible Receipt for the full amount of the $5,000.00 donation. Second, the donor name, (either private or Corporate) will appear on a master board that will be placed on the wall of the hallways entrance to the Museum. Third, every donor will have a small plaque attached to the actual exhibit they support. It would read " THIS EXHIBIT / AIRCRAFT IS SPONSORED THROUGH THE GENEROSITY OF MR & MRS. HAROLD AND JANET CHANDLER / or NORTHERN HELICOPTER SERVICES" etc.

I am pleased to report that already three potential units are being considered for sale. Private contributors and Industry people appear to like the idea and are more than willing to get onside. Phase one of the redesign of the displays is now finished and everyone is invited to see how the Museum looks. An executive pamphlet is available for you to take to contributors. Most Presidents, CEO's and senior people have too few hours in a day and the pamphlet will answer many questions.

It is imperative that we succeed. Just stop and reflect on what the Museum means to you, your family and the people of British Columbia and Canada. Get in touch with former employees or organizations that are in a position to sponsor a unit and explore every option. All money collected will be unencumbered and go into the general operating fund. Hopefully a professionally administered investment fund can be created which will help avert such financial crisis for the Museum in the future.

Finally, consider this. The Canadian Museum of Flight is in the process of approaching some of Canada's most influential citizens to become *PATRONS* to our organization. What this means is that with influence, we will be able to create programs and activities that are limited only by our imagination. Our membership will continue to grow and our new coordinator program will create events that will be spectacular. Truly it will be a home for honoring our World War aviation veterans, Air Command members of the Canadian Armed Forces and Air Division of the Royal Canadian Mounted Police. As well, through our schools and "outreach inter/active programs", young and mature Canadians alike will learn about their exploits of the men and women who contributed so much to the development of aviation in this great province and country of ours.

For further information on the executive package, please contact Sandy by phone at (604) 532-0035 by fax: (604) 532-0056 or by email at: museum@direct.ca.

SPONSOR UNITS

Non Flying Assets

UNIT #	DESCRIPTION	LOCATION
1	Zeppelin Air Ship	10 foot model - Hangar ceiling
2	Hallway area display	Hallway (commerative wall plaque)
3	Introduction sign	Inside hallway door of Hangar
4	First Flight, Canada / British Columbia	Hangar wall
5	Pre WWI	Hangar wall
6	WWI British Columbia Airmen	Hangar floor cabinet
7	Antique propellors	Hangar wall
8	Antique WWI Fighter models	Hangar floor display cabinet
9	WWI aircraft feature	Hangar wall
10	WWI fighters and bombers flown by Canadians	Hangar wall
11	Between the Wars, creation of the RCAF	Hangar corner / floor cabinet
12	Tribute to Battle of Britain	Hangar wall and floor cabinet
13	Tribute to Bomber Command	Hangar wall and floor cabinet
14	Minature models of 200 Military aircraft	Hangar cubicle wall cabinets
15	RCAF Insignia and mannequin display	Hangar floor cabinet
16	RCAF Overseas WWII	Hangar wall
17	British Commonwealth Air Training Plan	Hangar wall
18	Individual RCAF personnel feature area	Hangar wall and floor cabinet
19	Home Defence	Hangar wall and floor cabinet
20	RCAF Overseas	Hangar wall and floor cabinet
21	RCAF / CF Post WWII	Hangar floor cabinet
CIVILIAN		
22	Aviation beginning in British Columbia / Canada	Hangar wall and floor cabinet
23	Development of Commercial Aviation in British Columbia	Hangar wall and floor cabinet
24	History of RCMP Air Division in British Columbia	Hangar wall and floor cabinet
25	History of the Langley Airport	Hangar wall and floor cabinet
26	Women in Aviation	Hangar wall and floor cabinet
27	Modern aviation in British Columbia	Hangar wall and floor cabinet
28	Individual civilian feature area	Hangar wall and floor cabinet
OTHER ASSETS		
29	Children's play train	"The Flying Choo Choo" (outside)

SPONSOR UNITS

Aircraft Flying / Static Units

UNIT #	AGE	NAME OF AIRCRAFT	STATUS	LOCATION
30	1950's	Avro CF-100 Canuck	Static	Outside Hangar display
31	1950's	Beechcraft 3NMT Expeditor	Static	Outside Hangar display
32	1940	Bolingbroke (Cockpit)	Current Restoration	Children's visitation
33	1950	Bowlus Bumblebee	Static	Inside Hangar ceiling
34	1950's	Canadair CF-104 Starfighter	Static	Outside Hangar display
35	1930's	Dagling Glider	Static	Inside Hangar ceiling
36	1942	DeHavilland DH82C Tiger Moth	Flying	Hangar floor display
37	1948	DeHavilland Vampire Mk III	Static	Outside Hangar display
38	1930's	Dornier Flying Boat-1/4 Scale model	Static	Inside Hangar ceiling
39	1940's	Douglas DC-3	Static	Outside Hangar display
40	1943	Fairchild Cornell	Storage	Next restoration project
41	1940	Fleet 16 B Finch Mk II	Flying	Hangar floor display
42	1941	Handley-Page Hampden	Static	Outside Hangar display
43	1970's	Hang Glider	Static	Inside Hangar ceiling
44	1960	Lockheed Lodestar	Static	On permanent display at Delta B.C. airport
45	1970's	Mignet Pou Du Ceil (Flying Flea)	Static	Outside Hangar display
46	1940's	North American Harvard	Flying	Outside Hangar display
47	1954	Piasecki HUP-3	Static	Outside Hangar display
48	1980	Quickie	Static	Inside Hangar ceiling
49	1950	Radio Plane - Target Drone	Static	Inside Hangar ceiling
50	WWI	SE5a 7/8 Scale replica	Flying	Hangar floor display
51	1920's	Sopwith Camel replica	Static	Trailered for special events
52	1950's	T-33 Silver Star	Static	Outside Hangar display
53	1937	WACO AQC 6	Current Restoration	Hangar floor display
54	1930	WACO INF	Flying	Hangar floor display
55	1941	Westland Lysander Mk III	Static	Inside Hangar display