

NOVEMBER 2016



The

ROUND EL

THE VINTAGE WINGS OF CANADA NEWSLETTER

GROWTH *through Youth*

In this edition of *The Roundel* we highlight the results of a busy and successful summer, examine the progress of ongoing restoration work, and we talk about upcoming activities for volunteers and the plan for preparing us for the next flying season.

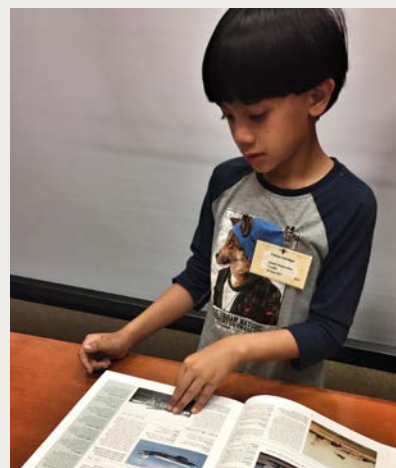
Summer is when we showcase our magnificent aircraft and raise awareness for our charitable organizations. Consequently, the hangar doors were constantly opening and closing to support flying, maintenance, training, and to make space for events. Beyond our own locale in Gatineau, yet more activities were supported by Vintage Wings volunteers all over the Quebec and Ontario region.

Outstanding support from our partnership with Grand Freres et Grand Soeurs de l'Outaouais included distributing our posters, generating interest in the media and, most importantly, contributing a

large number of volunteers to support the Hadfield Youth Leadership Summit and Gatineau en vol Air show.

Our evolution towards a self-sustaining organization is progressing in large part due to a growing volunteer base. Team Lead for Volunteers, Jay Hunt, provides an overview of how this new structure has been working, and he presents some ideas on how we can continue to bring the concept along.

We use our aircraft collection to draw attention and, ultimately, to generate support for our youth programs, aircraft restoration projects and flying operations. As you'll read below, there are some exciting things happening. We look forward to celebrating Canada's 150th Anniversary in 2017, and we invite friends across the nation and around the world to see where and when Vintage Wings of Canada will be participating. If you can't wait till then, tours of the



Tristan, 7, in the VWoC Library. Tristan, a VWoC member, can put to shame the most knowledgeable aviation historian.

hangar are always available, and there are plenty of opportunities to contribute your support!

See you in the hangar!

Stephan King

Team Lead, Communications
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A MESSAGE *to Our Volunteers*

For those of us who live in the National Capital Region, we are indeed fortunate to have an amazing collection of vintage aircraft in our backyard. To preserve one of the premier collections of historic aircraft in the country or elsewhere, requires an enormous financial and people commitment. At Vintage Wings of Canada, we place an emphasis on volunteerism to offset many of the direct costs associated with restorations, flight operations, and maintenance. As we discussed in our last *Roundel*, the increased use of volunteers – together with corporate sponsorships and private donors – has enabled us to lower our operating costs while also improving public access to the hangar. Most importantly, volunteerism allows us to achieve our charitable goal of educating, inspiring and enabling young people to achieve their full potential, and we constantly strive to expand the number of youth we support.

The results from the enduring personal commitment from hundreds of volunteers is evident by the success we achieved throughout this year. After weeks of planning by team leads and a core of regular volunteers, we established new partnerships with youth groups and we grew our volunteer base to organize and support several key events, most of which occurred in June. Our CEO, Peter Allen, referred to the *personal heroics* of so many volunteers, and you'll read about many of them below.

I often ask myself what makes volunteers give freely of their time, at their own expense, to return to the hangar again and again. The obvious answer is that they love the aircraft and appreciate the opportunity to be around them, to observe the progress on aircraft restoration projects, and to watch them fly. But there is more to it because, as I've discovered, so many of you have no previous connection to aviation. In essence, volunteering simply makes us feel good. It fulfills us with a sense of accomplishment and it is a uniquely personal reward for each of us.

For the retired amongst us, we get to give our free time to something worthy, and we contribute whatever experience and expertise we can to move VWoC goals forward. For younger people, such as high school students seeking volunteer hours or hunting for future career opportunities, volunteering is a good way to gain experience and to network with those who can help. Regardless of our ages, backgrounds or personal motivations, volunteering is further enhanced when we know our efforts are helping to promote youth education and preserve aviation history.

We also create friendships with likeminded volunteers, and enjoy spending time with visitors who share a passion for aviation. It is our volunteers who lovingly care for and polish the aircraft, keep the hangar in spotless condition inside and out, ensure that aircraft movements and

operations are conducted safely, conduct tours for our many visitors, and carry out the many other jobs that are needed.

Looking ahead, volunteers will continue to play a crucial and growing role at Vintage Wings. All volunteers are encouraged to become full members of VWOC.

Volunteers bring expertise, energy and enthusiasm to the hangar and the airfield, and we want excite others to join the organization. The need for volunteers at VWOC has never been greater. Plans are underway for an ambitious slate of events and activities for Canada's 150th birthday year. How much we can accomplish is dependent on the number of volunteers who step forward and say *I want to be part of this exciting year*.

To all VWOC volunteers I say *Thank you for your service*. To those who haven't yet volunteered, I say *Come and join the team*. The rewards are great, and you will be paid back in ways no other activity can match. If you want to know more about how you can join us, please contact me directly or come and visit the hangar!

Jay Hunt

Volunteer Development Co-ordinator
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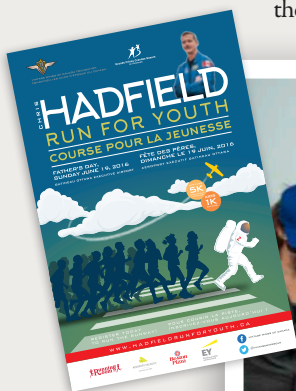
SUMMER 2016 *Activity update*

It would be impossible to accurately convey how busy this summer has been. Aircraft maintenance, regular hangar tours, team and individual volunteer training, and the event planning that led to June's all-important activities.

AN INTIMATE EVENING *with Chris Hadfield*



For the first year ever, we held *An Intimate Evening with Chris Hadfield*, which was followed by the inaugural *Hadfield Run for Youth*. Both of these events were used to generate awareness of VWoC's youth sponsorship programs, and we are indebted to Chris, Yvonne Dube of Grand Freres et Grand Soeurs de l'Outaouais, and so many others. The pictures speak for themselves, but it's important to note that funds raised go to support our youth programs such as Yellow Wings.



HADFIELD *Run for Youth*



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HADFIELD YOUTH LEADERSHIP SUMMIT *and* GATINEAU EN VOL AIR SHOW

On the 30th of June, we held the 3rd Annual Hadfield Youth Summit in the hangar, and Wings over Gatineau / Gatineau en vol Airshow in the afternoon.

More youth than ever attended this year's annual Summit, and more sponsors pledged their support. This is a clear indication that our goals of inspiring, educating and enabling more youth, especially to underprivileged and at-risk communities, is succeeding. Summit speakers included Kelly Hadfield, daughter of Robyn and David, and niece of Chris, who spoke about her non-profit efforts to support young people in Africa. One of the Summit guests was so deeply moved by

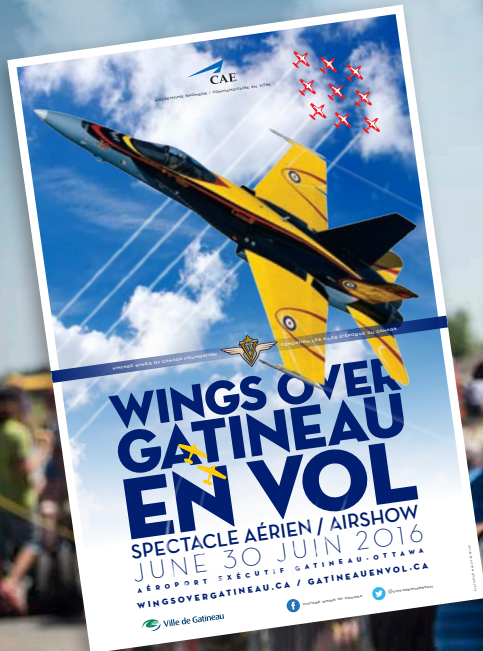
Kelly's presentation that he immediately became a major donor in support of Ghana Medical Help."

Assembly of First Nations Chief, Perry Bellgarde, inspired over 800 youth, including over 200 Aboriginal participants, with inspiring messages that were delivered in the enthusiastic, honest and humorous way he is known for.

Lieutenant-General Mike Hood, Chief of the Royal Canadian Airforce, spoke about his personal challenges to achieve his goals, and interacted with many of the youth on a personal level. At the end of the Summit, the Commander of the RCAF officially opened the Air Show, which

was itself an overwhelming success with over 8,000 visitors. Even before the dust settled, we continued to prepare for the Battle of Britain ceremonies in September and a number of VIP events. Sprinkled throughout the summer were engagements through the Lysander and Yellow Wings programs, which spread across the region to take hundreds of youth and some lucky adults flying in airports in Ontario and Quebec. Our aircraft and our fantastic support staff constitute an excellent way to distribute awareness of VWoC beyond the local area. It is programs like this which allow us to advertise our charitable work by actually doing it. We also held other activities, including road/air trips to engage local communities to garner interest.





AVIATION DAY AT SAINT-HUBERT

On 4 June 2016, 1,100 Air Cadets from Quebec gathered at the École nationale d'aérotechnique (ENA) to participate in an Aviation Day, an annual event that brings together aviation-related corporations, the military, students and Air Cadets. Located at Montreal/Saint-Hubert/Longueuil airport (YHU), ENA is the only college in Quebec offering training in avionics, aircraft construction, and aircraft maintenance. In addition to VWoC, exhibitors included the Canadian Armed Forces and a host of aviation companies and organizations. A CH-149 Cormorant was on hand for a search and rescue demo (which prompted a pilot to explain to me the principle that the helicopter flies because it is so ugly, the ground rejects it).

VWoC's delegation consisted of Don Buchan, Kevin Nesdoly and myself. The star of the show was Don's DHC-1 Chipmunk, which he had flown to Saint-Hubert the night before. Kevin and I followed with the

VWoC van, loaded with our gear and souvenirs for sale.

It was a very busy day, but so worthwhile. We proudly succeeded in fulfilling VWoC's mission to inspire, despite the language barrier for 2/3 of us. Kevin, not much older than the cadets themselves, and a student of Algonquin's aircraft maintenance program, connected with many cadets and shared anecdotes and advice. Don attracted a lot of attention in his flight suit, and patiently described the interesting aspects of the Chipmunk's history and its technical and mechanical details.

We reached out to many of the cadet officers, suggesting a tour of our hangar as a group activity. We sold a lot of souvenirs (*thanks to Lucie and Shannon, the souvenir boxes were well organized*). The most popular item? We ran out of the Corsair pins.



Many cadets are avid collectors of pins which they wear inside their wedges. This pin has a silhouette of the Corsair, in my opinion one of the coolest aeroplanes in our collection (after the Chipmunk and Cornell of course, Don.)

There is a video of the event on [YouTube](#). You can see the Chipmunk and our van, which Kevin had strategically parked just outside the hangar.

*Daniel Malépart
18 August 2016*

YELLOW WINGS PROGRAM

Under Yellow Wings Program Leader, Mike Ruddick, the Finch, Cornell, Chipmunk and Harvard were busy all summer commemorating the 75th anniversary of the formation of its first BCATP squadron in 1941. They took youth aloft from small and larger aerodromes, making many dreams come true and, likely, inspiring many more to pursue their ambition to fly.

LYSANDER PROGRAM

The Lysander, with grateful support from



Lysander Funds, had a full schedule which started in the spring and continues. Most recently, Dave Hadfield took a number of guests attending an Ernst and Young sponsored event for rides around Gatineau. Dave flew into air shows, local airports and other locales to bring the story of the

Lysander and VWoC to new audiences across Ontario. The ongoing success of the Lysander program will be used as a model to seek similar sponsorship to create flying programs for our other aircraft. In July 2017, the Lysander will be flying to the EAA Air Ventures Air Show in Oshkosh, Wisconsin.

TRENTON AIR SHOW

The Corsair flew to the Trenton Air Show, which preceded our own show by one week. Although it was on static display, as always, the Corsair drew the usual large crowds.

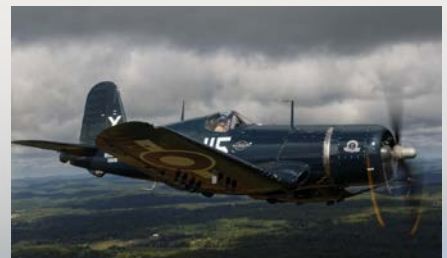


BATTLE *of* BRITAIN 2016

Battle of Britain commemorations this year were jointly supported by Canadian Warplane Heritage's Lancaster, which flew in formation with our Corsair and Mustang. As many will have noticed from our [Facebook](#)

[page](#), VWoC's Paul Kissman's [cockpit video](#) from the Corsair and Jonathan Edwards' [video](#) and photos from the Mustang have garnered over 57 thousand views and over 200 thousand people reached (*and rapidly*

rising!). The unprecedented increase of social media use by the public was a key part of our 2016 communications strategy, and we will continue to pursue ways and means to build even larger presence in the months to come.





HAWK *One*

Our F86 Sabre, Hawk One, has taken a rest this season as it awaits programmed airframe testing and certification. As is often the case, Hawk One didn't have to be in the sky to draw crowds. Pierre Clement provided hundreds of youth, former pilots and interested public with peeks into the cockpit and personal stories about this amazing jet fighter. We are eager to see Hawk One back in the skies soon, and are working the details on its sponsorship and maintenance schedule.

The Sabre Pilots Association of the Air Division Squadrons (SPAADS) held their convention in Ottawa September 15-18, and 150 members arrived at the hangar by bus for a tour on Friday, September 15th.



Norman Smith, a former F-86 pilot, came into the hangar thinking he'd be seeing just another Sabre. *Little did he know, it was the exact same aircraft he'd flown more than 60 years ago!* Moments like this often happen at the hangar, and make touring our veterans and their families an extremely exiting, emotional and rewarding experience for everyone.



AROUND *the* HANGAR

VINTECH AERO

The sights and sounds of aircraft entering and leaving the hangar, flashing up for an engine run-up, and taxiing to and from the runway is an attraction for every visitor to VWoC. It's impossible not to be immediately drawn towards the colourful, sparkling clean collection, especially when the engines are fired up or maintenance is being performed. The credit for getting and keeping these birds in flying condition falls to the professionals at Vintech Aero. This small group of experts puts an enormous effort into everything from restoration, fabrication, servicing and maintaining all of our aircraft. Vintech Aero occupies several workshops in the hangar which contain the parts and equipment to restore, repair and service VWoC's collection of decades-old warbirds and training aircraft. Out on the hangar floor, volunteers and visitors alike have a rare and unique opportunity to observe the process of resurrection and refurbishment. At any given time, several aircraft will be in various stages of completeness.

Our restoration projects and the breadth of our collection allows us to visualize and appreciate how aviation technology advanced from pre-war 1930s through till the end of WWII. For example, we can compare and contrast Hawker's Fury biplane design with its Hurricane monoplane to see what changed in only a few short years. Similarly, the Mk XII Hurricane in restoration provides a fantastic opportunity to see beneath the cloth and aluminum skins that cover our flyable Mk IV. Besides providing a visual source of rich

historical significance, observing the details of aircraft restoration illustrates and emphasizes how manufacturers evolved traditional and historical construction methods with new technologies. The venerable and iconic Supermarine Spitfire was designed pre-war for seaplane racing, but proved to be a superlative fighter. Consequently, it was modified throughout the war to meet different roles and missions. We are fortunate to have both the Mk IX and XVI Spitfires to illustrate the subtle and more obvious modifications this aircraft went through. Elsewhere in the hangar, our North American P-51 Mustang, Curtiss P-40 Kittyhawk and Goodyear FG-1D Corsair give insight into the evolution of American wartime aircraft manufacturing. We can see examples of how different companies solved similar problems, or how they built airframes to suit various operational requirements, such as operating on board aircraft carriers.

Next time you visit the hangar, take some time to observe not just what is flying or flyable, but also those aircraft in restoration. By so doing, you can appreciate the beauty and complexity of these vintage aircraft, and the enormity of the work required to put them into flying condition.

The credit for achieving accurate reproduction and extremely high safety standards deservedly belongs to the Vintech Aero crew of Paul Tremblay, Ken Wood, Gerry Bettridge and a few trusted volunteers. For those who can't make it to the hangar, and to give our dispersed members a better idea of where restorations presently sit, the following outline is provided.



SPITFIRE MK IX

Progress on the Roseland Spitfire has been moving rapidly. While the plane is getting enticingly closer to flying, the restoration team is focussed on closing many final details of readying a new aircraft for first flight. By “new”, we mean that the Roseland Spitfire is essentially an entirely re-manufactured Canadian-built aircraft, with each piece being precisely built to original specifications. To give some idea of how far the Vintech Aero team have come in only two years, take a look at this story from 2014 (or Google “Roseland Spitfire Mk IX Restoration” to see the article on *WarbirdsNews.com*).

The flight controls, electrical systems and landing gear system have all been tested. The auxiliary fuel system is undergoing function tests, as are the hydraulics. Most of the scratch-built exterior panels are in place. This is no small feat, as each can take months to complete. Fitment of the cowlings is coming along. An English wheel is used to create compound curves on flat panels, and the many streaks on the unpainted under-engine cowlings gives some idea of the artisanship and painstaking effort it takes to produce a proper fit.

Not to be forgotten is that each step of the restoration and recreation process is being carefully overseen by Transport Canada inspectors. The provenance of the airframe, engine, propeller and other components must be documented and provided to Transport Canada for inspection in order to obtain a Certificate of Registration. Our official rollout and first flight of the Mk IX will occur some time in 2017. *Stay tuned!*

HURRICANE MK XII

Work on the Hurricane has slowed in order to complete the Spitfire IX, but it can be expected to resume in earnest in the first half of 2017.

HAWKER FURY

Since acquiring the Fury, a lot of work has been going on behind the scenes. The parts and components received from George Neal have been inventoried and catalogued. Drawings for the upper and lower wings have been sourced in the UK to add to the set of 1,000+ drawings that came with the project. Wing mock-ups have been completed and sit in the wing jig, and missing parts identified and ordered. The Rolls Royce Kestrel engine has been sent to the UK to be overhauled by a company with extensive experience in rebuilding Kestrels. Original machine guns for the Fury have been located and are being restored.

OTHER ACTIVITY

Aside from routine winter maintenance and annual inspection activities, the P-40 Kittyhawk engine will be inspected to ensure its oil control system functions correctly. Apparently all P-40s currently flying suffer oil overheating problems in hot weather. One P-40 owner in the US appears to have solved the problem with a modified system. We are investigating it as a possible solution for our ever-popular Kittyhawk.

Fair skies

This year we lost a pair of our valued Vintage Wings Family.... we will remember them

BRUCE EVANS

Doing what he loved to do, Bruce was performing a low level aerobatic routine in his T-28 at the Cold Lake Air Show, Sunday, July 17 when he crashed. Bruce spent countless hours helping grow the Yellow Wings program, introducing Air Cadets all over Canada to the joys of flight in vintage aircraft. At the age of 58 he was lost far too young. His loss leaves a large hole in the air show community and in our hearts. [More here.](#)

JOHN WINDISH

John, one of Vintage Wings' most dedicated, kind, and loved volunteers passed away peacefully at home with his family on Friday, October 14 at the age of 77. He happily spent many hours at the hangar conducting tours for visitors and teaching volunteer orientation courses. John and his smile will be missed by all.

IMPORTANT DATES *and* ACTIVITIES

Fall 2016

ANNUAL GENERAL MEETING

We are still preparing for our AGM, which will be filled with information on the coming month's activities. We encourage all volunteers to attend, however only those who are have paid memberships can vote. On that note, please speak to Jay Hunt or Lucie Lacroix to get information on how your membership contributes to VWoC, to include benefits.

VOLUNTEER RECOGNITION DAY

Volunteer Recognition Day is our chance to thank the many who continue to support VWoC, and to introduce new members to the areas they may be interested in helping out with. It will be scheduled for sometime following the AGM. You will be receiving a notification indicating details of this event.

IT IS HOPED THAT THE AGM AND VOLUNTEER APPRECIATION DAY CAN BE SCHEDULED IN DECEMBER PRIOR TO CHRISTMAS. WE WILL KEEP THE MEMBERSHIP APPRISED AS WE GET MORE INFORMATION.

PLEASE NOTE: THE HANGAR WILL BE CLOSED - NOVEMBER 11-12

The Tail Hook

The changing of the seasons also harkens the transition from flying to maintaining aircraft. Activity in the hangar will be as busy as ever, with tours, the start of ground schools and other events. We are grateful to all of you for bringing your enthusiasm and energy to VWoC, and we look forward to seeing you at the hangar. Keep yourself up to date by reaching out to team leaders, visiting our webpage, and following us on Twitter and Facebook. Until next time, *see you in the hangar!*



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