

The Tribute

Spring 2021

Chair update

By John Argue, Chair AFMSA

On March 22nd 2021, the Alberta Health Services (AHS) had the opportunity to go from stage 2, to stage 3 reopening plans which would have then allowed museums such as The Military Museums (TMM) to renew operations. Although we were barely within the envelope that would have allowed a move to stage 3, a recent significant trend of rising cases, hospitalizations and the introduction of new COVID variants into Alberta forced AHS to take a cautious approach and indefinitely postpone any easing of the imposed restrictions. Naturally, TMM and our facilities remain closed as of this writing and trying to accurately predict when we could possibly reopen would be futile at this point. Hopefully, with increasing vaccine rollouts and the approaching warming weather, we may hopefully achieve some semblance of herd immunity and a respite from the increasing COVID #'s that would possibly allow us to meet with the public once again.

Although, we have been closed for over five straight months, our AFMSA Board of Directors have, in the interim, been earnestly planning for our eventual reopening while introducing several significant exciting new projects to meet our future needs. Bob Wade, our Cold War Exhibit (CWE) Expansion Team Lead, will introduce the plan for the CWE Expansion later in this newsletter. Additionally, we have engaged with the national RCAF 2024 Centenary committee and have begun exploring how AFMSA can be a part of this very important celebration of our history and heritage. A RCAF 2024 (virtual) workshop is being planned for 3 June 2021 to kick off the operational and tactical level planning and our participation is being requested.

Both the CWE Expansion and the RCAF 2024 projects will need volunteers to lead and steer our efforts as these ventures proceed. Should any of our AFMSA members and/or volunteers desire to be involved with either of these projects, please consult the following:

For the CWE Expansion project please contact Bob Wade, or John Argue via e-mail at: b_wade@hotmail.com or jeargue@shaw.ca

For the RCAF 2024 project please contact Kenn Nixon, or John Argue via e-mail at kbixon@shaw.ca or jeargue@shaw.ca.

Sadly, I regrettably must inform all of you of the recent passing of Gordon Hill who was a RCAF WW II Spitfire pilot and a long serving member/volunteer within AFMSA. Please see our write up of Gordon's life and service later in this issue of *The Tribute*.

Until we meet together again, I wish you all well and please stay safe.

Donations

By Ed McGillivray, Vice Chairman (fundraising)

Similar to other charitable organizations, the Air Force Museum Society of Alberta (AFMSA) relies heavily on donations from the public to ensure that the Air Force Museum in Calgary remains financially viable and operational.

Unfortunately, due to the pandemic crisis, it has become necessary to cancel our last two annual golf tournaments — which has been another major source of funding for our museum. Therefore, we have become even more reliant on individual donors to ensure the museum remains financially healthy and it is requested that philanthropic donors consider contributing to the AFMSA during these difficult times.

Donations to the museum can be made in two ways. Naturally, a cash donation would be gratefully accepted for a tax receipt, but donors can also take advantage of donating corporate shares that have appreciated in value since they were acquired. Not only does the donor receive a tax receipt for the value of the shares at the time of donation, but it is not necessary to declare the capital gain to Revenue Canada. This is a “win/win” situation for both the donor and the museum.

Many thanks, in advance, for considering the AFMSA in your donation plans in order to ensure future viability of our museum.

For more information or to make donations, please contact Ed at:

ed.mcgillivray@gmail.com 403-279-6734

Background photo: Two RCAF F-18s taxi back to the hangar after their performance at the 2018 Cold Lake Airshow.

Dave Lowery photo.

The Directors & Staff (<https://www.rcaf.museum/>)

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volunteer@rcaf.museum

Don Matthews, Deputy Chairman

Michelle Gerwing, Secretary

Jim Powell, Treasurer

Ed McGillivray, Vice Chairman (fund raising)

Alison Mercer, Curator,
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Gordon Todd, Director (memberships)
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Dave Lowery, Director (newsletter editor)
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Michael Ricketts, Director (at large)
michael_j_ricketts@hotmail.com

Gerry Morrison, Director (at large)

Kenn Nixon, Director (casino coordinator)

Bob Wade, Director (exhibit committee)
b_wade@hotmail.com

Marty Doyle, Manager (facilities)

Gordon McKenzie Hill November 11, 1923 - January 30, 2021

Born on 11 November 1923 in Canora, Saskatchewan, Gordon Hill enlisted in the RCAF in December 1941, only one month after his eighteenth birthday. After graduating from flying training, he was assigned to 133 Squadron and later 416 Squadron, flying Hurricanes and Spitfires in British Columbia and Europe. He experienced the Allied advance from Holland into Germany first-hand in late 1944, including some dangerously close encounters with the Luftwaffe and Wehrmacht. By the time his service was complete, Gordon had logged close to one thousand flying hours.

After the War, Gordon went into business with his father, helping with Hill Equipment Company in Swift Current. He married

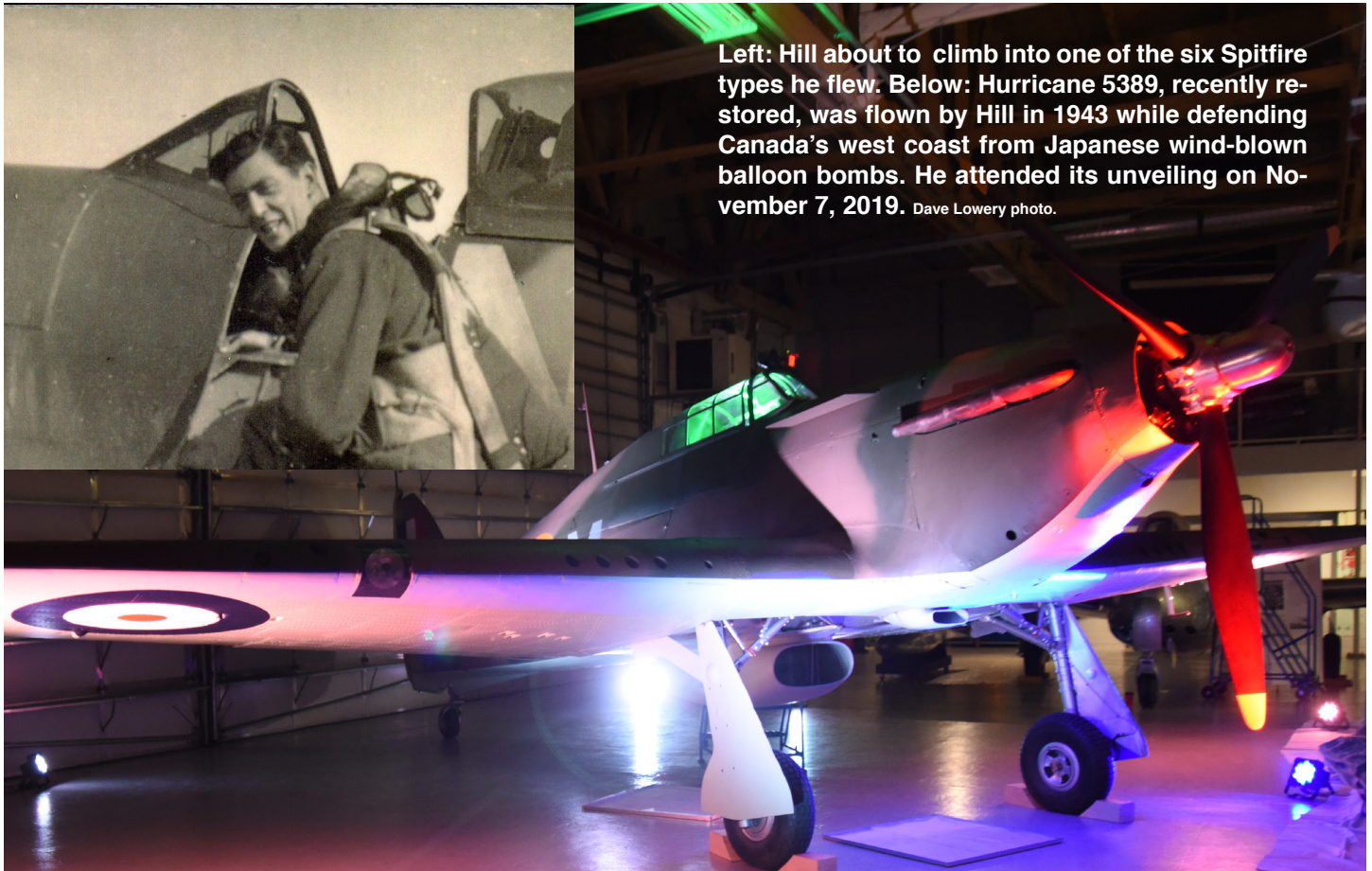
his wife Helen Hill (née Plasteras) on 1 October 1949 and moved to Calgary in 1951. While working full-time, he took night courses to earn his Certified Public Accountant / Certified Management Accountant designation.

Together with Helen, he raised a family of three children, was an active member of his community, and spent many years travelling after retirement.

Gordon was a valued member of the Air Force Museum Society and a favourite of many visitors who travelled through our gallery and got the chance to speak with him. We are grateful for his dedication, his insights, and his wonderful sense of humour.



Left: Hill about to climb into one of the six Spitfire types he flew. Below: Hurricane 5389, recently restored, was flown by Hill in 1943 while defending Canada's west coast from Japanese wind-blown balloon bombs. He attended its unveiling on November 7, 2019. Dave Lowery photo.



The Cold War Exhibit Expansion Plan

By Bob Wade, Director (exhibit committee)

Extended Phase 2 operations for the Province of Alberta has necessitated the continued closure of the Air Force Museum and Cold War Exhibit. The good news is that many of us have received our first vaccine for Covid 19 and some both shots so that we will be in good shape once the province decides to declare Phase 3 and allow for the opening of the museums. It's been a bit of a challenge dealing with the restrictions but the board has been active raising funds to allow the museums to continue operations once the restrictions are lifted. The Cold War Expansion project has been successful in getting some funding support from the RCAF History and Heritage Department and private donations and more is being requested from industry, provincial and federal governments, Veteran Affairs and private sources. It's been a while so here is a diagram of what the Cold War Expansion project will look like upon completion. (Next two pages.)

The original expansion plan requirements sent to Sprung Structures had a 20 foot by 20 foot door on the south end of the hangar and the price estimates represent that size of an opening. We are currently trying to determine the additional cost of having a doorway of 50 feet width and 20 foot height to give better flexibility in moving aircraft as required for different functions.

The three additional aircraft desired to be put on display are the CF 100 Canuck, the CF101 Voodoo and the T-33 Silver Star. We have identified sources to attain all three aircraft and the restoration process is planned to be conducted in the new structure when erected.

These aircraft were chosen as they represent the fighter and jet aircraft assigned to NORAD for much of the Cold War era. Our current fighter aircraft on display represent fighters assigned to NATO missions during that time period although the CF 18 served in both roles at the end of the Cold War.

The following indicates approximate costs from industry estimates for the expansion project.

Phase 1.	Design	\$68,926.
	Contingency	\$25,000.
	General conditions	\$111,011.
	Site work	\$303,422.
	Concrete	\$321,000.
Total cost		\$829,359.
Phase 2.	Sprung structure	\$864,170.
	Sprung structure install	\$231,375.
	Thermal moisture protect	\$676.
	Doors and windows	\$1510.
Total cost		\$1,097,731.
Phase 3	Finishes	\$8000.
	Specialties	\$1200.
	Mechanical	\$208,936.
	Electrical	\$104,944.
Total cost		\$323,080.

(From Bob Wade's email synopsis: Three phase total plus GST \$2,250,170.)

I have proposed proceeding with a phased approach to Phil and Shelbi Sprung and they thought it was a good plan and it is achievable. Colton Thomas called me and asked what I needed to make the cost structure more effective. I explained that I needed to be able to assess what expenses would be experienced in each phase and where savings could be achieved in the design and construction phases of the project. We will also need to know the limitations and requirements of leaving the project for a period of time at the end of each phase of construction. Colton has said he will provide us with a revised cost estimate to enable us to break down expenses in more detail for each phase of construction. We discussed the BMP Cost Estimate at the last Board Meeting on Zoom. I believe there was consensus on trying to proceed with a phased construction approach and discussions with Phil and Colton lead me to believe that is achievable. It's quite probable that we will be able to reduce the overall cost of the project further but this is still going to be a bit of a challenge raising that amount of money in this economic environment. I propose that we go after support from the Provincial Community Facility Enhancement Program as soon as possible and request assistance from the MLA for Calgary-Currie Nicholas Milliken and MLA Leela Aheer who is responsible for the program and lives in Cochrane. Thoughts and suggestions please.)

Needless to say it's an ambitious project but it is encouraging to see the interest from a variety of sources in helping see this project through to completion. The Cold War Exhibit is the premiere, most comprehensive and nationally recognized Cold War Exhibit in Canada. It's an important story to tell as losses of RCAF personnel on duty during that era received very little public recognition as none of those losses occurred during combat operations. The development of fighter technology challenged aircrew and groundcrew alike as we made the transition from WW 2 fighters such as the P 51 to the F 86 Sabre. The 50 Cal machine guns were common to both aircraft with limited firing range but combat dogfighting speeds increased significantly with the F86. Many more mid air collisions during training missions occurred as a result. The deployment of the CF 100 Canuck to Europe gave the RCAF it's first all weather intercept capability. The introduction of the CF 104 Starfighter to replace the F 86 created another type of challenge as the commitment to NATO changed from air defence to nuclear strike and later conventional ground attack operations. Low level missions in an aircraft that required outstanding maintenance support in a demanding flight environment were achieved and recognized by all of NATO as being the best of the best. The loss rate cause factors of the CF 104 were primarily environmental in nature due to poor flight visibility and bird strikes. Enough can't be said for the outstanding maintenance support provided by the ground crew. Back home in Canada the CF 101 Voodoo excelled in meeting our NORAD commitments due to the professionalism of both the groundcrew and aircrew assigned to it in the air defence role. William Tell NORAD competitions held bi-annually included USAF and RCAF crews competing for top honors in weapons loading and aircraft turn around capabilities along with five flight profile events. RCAF crews always placed at or near the top of individual competitions and were overall winners many times. The CF 100 was rolled into an electronic warfare role to provide more realistic intercept training for the Voodoo and later CF18 Hornet. The T-33 Silver Star entered service in the RCAF in the early 50's and served as a pilot trainer, aerobatic display aircraft, test and evaluation platform and all purpose utility bird throughout it's long service career. It's role as a pilot trainer was ended in 1976 but there were still over fifty T-33 aircraft in service in 1996. The

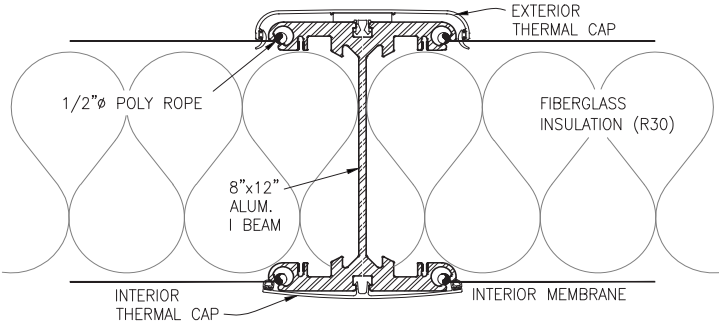
DRAFT SHOWN FOR REFERENCE ONLY, NOT A FACTORY DRAWING.

FOR SHOWN FOR REFERENCE ONLY, FINAL NOT DESIGNED & MANUFACTURED BY OTHERS.

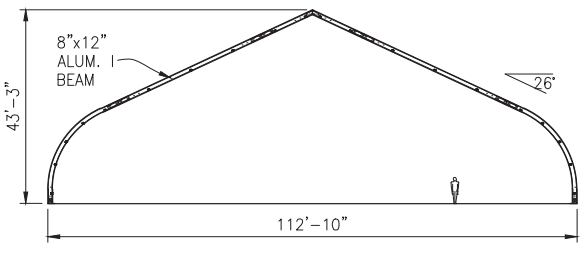
THESE ELEVATIONS MAY VARY SLIGHTLY DEPENDING ON MATERIALS USED. PLEASE REFER TO THE SAMPLES FOR ACTUAL COLORS.

APPROVAL

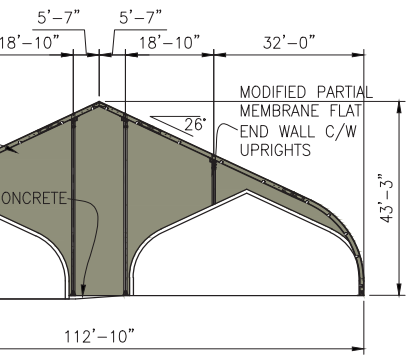
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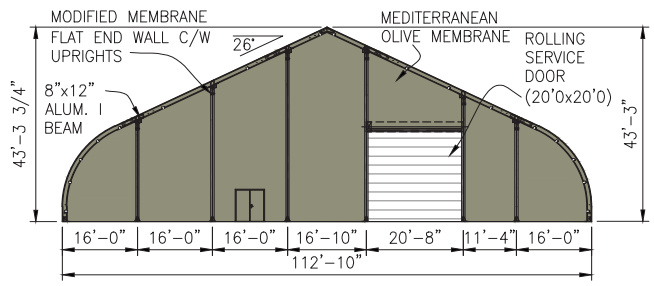
2 8"x12" INSULATED BEAM SECTION
 1503.0 3"=1'-0"



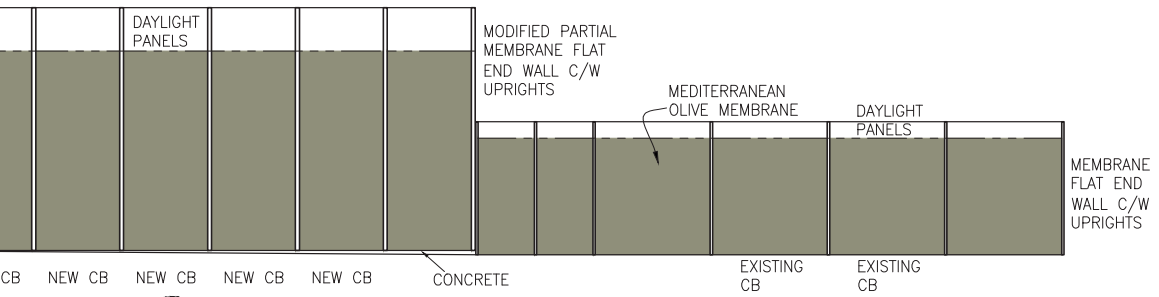
3 MODIFIED SECTION 112'-0" INSULATED STRUCTURE
 1503.0 1"=20'-0" (SOUTH VIEW)



4 MODIFIED FLAT END 112'-0" STRUCTURE



5 SOUTH MODIFIED FLAT END 112'-0" STRUCTURE
 1503.0 1"=20'-0"



6 EAST ELEVATION
 1503.0 1/16"=1'-0"



TOLL FREE: 1-800-528-9899
 or (403) 601-2292 www.sprung.com

- GENERAL NOTES:**
- STRUCTURE TO BE INSULATED WITH FIBERGLASS BATT INSULATION C/W INNER LINER, TO DAYLIGHT PANEL LEVEL ONLY.
 - STRUCTURE MEMBRANE MEETS: NFPA 701, CALIFORNIA STATE FIRE MARSHAL, ASTM E84, CAN/ULC-S-109 & CAN/ULC-S-102 SPECIFICATIONS.
 - THIS STRUCTURE IS DESIGNED TO SHED/RELEASE SNOW. THE PERIMETER OF THE STRUCTURE SHALL BE KEPT CLEAR.
 - WHEN DESIGNING A HEATING, VENTILATION OR AIR CONDITIONING SYSTEM FOR ANY TYPE OF BUILDING, IT IS IMPORTANT TO ENSURE THAT THIS SYSTEM INTAKES MORE AIR THAN IS BEING EXHAUSTED AT ANY GIVEN TIME. THIS PROCESS WILL RESULT IN A POSITIVE PRESSURE BEING MAINTAINED. CONVERSELY, IF NEGATIVE PRESSURE EXISTS WITHIN THE STRUCTURE, IT WILL BE DIFFICULT TO OPEN DOORS AND MOISTURE WILL BE DRAWN INTO THE STRUCTURE.
 - ALL INTERIOR WALLS & PARTITIONS (IF APPLICABLE) TO BE FREE STANDING & INDEPENDENT OF SPRUNG STRUCTURE.

SIGNATURE SERIES

4	01/27/20	REMOVE UPRIGHTS
3	01/03/20	ROTATE SABRE & ADD ROOM
2	12/20/19	REVISE INTERIOR & ACCESSORIES
REV.	MM/DD/YY	DESCRIPTION

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THE AIRFORCE MUSEUM OF ALBERTA

112.0' x 105.0'
 AIRCRAFT ENCLOSURE

DRAWN BY	P. DUMONT	DATE	12/09/2019
CHECKED BY		APP'D BY	
SCALE	AS NOTED	DRAWING #	
CUST. APP'L			P19-1503.0

The Cold War Exhibit Expansion Plan — Contd.

last T-33 was retired from RCAF service out of AETE in 2005. The CF 18 Hornet was introduced into RCAF service in 1982 and remains our front line fighter to this day. During the Cold War it was assigned to both NATO and NORAD and gave the RCAF a huge increase in capability over the earlier fighters. Equally capable in both ground attack and air to air operations, it gave NATO the capability to be employed in either role as the combat situation dictates. The CF 18 gave NORAD it's first capability to operate from short runway airfields in the Canadian north and to hold alert operations from those Forward Operating Locations (FOLs). Intercepts on Soviet bombers in the far north became routine in Canadian airspace for the first time versus only being able to watch them on radar from the North Warning System. The CF 18 demanded considerable technical knowledge to maintain the state of the

art systems on board. Computer technology meant that software changes could increase combat capability and aircraft performance versus retrofitting expensive hardware. Ground crew maintenance teams became highly sophisticated technical experts to maintain the systems. The severe Arctic weather conditions also meant that they had to be physically tough. Turning around a CF18 in the winter darkness at -50C took a special kind of dedication. The main reason the RCAF fighter community was so successful throughout the Cold War was that they worked as a well motivated team. We feel it's important to tell the whole story of RCAF participation during the Cold War and it's important to have the CF 100 Canuck, CF 101 Voodoo and T-33 Silver Star on display at the Cold War Exhibit along with our F86 Sabre, CF 104 Starfighter and CF 18 Hornet currently on display.



CF-100 Canuck

Owner: RCAF DA
Location: TBA
Length: 54'2"
Width: 49'11"
Tail Height: 14'6"
Notes: MK IV (Short Wing)



CF-101 Voodoo

Owner: RCAF DA
Location: TBA
Length: 67'5"
Width: 39'8"
Tail Height: 18'0"
Notes:



CT-133 T-Bird

Owner: RCAF DA
Location: TBA
Length: 37'8"
Width: 42'5"
Tail Height: 11'8"
Notes:

01/3/2021

Expansion Team Phased Branch Plan 01 March 2021