



National Air Force Museum of Canada THE LOGBOOK

November 2012

Volume 3 Issue 2

CONSTRUCTION COMMENCES



As you can see from the above photo, the Museum is getting ready for our phase two construction finale. And what a crazy time it's been preparing! Every item in the large Main Exhibition Area and surround rooms has had to be sorted, moved, stored and/or protected in order for construction to commence. While it's been an arduous task, it has had its rewards, such as the discovery of items not seen in years.

Now, the planes are covered, the rooms are empty, and all is ready for the builders; but that doesn't mean the Museum is going to hibernate for the next six months. Oh no! We are still open to the public, both the gallery and the airpark—weather permitting. Our education program has expanded its program offerings and class bookings are coming in everyday. Plans are underway to not only utilize but showcase our new space come spring. There is an air of excitement and anticipation. It's finally going to happen!!

Of course, we want to keep you informed about what is happening as we proceed forward. Your support and encouragement are what keep the Museum focused on reaching its full potential, and enabling it to stay true to its mission—to preserve the heritage of Canada's Air Force. To that end we will be providing online updates of the renovations. Both our web site (www.airforcemuseum.ca) and our Facebook page will keep track of milestones along the path to finalization. Of course, you can always come by and see for yourself what is happening.

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Upcoming Museum Events

Due to construction in the Exhibition Hall happening October 2012 through April 2013, the Halifax and other aircraft normally on display in that area are unavailable. The Gallery and the Airpark (weather permitting) remain open.

Men's Sterling Silver RCAF Ring

Beautifully handcrafted men's sterling silver RCAF ring.

Synthetic blue sapphire stone in the centre.

Features queen's crown

Exquisite detail and quality craftsmanship.

Sizes 8.5 to 12.5

Product Code: 2104

Cost: \$200.00 (includes taxes)



FROM THE EXECUTIVE DIRECTOR

by Chris Colton



What do 10 aircraft engines, a Cessna 150, DH1 Chipmunk, Auster Mk.VI, Sperwer UAV, NA Harvard Mk. II all have in common? The answer is quite simple and quite evident here at the museum. They all neatly tuck under Halifax NA 337. As you can see from the accompanying photo, we have finally reached the final stage of construction in the Main Exhibit Hall (MEH). We

anticipate that the area will be completely closed off to the public around mid November and reopen mid April 2013. During that period the museum's galley will remain open to the public, Wednesday through Sunday each week from 10 AM to 5 PM. In addition, weather permitting, the public can access the Air Park through the east gate adjacent to the museum off RCAF Road

The contract for this final phase was recently awarded and includes the following interior work:

Construction and placement of 2 interior stairways to the mezzanine and three other emergency stairwells; Railings and other stairway supports around the entire mezzanine;

the painting of all interior structures including all ducting, pillars and steel girders; the completion of all office spaces, and the large multi-purpose/education room; storage spaces; weapons vault; and the installation of all mechanical and electrical equipment including phones, internet services, lighting, sprinkler systems, two additional washrooms, an internal PA system and the certification of the elevator.

By next spring the work will be finished and then we will all move on to the next phase which is to populate the space with modern, family friendly, interactive displays. Our Curator, Kevin Windsor along with the planning committee are well on there way to determine the footprint, and artefact requirements to begin this process. At some future point a professional museum display designer will be hired to assist the team in developing the final display plan. So even though we have the building near completion, there is much more to be accomplished and therefore more dedicated fundraising ahead.

Finally it is indeed a pleasure to have successfully saved the Pratt and Whitney Boeing 720 from an untimely death in the jaws of a scrapper. Through the mutual foresight of Stephen Quick of the Canada Aviation and Space Museum in Ottawa and our museum, this iconic and unique aircraft will be on display for all to see. Its long service to Canadian Aviation technology and the role it played in the development of a wide



range of engines, some of which are mounted on our military aircraft today, makes us indeed proud to have it here in Trenton on display in the Air Park. It is our intention to have it placed alongside the CC130 Hercules so that visitors to the Air Park can, when available, tour the inside of each aircraft. You can't miss it. As you can see in the photo it is unique.

C-FETB (aka *Pinocchio*), the worlds last operational Boeing 720, taxis into position on the ramp at 8 Wing/CFB Trenton, May 9, 2012. A cooperative agreement between the NAFMC and CASM Ottawa will see the aircraft on display in the Museum airpark for perpetuity.



By Kevin Windsor



Greetings dear readers! Many of you have stopped by to say hello and I have been able to meet a great number of volunteers already. If I have not had the chance to meet you, stop by and say hello. It's hard to believe I have been here for three months already. It has been a tough three months dividing my time between Trenton and Niagara, but by the time you read this I



will have moved up here with my wife and two sons. We are looking forward to being together as a family again, and my boys are looking forward to helping around the Museum. (They have already picked out their favourite airplanes!)

The past three months have been a blur, with many things happening. Chris certainly lived up to his promise of "throwing me straight into the deep end". I have had to hit the ground running. The transfer from the 19th Century Infantry to the 20th and 21st Century Air Force has been very challenging, and I would like to thank everyone who has made it easier for me to understand the workings of the Air Force of the past, and the Air Force of the present and future. I have many ideas for the Museum to make it current, accessible, and relevant to members of the Royal Canadian Air Force and to the general public as well. One of the ideas that we have been working on right now is to put QR (quick response) Codes on the aircraft plaques in the air park. This will give us a chance to add more interpretation to our aircraft other than what it is, how much it weighs and how fast it goes. There is now an opportunity for personal stories connected with the aircraft to be available online; interior photos of the cockpit can be shown, movies of the aircraft or other pictures. The potential is limited only by budget, brains and bandwidth!

As for myself, I am the previous Curator of the Niagara Falls History Museum (formerly the Lundy's Lane Historical Museum), before that I was the Assistant Curator of Myrtleville House in Brantford, the Collection Management Specialist for the Perth Regiment collection at the Stratford Perth Museum, and the Collections Officer for Westfield Heritage Village. I studied at Religious Studies and History at McMaster University and Heritage Preservation and Conservation at the University of Cape Breton.

National Air Force Museum of Canada

CHAIRMAN, BOARD OF DIRECTORS



By Bob Burke

As I get ready to finish my fifth and final year as Chair of the Museum Board, I can say it has been a pleasure and a privilege to hold the position.

Much has happened during those five years and I hope it all has been to the benefit of the Museum

However, there is still much to be done in order to finish and continue what was started many years ago. The dream has become a reality and the reality is there for all to behold.

Before I depart, I am sending out a plea to all who receive and read the Logbook. The Museum is desperately in need of financing and you can help. There are many ways to keep the museum solvent and primarily they are; through purchase of an "Ad Astra" Stone, becoming a Member of the Foundation and finally just making a donation to the Museum.

You alone cannot keep the Museum afloat, but if you spread the word among friends and neighbors and anyone who is interested in keeping our history alive, this will be of great benefit to our situation.

I would also like to send an appeal out to present serving members of the Air Force and primarily at 8 Wing Trenton. This is your history that we are preserving and we need your support. More than just retirees are needed.

The Museum can also use some more volunteers. Our dedicated cadre of people, who keep the Museum active, are diminishing and with the Museum building being finished, there will be more exhibits that will need describing. With new aircraft coming into the Air park, we need volunteers to conduct tours. So please think about it. A few hours a week is not too much to ask for and let me assure you it is truly rewarding.

Finally let me extend my thanks to my fellow Board members, the Executive Director and Museum staff and to all the dedicated volunteers.

AN AWARDING WINNING MUSEUM!

October 2012 was a very prestigious month for the NAFMC. The Museum was nominated for and won two major awards.

On October 18th, the Museum won the Quinte Business Achievement Award for a Not for Profit business. Two days later in Hamilton, the NAFMC was presented with the Canadian Aeronautical Preservation Association (CAPA) Excellence in Restoration Award for the outstanding renovations done to the Museum's Mk. II Harvard.



Winners of the 2012 Quinte Business Achievement Awards: Lionel Bourgeois and Bob Burke of the NAFMC top left, 2nd and 3rd in.



Chris Colton presents Restoration Manager Paul Botting with the CAPA Excellence in Restoration Award for the Museum Harvard project.

AD ASTRA CEREMONY 2012

The 2012 edition of the annual AD ASTRA day ceremony was held in the RCAF Memorial Air Park of the National Air Force Museum of Canada on Saturday August 25th at 2 PM. This year's theme was the 70th anniversary of the establishment of 6 Group of RAF Bomber Command on 25 October 1942. When formed it was headquartered at Allerton Park in North Yorkshire. 70 years later two of the original 8 Squadrons are still active at 8 Wing/CFB Trenton. (424 and 426). During its existence 6 Bomber Group flew a total of over 40 000 missions while losing 814 aircraft and 3500 aircrew.

On hand to witness the dedication of the 250 newly placed AD ASTRA stones were 1400 spectators. Assisted by colour parties and banner bearers from the Air Force Association of Canada and local Air Cadet Squadron members, the visitors were treated to a perfect Quinte day of sunshine and warm breezes. We were honoured to have the Wing Commander of 8 Wing, Colonel Sean Friday, provide the remarks describing the achievements and sacrifices made by the 6 Group members. After the Padre's benediction, the ceremony ended with a military flypast conducted by 437 (T) Squadron flying a CC 150 Polaris.

This year's ceremony was moved from September forward to August due to the pending construction planned to begin on the interior of the Museum's main exhibit hall. Next year's ceremony will again be held on the last Saturday of September, the 28th. Anyone who is interested in applying for an AD ASTRA stone should drop by the Museum or consult our web site at www.airforcemuseum.ca



NEW ACQUISITIONS

F/O Graham Cameron

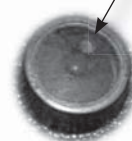
In August of this year, the NAFMC received a donation in provenance of the late F/O Graham Cameron. Along with his logbook, several certificates and over 100 photographs, the donation contained a small escape compass. This miniature compass is of the variety intended for concealment within a pencil or pen. It lacks the usual directional markings and needle due to its small size.

F/O Cameron served as a Navigator with 427 Squadron. He trained at No. 7 A.O.S. (Portage la Prairie, MB), and No. 82 O.T.U. (Ossington, UK). F/O Cameron trained aboard Ansons and Wellingtons, and served aboard Halifaxes. F/O Cameron and his crew were part of large bombing missions surrounding the events of D-Day, including the bombing of coastal gun batteries at Calais and Merville-Franceville, and rail operations at Condé-sue-Noireau.

Thankfully, F/O Cameron did not have cause to use his escape compass during his service. He returned safely home after serving a total of 969 days, 513 of which were served overseas.



Dot on floating disc indicates North.



NAFMC2012.48.1 gift Cameron

F/O Cameron's compass is pictured here beside a Canadian penny to illustrate its small size. Its face is too small for a compass rose. Instead, a small dot on a floating disc indicates North.

OLD TREASURES, REDISCOVERED

It has certainly been an exciting summer for the curatorial staff here at the NAFMC! We are nearing the completion of our 5-year collections management plan that will see the extensive backlog of donations fully processed and properly stored. Through the hard work of our summer student, Sharon Tilson, over 500 artefacts from this lot have been catalogued and sorted into the permanent collection. Additionally, over 300 items surplus to our needs were exchanged with 20 other museums and heritage organizations across Canada and internationally. These partnerships make it possible to tell the story of Canada's Air Force to a much wider audience. Special thanks to volunteers Sandra Arsenault, Mary Lou Collier, Haley Letch, David Clark, and Sharon Tilson for their hard work and dedication to this project!

The backlog has yielded many interesting and important items that fill in some gaps in the permanent collection. Our RCAF Women's Division collection has grown with the addition of more uniforms, as well as interesting archival material including personal documents, scrapbooks, and a WD songbook. Some unique items rediscovered this summer include an inflatable baby life raft used for search & rescue activities, protective clothing for fire fighting (aka "bunker" or "turnout" gear), and a solar still, an important piece of survival gear that distills saltwater using sunlight.



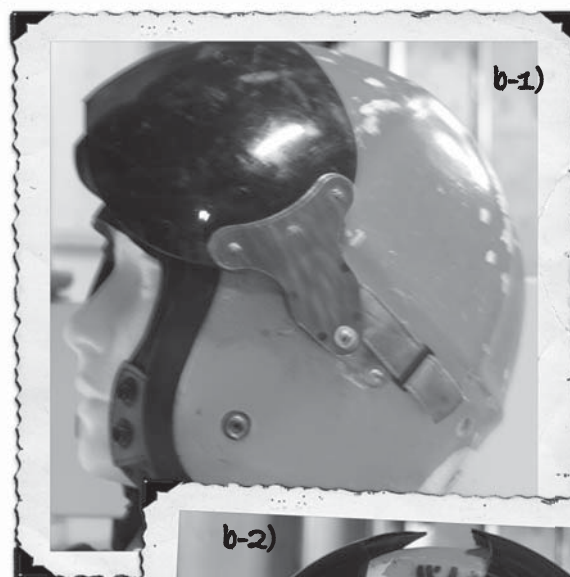
Assistant Curator Hailey Latour and summer student Sharon Tilson spent hours sorting and cataloguing artefacts that had been hidden in back storage for years.

Aerobatics Team Helmets:

Our growing collection of aerial demonstration team artefacts is further enriched by the addition of two more flight helmets. The first, belonging originally to F/O Ed Welters, is in provenance of the Sky Lancers (4 Wing) team.

Long before the iconic Snowbirds graced the sky, before the Golden Centennaires, Golden Hawks and even before the Red Knight took flight, the Sky Lancers delighted crowds under European skies. The Sky Lancers aerial demonstration team formed in 1955 at 2 Wing (RCAF Station Grostenquin). They disbanded in October of 1955, and reformed in 1956 at 4 Wing (RCAF Station Baden-Soellingen). The pilots for the 1956 team were F/Os J.D. McLarty, J.H. Adams, E. Welters, F.K. Axtell and L. Price. Tragically, F/O Welters and most of his fellow teammates lost their lives during a routine practice on 2 March 1956. The only pilot to survive was F/O Price, the solo pilot, who was not flying at the time.

The second flight helmet was worn by F/L Roy Windover, the original Red Knight. As the story goes, Windover attended the 1957 Canadian National Exhibition (CNE) airshow and was upset to see an American exchange pilot piloting an RCAF Sabre. At that moment, he set himself the goal to be the pilot for the 1958 show. Windover was instructing at Trenton's Central Flying School at this time, and was able to pitch his idea to A/V/M Bryans (AOC of Training Command) who happened to be one of his students. With permission to begin practicing, F/L Windover took to the skies in his T-33. His first official performance was at the Air Force Day celebrations in Trenton on 14 June 1958. Windover achieved his goal of flying at the Canadian International Air Show at the CNE on the 4th and 5th of September 1958. After Windover, 16 other pilots showcased their talents as the Red Knight over the years until the program was canceled in 1970.



a 1 & 2) NAFMC2007.5019.1

Flying helmet painted in Sky Lancers team colours.

b 1 & 2) NAFMC2007.5006.16

Flying helmet painted in day-glo red and bearing F/L Windover's name

National Air Force Museum of Canada





NAFMC Spring/Summer 2012—Events in Images (from the previous pages)

9 May, Arrival and Handover of B720

- (a) Pratt & Whitney flight crew poses for a final photo after the last flight of C-FETB.
- (b) Executive Director of the Canadian Aviation and Space Museum, Steven Quick, Formally turns C-FETB over into the safe keeping of the NAFMC.
- (c) NAFMC Board of Directors Chair, Bob Burke, accepting the B720.
- (d) C-FETB touches down at CFB Trenton. This was the final flight of the last operating B720 in the world.

4 September, Covering the Halifax for Renovations

- (e) As many aircraft and other museum displays as possible were moved under the sheltering wings of the Halifax for the duration of our upcoming construction.
- (f) Covering the Halifax took some organization and coordination.
- (g) The final wrapped package.

29 September, Foundation Banquet

- (h) Guests enjoyed an evening of great food and superb entertainment at the National Air Force Museum of Canada Foundation's 8th Annual Banquet.
- (i) Ralph Kuster enthralled the audience with his charm and talent.
- (j) 8 Wing/CFB Trenton Wing Commander Col Sean Friday and Quinte West Mayor John Williams gave the crowd a special treat with an old Elvis duet. Those boys can really sing!
- (k) Nic Cuda showed his amazing guitar skills through dinner.

8 October, B720 Moved to Airpark

- (l) C-FETB was placed on sledges to tow it into the airpark. Here technicians from Recovery and Salvage Support (RASS) adjust the strapping connecting aircraft to the sledge.
- (m) C-FETB is pushed into it's final position by RASS members.
- (n) The B720 is towed into the NAFMC airpark by two D-9 bulldozers.

F/O Reginald George Seaborn, POW, Stalag IVB

In September 2012, the curatorial staff gratefully accepted a donation of documents, photographs and artefacts in provenance of F/O Reginald George Seaborn of Campbellford, ON. Seaborn was an RCAF airman who spent time as a POW at Stalag IV B during the Second World War.

Sgt Seaborn began his service with the RCAF in late 1941. He completed training at No. 4 Wireless School (Guelph, ON) and No. 4 Bombing and Gunnery School (Fingal, ON) before being posted to No. 23 Operational Training Unit (Atherstone, UK). From there he was posted to 428 Squadron, service as a Halifax rear gunner. After almost 85 hours of flying time (80 hours of which were at night), Sgt Seaborn's Halifax failed to return from operations over Peenemünde on the night of 17/18th August 1943.

Seaborn's Halifax, I-238 joined 54 other Halifaxes and 9 Lancasters on a bombing raid of the V-2 rocket production site. Sgt Seaborn and 5 of his fellow crewman survived and were taken prisoner. Sadly, Seaborn's pilot and another crew member both lost their lives on this mission. This was Sgt. Seaborn's 14th and final operation.

As was the case for many parents of downed airmen, Sgt Seaborn's parents received a brief telegram informing them that their son was listed as "missing as a result of air operations." A letter soon followed on the 22nd of August, 1943 from his CO expressing his hope that their son was alive as



NAFMC2012.61.12c Seaborn photo

NAFMC2012.61.30 Seaborn identity tags

a prisoner of war. On the 12 of September, 1943, this hope became reality for the Seaborns, who received the news by telegram. They later receive news of his promotion to Warrant Officer, Second Class, and then later of his commission as Pilot Officer.

Sgt Seaborn faithfully wrote to his parents, assuring them that he was well, his health was good, and thanking them for the many packages he received from home. Each letter was scrutinized by censors, so he stuck to safe subjects such as the weather and his good health. Some 57 letters written from Sgt Seaborn to his parents are now in the safe keeping of the museum. He requested items from home such as recent family snapshots, a new pocketknife, a book on automobile engineering, and cigarettes.

"I am writing to let you know that I am well and in good health. I was not hurt when I jumped from the plane. Three of our crew is here with me...I would like a shaving outfit and clothes...after that send canned stuff."

Letter from Sgt Seaborn to his mother, 6 September 1943

At times, he remarks that the POWs live a life of leisure in the camp with nothing but free time on their hands. He recounts watching a play put on by some POWs at the camp theatre, and some of the sports activities and holiday celebrations:

"The American and Canadians had a rugby game today celebrating Independence Day, it turned out pretty good but the English couldn't understand what it was all about. They don't play it. The Canadians had a celebration on Dominion Day. It turned out pretty good, we had a good ball game between the East and West of Canada."

Letter from WO2 Seaborn to his mother, 4 July 1944

Despite the leisure activities available, it is clear that life in the camp was not paradise. Seaborn describes feeling useless and tired from prolonged inactivity. "I am doing nothing but reading and sleeping, quite an easy life but you soon get tired of it. This part of my life is just wasted time," he writes to his father on 18 January 1944. To his mother he writes, "It seems to me I have been here for years. You get tired of just sleeping and doing nothing. I guess I won't be good for anything when I get out of here." (2 February 1944).

Seaborn was liberated and returned safely to England in May 1945 after about 21 months of captivity. His letters help us to understand what life was like for some POWs, and underscore how important letters are to those who serve.

NAFMC2012.61.10b Seaborn telegram

Exclusive Connection with WESTERN UNION TELEGRAPH CO. Cable Service to all the World Money Transferred by Telegraph		CANADIAN NATIONAL TELEGRAPHS W. M. ARMSTRONG, GENERAL MANAGER, TORONTO, ONT.		Form 6301 CLASS OF SERVICE DESIRED Full-Rate Message Day Letter Night Message Night Letter PATRONS SHOULD MARK AN X OPPOSITE THE CLASS OF SERVICE DESIRED OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL-RATE TELEGRAM
RECEIVER'S NO.	TIME FILED	CHECK		
			27/26 2 extra HB	
Send the following message, subject to the terms on back hereof, which are hereby agreed to				
To: George Seaborn, RCAF Ottawa Ont. Report Delivery Campbellford Ont. 1237p.				
In 9696 pleased to advise international Red Cross quoting German information states your son Sergeant Reginald George Seaborn is prisoner of war stop letter follows.				
RCAF Casualties Office				

RECEIVED. MESSAGE
 No. 428 (R.C.A.F.) Squadron,
 R.C.A.F. Overseas.
 22nd August, 1943.

Dear Mr. Seaborn,

You will already have received word that your son, Sgt. R.G. Seaborn, has been reported missing from air operations. You will, I am sure, wish to know any details that are available. There are very few, I am afraid, and even these I must ask you to treat as confidential.

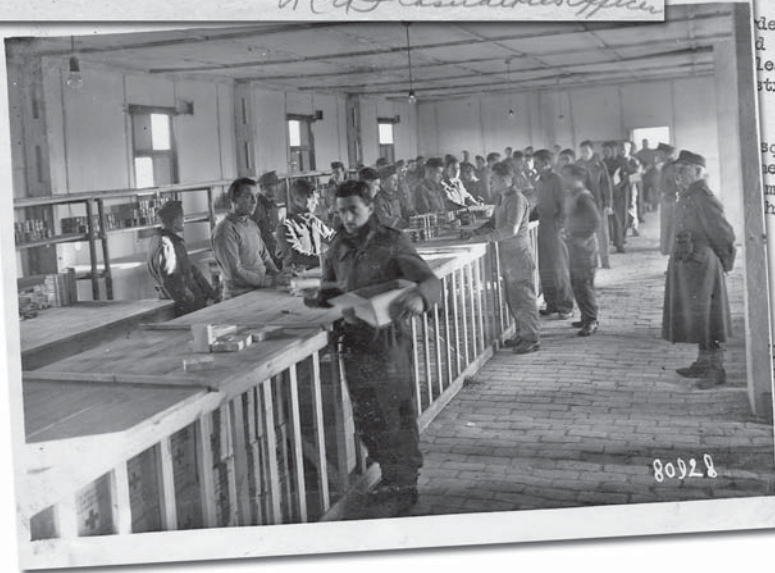
Your son took part in a raid on Peenemunde on the night of 17/18th August, 1943. Unfortunately, nothing has been heard of him or of his crew since they took off. This was your son's fourteenth operation and he was very skilled.

There is always the possibility that your son may be a prisoner of war, in which case you will either hear from him direct or through the Air Ministry who will receive advice from the International Red Cross Society. I share your hopes that this may be the case.

Your son's belongings have been gathered together and sent to the Royal Air Force Central Depository, where they will remain until better news is received, or in any event, for a period of at least six months before being forwarded to you through the Administrator of Estates, Ottawa.

May I offer you my own deep sympathy and that of all members of the squadron in your great anxiety. Your son had been with us a long time and his cheerfulness and ability had endeared him to us. We made him one of the most valuable members of the squadron. We miss him badly and all are hoping for better news of him soon.

Yours sincerely,
 R. W. Smith
 W/O



NAFMC20120.61.12j Seaborn photo

F/O Seaborn receiving a can of SPAM during Red Cross Prisoner of War Parcel distribution.

NAFMC2012.61.5 Seaborn Squadron letter

EDUCATION

On April 10 I informed HR that I would accept their offer to become the NAFMC's new education programmer. The following morning I rang the Museum's door bell and I have not had much time to look back since. Dr. Georgiana Stanciu's impending departure left little time for getting just my feet wet, rather I had to jump in head first. Only an hour after my arrival, I observed my first school visit as I had to be able to fly solo the following week. Before I truly had a chance to fasten my seat-belt, the bookings for education programs just kept coming and coming. June proved to be the busiest month the education department has seen to date with almost 400 students from 17 schools participating in structured activities. Overall, the year past (August to July) saw close to 1700 students from 55 different schools and organizations such as summer camps and PA day camps participating in ED programs or guided tours. It was a whirlwind first three months for me but the Museum volunteers welcomed me with open arms and the facilitators always came through, sometimes on very short notice.

The past year demonstrated that the program launch in February 2011 together with the press kits mailed out to over 300 schools have begun to bear fruit. The statistics further reveal that most of our Ed Program bookings come from Grade 6 teachers requesting the "Flight - Prepare for Take Off" interactive program, which has, without a doubt, become our signature program.

The upcoming months will see some unavoidable, necessary changes to some of our programs. Due to the closure of the Main Exhibit Hall and the resulting storage of most of our airplanes that live in side as well as our engine displays, both our Grade 7 and Grade 11 programs need to be suspended until the spring.

Our Grade 5 program was modified and no longer exclusively looks at the restoration of the Halifax. Rather, it will encompass a presentation on the four aircraft worked on in the restoration workshop whether their restoration was completed or is still on-going.

During construction the Museum building will no longer have any large areas suitable for our introductory briefing, all classes will be welcomed in a mobile classroom located just outside the Museum's gift shop entrance.

We can however make up for some of the limitations by offering our programs on Mondays and Tuesdays when the Museum is closed to visitors. This will also enable us to accommodate larger groups on those two days without having to work numerous activities around our other visitors.



Dear Air Force Museum Employees,
Thank you for letting us visit and do tons of fun stuff. I really enjoyed putting the happy face ball on the hair dryer to make it fly, creating the paper plane and going in the simulators. Thanks for everything. We really enjoyed visiting!

Neil, Grade 6



New Programs

Since the fall of 2011, the line of Ed Programs provided was extended once more and de facto the NAFMC is now in a position to offer programs to teachers of all grades. In addition to the six programs announced last fall, the following programs are now available to interested educators:

JK/SK – Getting Off the Ground

Grade 1 – My Neighbour Jumps Out of Airplanes

Grade 4 – Embracing Canada from Coast to Coast to Coast

Grade 5 – Keeping History Alive

Grade 8 – Museum in a Box

One of our recent success stories from this line up is the grade 4 program. It is intended to fit into the Social Science curriculum as students learn about Canada's provinces and territories. The program looks at the vastness of Canada and the challenges a country of such size faces through the eyes of CFB Trenton's 424 Squadron. The two highlights are a presentation, and question and answer period, by a currently serving SARTech followed by a tour of the Air Park's C-130 Hercules Aircraft. Every time we ran the program, both students and adult chaperons were truly captivated by the video demonstration of a rescue mission and showed their interest in the training and work of a SARTech through numerous questions. The education department is truly grateful for this cooperation with 424 Squadron and is hoping for a long term partnership to educate our students about this fascinating and demanding profession. The structured part of the school visit is rounded out by a Map Quest Game which requires students to locate and label the Museum's aircraft on a partial map of the Air Park.

It is with equal enthusiasm that the education department is looking forward to the launch of its latest program Tunnel to Freedom. The NAFMC's exhibit of the event called "The Great Escape" honours the memory of a group of POWs who escaped the German prison camp Stalag Luft III near the town of Sagan (today Zagan in Poland) in March 1944. Contrary to the Geneva Convention, once recaptured, 50 of these men were executed, six of whom were Canadian Officers. This program, supporting the Grade 6 Social Sciences, Arts and Language curricula, is intended to give students a different perspective on the war effort and to be juxtaposed with the Grade 6 Science & Technology curriculum. Despite the strong grade 6 curriculum links, this program can be meaningful to almost all grades, particularly around Remembrance Day.

Over the winter months the education department will continue to expand the program selection offered. A variety of topics are already in the contemplation stage and they include such varied themes as the different faces of the RCAF (From Wars to Peacekeeping to Humanitarian Missions), the roles of women, secondary duties such as sports and music (RCAF Flyers, Band activities), support roles (medicine, nutrition, entertainment).

Creating new programs is however only one side of the education department's responsibilities; the other is to promote new as well as existing programs. Together with the Museum's public relations department, a marketing strategy will be developed to advertise programs and to approach schools and organizations from further away. We intend to cooperate with teachers from within a 100 km radius on a regular basis but also to provide a venue for stopovers for classes travelling through our area.

Expanding our programs and drawing from a wider area brings with it also internal challenges. The NAFMC prides itself on the flexibility it offers educators as we currently run all our programs on a demand basis rather than a pre-determined schedule. We further strive to divide our programs into three to four different activity stations to allow for instructing and hands-on activities in small groups rather than large plenary sessions. This format is very much dependent on a sizeable pool of facilitators, especially when we need to run two different programs concurrently, or accommodate two schools on the same day, or have 17 programs in 18 days as in June. Currently, the education department has 21 active volunteer facilitators. While this may sound like a lot, some of them are still serving with the RCAF or have part time jobs which dictate their availability. Those facilitators who enjoy their well deserved retirement still have commitments in addition to their dedication to the NAFMC which limits their ability to instruct. Some of them also spent part of the winter in the sunny south, which reduces the pool of facilitators for that part of the year. In short, if you like to work with kids in small groups and if you have an interest in the RCAF, history or science and technology, the education department would like to hear from you. Without volunteer facilitators the programs as we offer them to date will become unsustainable and adding further programs intended to attract even more school visits will only exacerbate the problem. Lets all work together to ensure that the education programs' success is not their death sentence.

National Air Force Museum of Canada



FOUNDATION



By Steve Gifford

It was a busy spring and summer for the foundation with lots of events organized in support of the museum. The foundation trustees have worked hard to raise funds for the operation and maintenance of the Museum.

We had a spaghetti dinner in May at the museum and a yard sale at the 413 wing. Both of these events were

new fund raising ventures and were successful. We expect to repeat these events again next year.

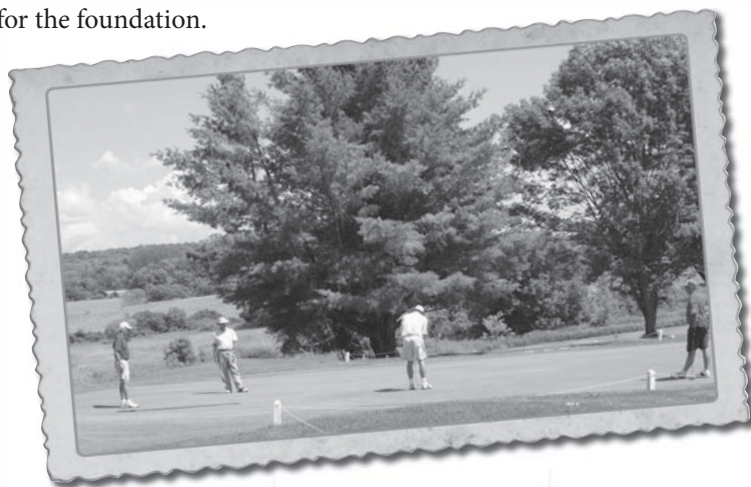
The 9th annual golf tournament was held in June and was also very well attended. It raised considerable funds for the foundation. The date for next year's event will be announced soon.

In August several of the trustees operated a barbeque during the Ad Astra day celebrations. The day turned out to be very warm and so water sales were very much appreciated.

Our most recent event was the 8th annual Banquet. It was held at the Astra lounge at the base as the Museum was not available due to upcoming renovations. This year the committee approached local businesses for sponsorship to offset the cost of the event and this proved to be beneficial. A good time was held by all and the event again raised much needed funds for the foundation.

Sadly our members learned of the passing of our treasurer Mr. Rick Newton in late spring. Rick was only with us for a short while and we greatly miss his enthusiastic and energetic approach to fundraising.

The financial needs of the Museum are ongoing and the support that the foundation provides is required now more than ever. Part of our fundraising involves the renewal of annual memberships or the purchase of a lifetime membership. These renewals are currently at an all time low and we ask for your support in this regard. One of our trustees, Mr. Geoffrey Cudmore has put together a letter appealing to members to renew their membership in continuation of this support. A condensed portion of his letter follows.



Fundraising / "Friend-raising" by Mr. Geoff Cudmore, Trustee

In fundraising, one of the greatest challenges for an organization is building lasting relationships with the people who support the organization. This is commonly referred to as "Friend-raising". He goes on to quote an author Mr. Gail Perry that the ultimate key to successful fundraising is this: "Getting your donors as passionate about the cause as you are. If you can do that, then fundraising is a piece of cake".

The National Air Force Museum of Canada Foundation already has a large pool of "friends", our members.

Lets get passionate !

The board continues to operate with a few committed and dedicated trustees and their supportive friends and family. We are constantly on the lookout for new members. If you would like to join the foundation or if you feel that you could be of assistance in providing funding and support to the museum please contact Cecilia Bate at foundation@airforcemuseum.ca or 613-965-7314.



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For more information please call the Foundation directly at 613-965-7314.

☐ Please DO NOT publicize my donation (Donor recognition Wall, Annual newsletter, etc.)

☐ Yes, I would like to leave a gift in my will to the RCAF Memorial Foundation. Please send me information



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