

Communiqué

Evaluation of CF-100 # 100760 fuselage prior to restoration.

Saint-Hubert, QC, August 5th, 2019.

The first restoration project of the Québec Aerospace Museum (QAM) is Avro CF-100 Canuck Mk. 5D, Serial No. 100760, which was the last of 692 CF-100s to fly when it was retired by Pratt & Whitney Canada at Saint-Hubert Airport in 1982 after 15 years serving as a flying test bed for the JT15D turbofan engine. This CF-100 unique aircraft closely associated with rise of the Canadian aerospace industry in the 1950s, and the growth of Pratt & Whitney Canada's aircraft engine business in later years.

Before any museum undertakes the restoration of an historic airplane, it is standard practice to inspect the aircraft to know the extent of the work that will be required and establish a list of parts that are missing or need to be replaced. Between August 2 to 5, 2019, five QAM volunteers conducted a detailed inspection of the fuselage of the CF-100 in the facilities of École nationale d'aérotechnique (ÉNA) at Saint-Hubert Airport. Four of the team members recently worked together helping to restore the "Plane Savers" Douglas DC-3C, C-FDTD, to flying condition. This project was sponsored by Mickey McBryan of Buffalo Airways to celebrate this aircraft's role dropping paratroops on D-Day when the Allies invaded France on June 6, 1944. The QAM team was led by a M2 AME and former ÉNA graduate, who will be the project manager overseeing the CF-100 restoration.

A lot of work will be required to restore the CF100 to static display condition. The aircraft has been displayed outside for almost 40 years and its structure is corroded in many places. In addition, apart from the two ejection seats, there are no longer any systems on board; everything was dismantled and removed including the landing gear. Attachments points on both wings have been cut and will require major repair or replacement. Steel girders, necessary for the installation of the aircraft on its pedestal at the entrance to the Saint-Hubert military base between 1982 and 2011, will also have to be dismantled in order to install a new landing gear and restore the battery compartment. On the other hand, the modifications made to the airframe structure to support the JT15D engine nacelle below the fuselage seem to be present and in good condition. As for the cockpit, it was not possible to assess its condition during the recent inspection because the canopy could not be opened due the corrosion on the slide system.

QAM must now find partners to help finance the restoration of this historic aircraft and a facility to undertake this work. A jig also needs to be designed and manufactured to support the aircraft during structural repairs and landing gear installation. This task will be entrusted to a student in the Montreal area who requires a technical design project to graduate. Education activities are a very central part of the Museum's mandate and every opportunity will be explored to make the CF-100 a learning opportunity for students and disadvantaged youth.

The restoration of Avro CF-100 # 100760 is a long-term project that will take several years to complete and will provide many opportunities for community engagement. Do not hesitate to contact the museum if you or your organization wish to support this worthwhile project.



About Québec Aerospace Museum :

The Quebec Aerospace Museum is established as a non-profit society at Saint-Hubert Airport since August 2018.

The main objective of the Society is to create a museum on the property of St-Hubert Airport that will showcase for the general public the innovation and achievements of the aerospace industry in Quebec and Canada. The educational programs of the Museum will provide schools, cadets and youth movements with privileged access to the exciting world of aerospace and help stimulate interest in aeronautics and space among younger generations.

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