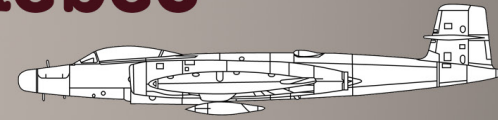
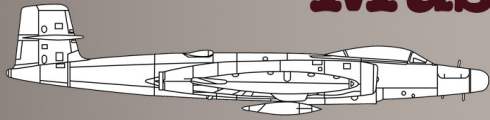


Musée de l'aérospatiale du Québec

Québec Aerospace Museum



Québec Aerospace Museum at Saint-Hubert

Corporate Brochure 2022



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President's Word



Since August 2022, I have been acting Chairman and Chief Executive Officer following an unforeseen situation that occurred within our Board of Directors.

As one of the three founding members of the Québec Aerospace Museum, it is important to me that this project succeeds and becomes a center of interest for the greater Montreal region.

However, before thinking about a significant development that we could see from 2023, several crucial steps will have to be completed immediately in order to have a sound basis for the evolution of the project. Among these, two objectives are related to short-term financing: to restore financial balance by settling the debt consisting of cash advances made by two of our members and to raise the necessary funds to recruit a general manager to succeed me. This can be achieved by recruiting new corporate members.

We will simultaneously continue work on our two main projects: the restoration of the Avro CF-100 Canuck #100760, which served as a flying testbed for the Pratt & Whitney

Canada JT15D engine, and the operation and exhibition of the CAE «Twin Engine» simulator dating from 1958. Here too, sponsorships will be necessary in order to highlight these two achievements of the aerospace industry in Quebec and Canada.

In addition, several small projects requiring smaller funding will also go ahead.

I would like to thank all the volunteer members who are involved in the ambitious QAM project. Nothing would be possible without their involvement and support. Our corporate members, regular members and donors should also be thanked. It is thanks to all the efforts made by everyone that the QAM project has been able to evolve favorably since its foundation in 2018.

In this brochure you will find all the information about our museum project. Feel free to contact us for more details or to join our team.

Thank you all for your support.

A handwritten signature in blue ink, reading "Gillard".

Pierre GILLARD,
President and CEO.



A Unique Quebec Project

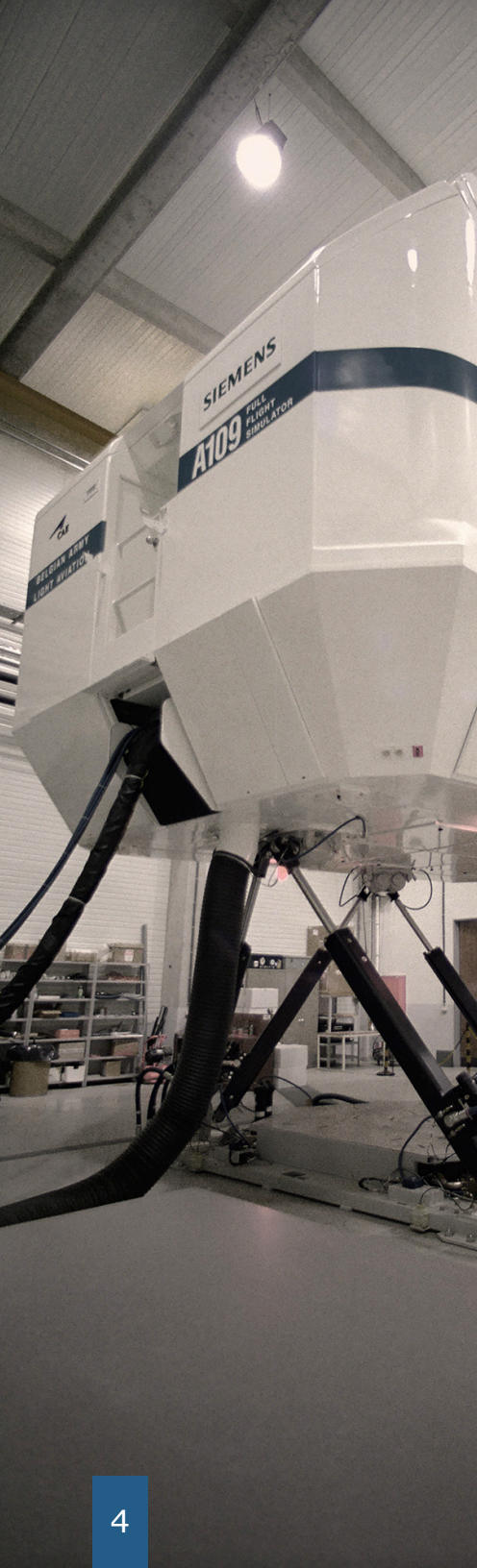
The Québec Aerospace Museum (QAM) is a non-profit organization (NPO) established in August 2018 with the mission of promoting the aerospace industry and its rich heritage in general.

In this capacity, the NPO is now developing plans to establish an innovative aviation and space museum at Saint-Hubert Airport, located 12 km east of downtown Montreal, Quebec.

The Montreal metropolitan area is home to one of the world's leading aeronautical manufacturing and

innovation hubs, with five world-leading aerospace companies having major manufacturing and R&D centres here – Airbus, Bombardier Aéronautique, Bell Helicopter, CAE, Pratt & Whitney Canada – and Montreal also the headquarters of Air Canada, Air Transat, ICAO and the Canadian Space Agency.

However, apart from the Montreal Aviation Museum in Sainte-Anne-de-Bellevue – a QAM partner – there are no major air and space museums in the region.



The three founding members of the Québec Aerospace Museum, from left to right: Pierre Gillard (Director of Operations and Secretary), Gilbert McCauley (President) and Éric Tremblay (Treasurer) (Guy Puthomme photo).

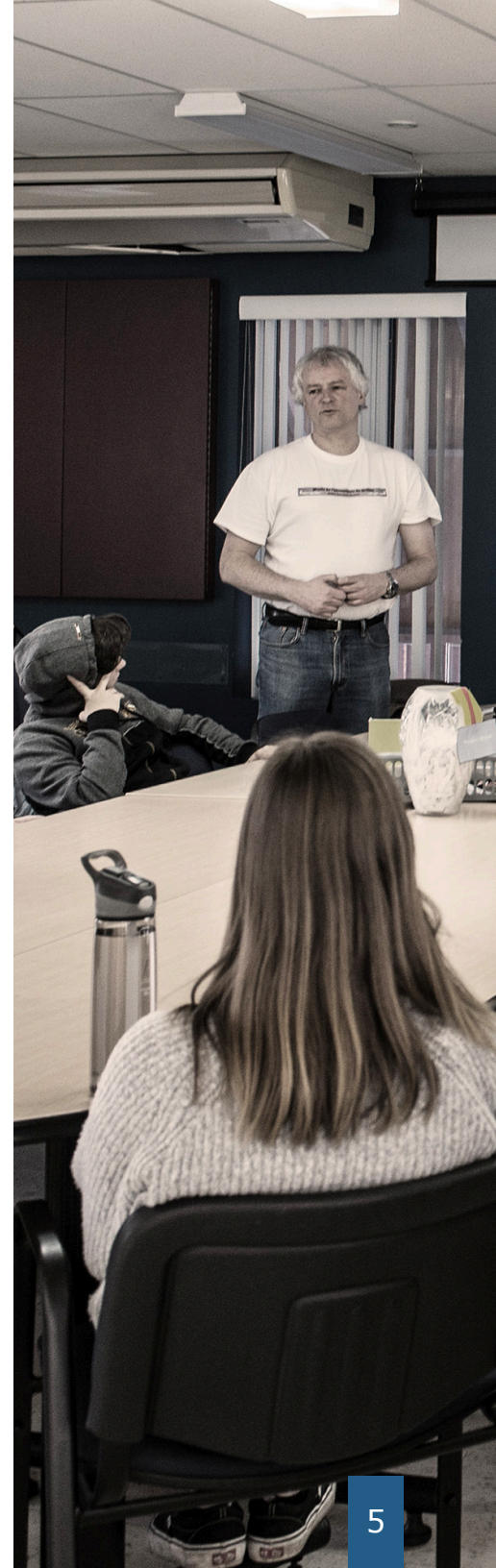
An Original Vision

Achieving the QAM's mission involves a number of objectives, including positioning the Quebec aerospace industry as a central theme for all of the Museum's heritage, educational and community outreach activities including those designed to promote aviation and space to young people and the general public.

The Québec Aerospace Museum will also provide a direct return to the

community with value-added programs that will provide many social, academic and economic links to Quebec's aerospace ecosystem.

In addition, the QAM has a specific mandate to enhance educational and career opportunities for women, First Nations and Inuit throughout the aviation and aerospace industry of Quebec and Canada.



Filling an Important Gap

There is an important gap that needs to be filled when it comes to the promotion of aerospace trades in Quebec between the virtual promotion of careers by industry organizations like Aéro Montréal and CAMAQ and the youth outreach programs conducted by technical schools.

Workforce studies indicate that young people start to consider careers in aviation when they are teenagers and it's important for the aviation industry

to engage young people as early as possible.

Aviation museums around the world already play an important role promoting aviation careers and STEM education and QAM can provide this missing link in Quebec. This could be achieved, for example, by creating interactive, educational and fun activities that arouse the interest of younger generations in flying and the aerospace industry.



The Smithsonian National Air and Space Museum in Washington DC is an example to follow and a source of inspiration for the QAM (Pierre Gillard photo).

A Showcase for the Industry

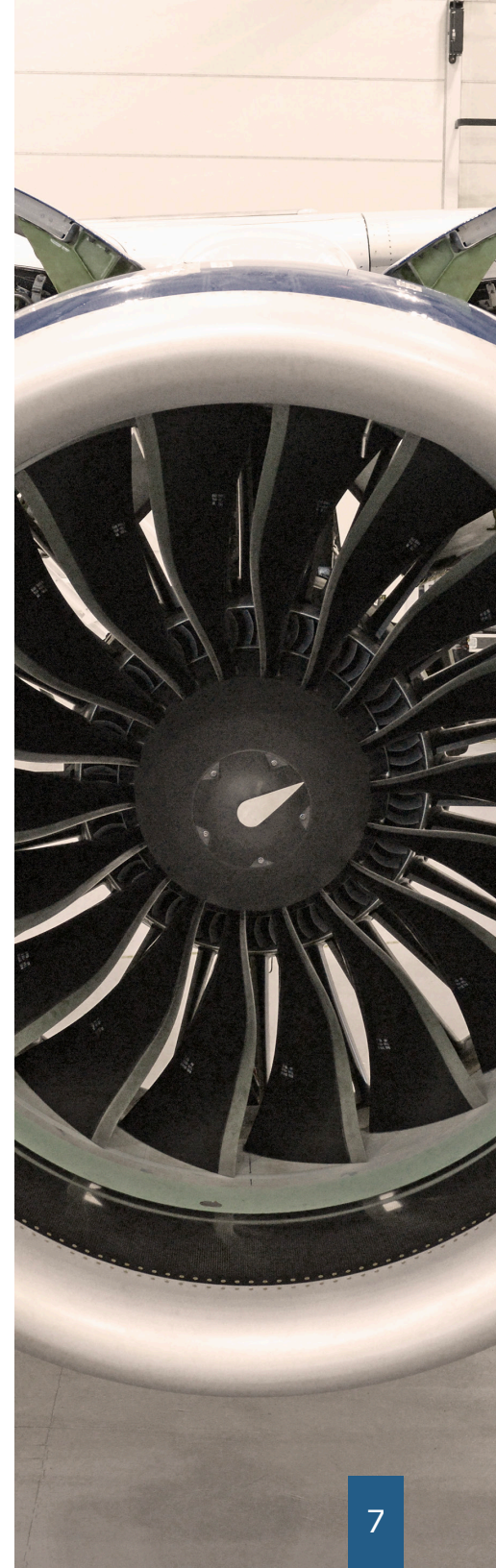
The general public in Quebec and Canada knows little about the aerospace industry and the opportunities it represents. The career possibilities are endless.



All industry sectors will be represented in the QAM project (Pierre Gillard photo).

Moreover, for several decades, the sector has been growing continuously but cyclically. During more difficult times, its general profile diminishes. This is why there should be a permanent showcase representing all aerospace activities on an on-going basis.

This showcase should represent the many activities, elements and themes constituting aerospace from airports to arts, commercial, business or private aviation, avionics, design, amateur construction, gliding, development, flight and technical schools, universities, aircraft equipment, testing, manufacturing, FBO, finance, management, helicopters, interiors, leisure, maintenance, ground service material, equipment, engines, new technologies, operations, space, etc.

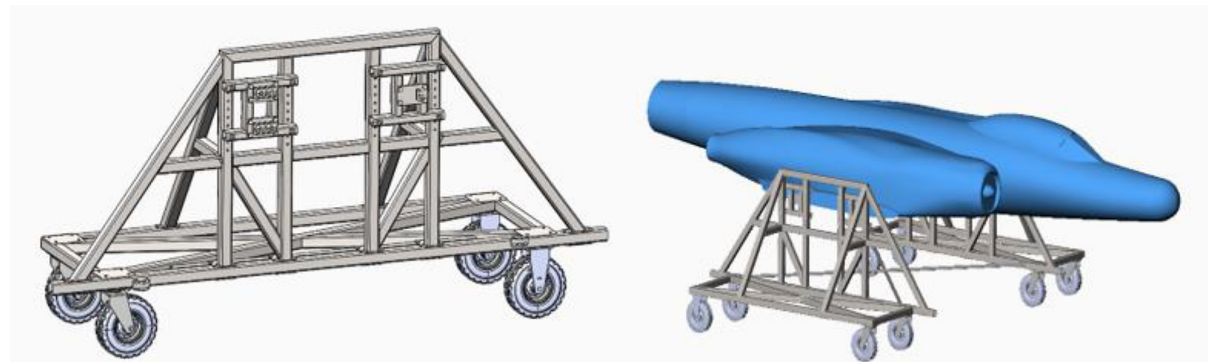


Educational Integration

Education is an integral part of QAM's vision. Schools and universities will be regularly invited to actively participate in student projects that enhance student education and the development of the museum. This includes aerospace-related institutions such as the École des métiers de l'aérospatiale de Montréal (ÉMAM), the École nationale d'aérotechnique (ÉNA) and the École de technologie supérieure (ÉTS), as well as other educational institutions offering related training, such as Collège Montmorency which has a well-regarded museology program.

Two projects have been carried out to date with groups of mechanical engineering students at ÉTS. The first of these involved designing a jig to support QAM's Avro CF-100 to facilitate structural repairs and reinstallation of the landing gear on this rare jet fighter. In the second, the objective was to design trolleys and their accessories to store and move wings, tail as well as wingtip tanks of the same CF-100.

These initiatives perfectly illustrate the vision of integrating the educational community into QAM projects.



Illustrations of the jigs designed by mechanical engineering students to support the Avro CF-100 Canuck being restored by QAM volunteers (ÉTS).

Community Integration

QAM officials see an important role for the Museum developing educational programs that support the social reintegration of people living on the margins of our society. This could include practical training in aeronautical technology while working on QAM aircraft.

There are many marginalized people living in our community that cannot

easily enroll in traditional educational programs available in Quebec. QAM plans to develop alternative educational pathways that could eventually lead young people to a career in the aviation industry at a later date.

The demand of an education facility already exists and must be assessed.



In 2019, QAM organized a visit to Canadian Space Agency for young people affiliated with the Jonathan's House youth centre in Longueuil (Pierre Gillard photo).



Community Engagement

On the community and social level, the Museum's recent achievements include organizing community and student visits to local aerospace businesses and Canadian Space Agency, the École nationale d'aérotechnique (ÉNA) and Saint-Hubert Airport; Organizing an "Aerospace Heritage Day" in Saint-Hubert/Longueuil in October 2019 (in conjunction with the City of Longueuil), and regular museum participation in the numerous "Open Days" at ÉNA as well as the Aerosalon held at Saint-Hubert Airport in June 2019.



The fuselage of the Avro CF-100 Canuck 100760 being restored by QAM is displayed alongside the Douglas DC-3 C-FDTD of the Plane Savers team during the Aerosalon in June 2019 at Saint-Hubert airport (Pierre Gillard photo).

Heritage Preserved

In terms of heritage, aircraft are the most visible aspect of the museum's collection mandate. Various collection activities have already begun, including the partial restoration of an Avro CF-100 Canuck jet fighter, that once served with the Royal Canadian Air Force and later as a flying testbed for Pratt and Whitney Canada. This rare aircraft is on loan to QAM from the Canada War Museum in Ottawa.

The École nationale d'aérotechnique (ÉNA) has also been open to the donating to QAM various obsolete aircraft they plan to retire from their

training programs, in addition to various aircraft parts, avionics equipment, and aviation instruments.

Research and discussions are also underway to obtain a Sikorsky CH-124 Sea King maritime helicopter, built in Longueuil that was recently retired from the Royal Canadian Air Force, as well as an Airbus Helicopters SA318C Alouette II helicopter used by Hydro-Québec to support the development of the important James Bay hydroelectric project in northern Quebec. These aircraft, and others helped shape Quebec aviation history.



The restoration of a Fairchild 82 bushplane built in Longueuil in the early 1930 is also part of the Museum's development plans (QAM archives).



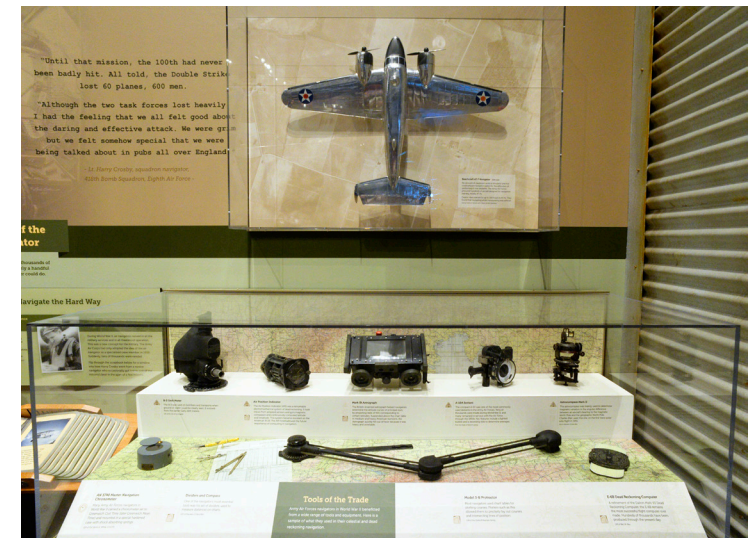
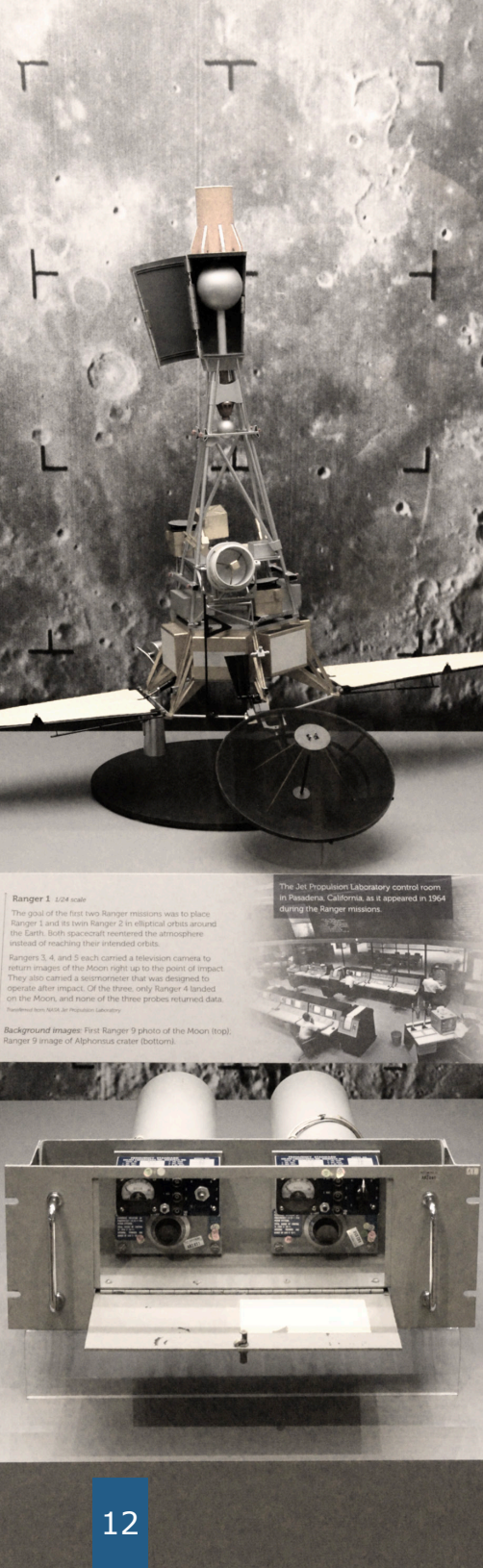
Exhibit Strategy

The founders of the QAM have visited air and space museums around the world to identify the best contemporary collection and exhibit practices. The museum believes that aircraft and artifacts must be preserved and displayed attractive, educational and even, in some cases, fun way that leverages the latest interactive technologies.

The Montreal area is well-known as a world leader in aircraft manufacturing, flight simulation and aircraft systems development. The preliminary exhibit design for the Museum includes a full motion full flight simulator, a partial replica of Fairchild Aircraft of Canada's

Bristol Bolingbroke bomber production line at Longueuil during the Second World War, and functional displays of landing gear and avionics systems.

Space will also be highlighted with the construction of replicas of Canadian satellites and the creation of a space lab where visitors can perform various experiments.



To provide a high-quality visitor experience, the exhibit strategy will see the close integration of artifacts with interactive communications technologies to maximize engagement (Pierre Gillard photo).

Full Member of the Industry

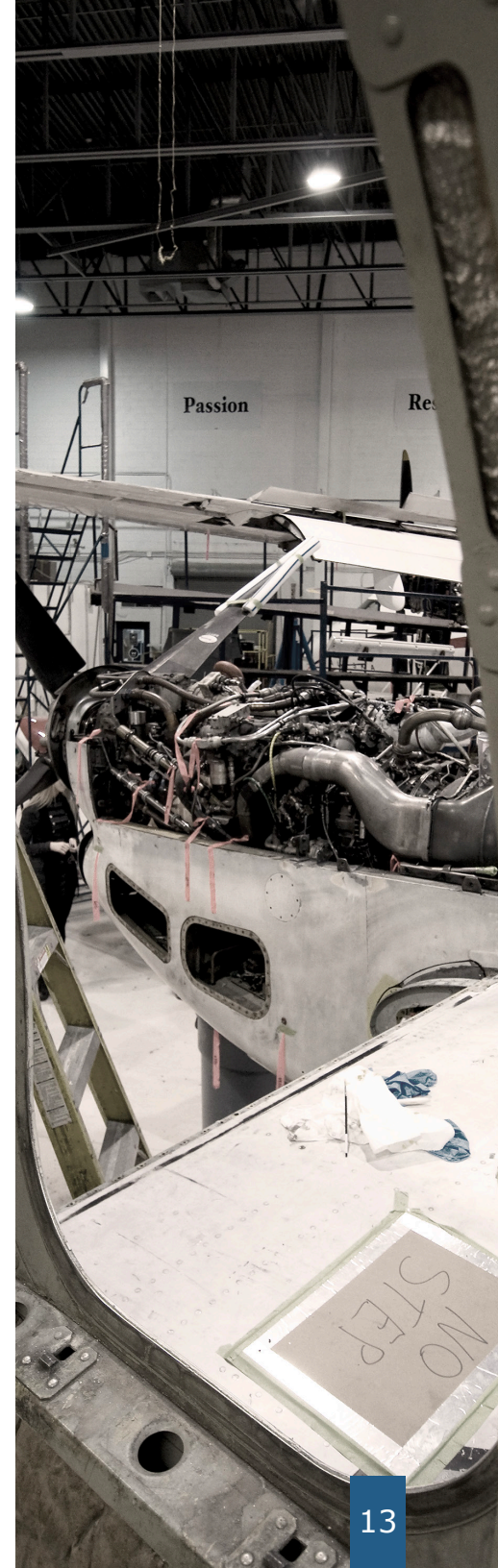
The Quebec Aerospace Museum plans to become a full member of the Quebec and Canadian aerospace industry and is already attracting leaders and volunteers from across the industry.

This will require greater integration and participation by the Museum in the activities of associations and groups across the aviation and aerospace ecosystem and Aéro Montréal cluster.

The QAM is already a member of the Canadian Aeronautical Preservation Association (CAPA) which represents all aviation museums in Canada and the Canadian Aviation Historical Society (CAHS), which is Canada's oldest aviation heritage organization. In 2020, the QAM entered into a collaborative partnership with the Montreal Aviation Museum located in Sainte-Anne-de-Bellevue that will support the growth of both organizations. The museum is also a member of Volunteer Canada.



Flight simulation is an important part of the aerospace industry in Quebec. The QAM must reserve the place it deserves (Pierre Gillard photo).



Growing the Business

While the Québec Aerospace Museum does not yet have a physical exhibition space, it is building relationships with all the stakeholders required to achieve this goal. For example, QAM, has been asked to join the team proposing the establishment of an aerospace innovation and excellence centre in the Montreal area that will include an «interactive and historical aviation center».

Currently, one of the Museum's top priorities is to increase its visibility. To this end, it is advocating that the

annual Aerospace Heritage Day held in collaboration with the City of Longueuil be expanded. Other mainstream activities, such as "Introduction to Aerospace Days," will be organized once the Covid-19 pandemic has passed.

Further updates to the QAM website are also planned to make it more visually attractive and interactive. The digital communications strategy also calls for the production of regular podcasts highlight the aviation history of Quebec and its pioneers.



The Canadian Space Agency booth attracted interest from visitors on Aerospace Heritage Day (Jean-Charles Hubert photo).

Donations of Aircraft and Equipment

In recent months, the museum has received several important donations including avionics equipment, model airplanes and helicopters, books and magazine collections, aircraft parts, manufacturers' plates and other objects – all of which need to be housed in secure storage facilities as they await future exhibit.

These aircraft will be stored outside until such time as the Museum has the appropriate hangar infrastructure to house them. However, a team of volunteer technicians from the QAM will ensure they receive regular maintenance to ensure their long-term preservation.



The Roland Duruble RDO2A Edelweiss aircraft is unique in the world. It was built in 1984 by Mr. Kenneth J. Taylor in Delta, BC. Arrived at the QAM in July 2021, it is stored outside at Chrono Aviation in Saint-Hubert where it is cleared of snow regularly during the winter by volunteers (Édouard Painchaud photo).



Restoration Work

One of the our most prominent activities is aircraft restoration. Presently, due to a lack of hangar space, this can only take place when we can find suitable premises at Saint-Hubert airport.

avionics, landing gears, systems, etc., also tractors, track vehicles and other ground support equipment. Our volunteers are capable and ready to restore all of these.

Besides aircraft themselves, restoration involves such components as engines,

But here too, availability of workshops and specialized tools is imperative.



The QAM has a large collection of avionics equipment dating from the 1960s to the 1990s, some of which deserve to be refurbished (Pierre Gillard photo).

In « Solutions » Mode

At present, the Museum is benefiting from partnerships with No 438 «City of Montreal» Tactical Helicopter Squadron at CFB Saint-Hubert which provides temporary outdoor storage space and with ÉNA, which has provided indoor storage space on an occasional basis.

In addition, the management of Saint-Hubert airport (DASH-L) has expressed positive interest in providing the museum with temporary use of space on the property for aircraft storage until such time as the museum obtains or builds suitable buildings to house

the collection. The Museum has also received support from Nolinor, which hosts the head office of QAM at its H18 hangar facility, and the Chrono Aviation and Lux Ground Services FBOs have shown themselves ready to accommodate a few planes in transit to the Museum collection.

Several aerospace companies and schools, such as Bombardier, ÉTS, Héroux-Devtek, Leesta and Pratt & Whitney Canada, have offered to store QAM equipment until a longer-term solution is found.



The storage of certain artifacts owned by QAM requires real expertise (Pierre Gillard photo).



Infrastructure Development

As the QAM's collections and activities develop, appropriate infrastructure will have to be rented or built. In order to accommodate these to the growth of the Museum, four phases have been identified, as follows:

PHASE 1 : Use of existing infrastructures or construction of temporary buildings at Saint-Hubert Airport or in the immediate vicinity to store aircraft and equipment.

PHASE 2 : Construction or rental of a hangar to restore small and medium-sized aircraft as well as establish a permanent exhibition/educational space, offices and on-site storage.

PHASE 3 : Expansion of the facilities by adding a larger hangar to accommodate larger aircraft as well as having a covered exhibition space to display larger equipment.

PHASE 4 : Construction of a multifunctional building to accommodate the public in ideal conditions.



The Kelowna Center of Excellence in British Columbia will have a «museum» space (KF Aerospace image).

A Major Attraction

The greater Montreal region is one of the world's major aerospace centers, and the establishment of local air and space museum has the potential to become a significant tourist attraction. Here are some well-known international museum attendance figures (before the COVID crisis):

- **Museum of Flight (Seattle, WA):** 500,000 visitors per year.
- **Imperial War Museum (Duxford):** 400,000 visitors per year.
- **Musée de l'Air et de l'Espace (Le Bourget):** 300,000 visitors per year.
- **Aérosopia (Toulouse):** more than 200,000 visitors per year.

Just imagine the direct and indirect returns to the Longueuil region of an air and space museum at Saint-Hubert Airport.

Air and Space museums are very popular with tourists and the general public. Pictured is the Air Mobility Command Museum at Dover AFB, Delaware (AMC Museum photo).



Of course, other major aerospace centres like Seattle and Toulouse have had a head start, but a Montreal museum with a similar aerospace industry focus will almost certainly attract many local and international visitors over a 10- to 20-year development phase.

We must also realize that we could create a world-class museum with a budget equivalent to the selling price of two Bombardier Challenger 350 or a Global aircraft.

The Quebec aerospace industry totaled sales corresponding to \$15.2 billion and employed 35,000 people in 2021. This must therefore be put into perspective to enhance the visibility of this vital economic sector for the province and the country.



Health and Safety

The safety of our members, who are all volunteers, is without compromise. To this end, the QAM makes regular payments to the Commission des normes, de l'équité, de la santé et de la sécurité du travail (CNESST), which represents regular business expense.

In addition, the QAM has its own trainers authorized to give general training and also specialized health and safety

at work training such as Workplace Hazardous Materials Information System (WHMIS).

First aid training is also provided to volunteers.

Finally, the QAM has its own first aid resources and basic emergency equipment.



Workplace health and safety training is provided internally for the benefit of QAM members (Pierre Ménard photo).



Leaders, Jean Riffou and Pierre Gillard, took a first aid course organized by CNESST (QAM photo).

Communications

As for any organization, the QAM's communications, both internally and externally, are important in order to keep both members and the outside world informed, in particular, about museum activities.

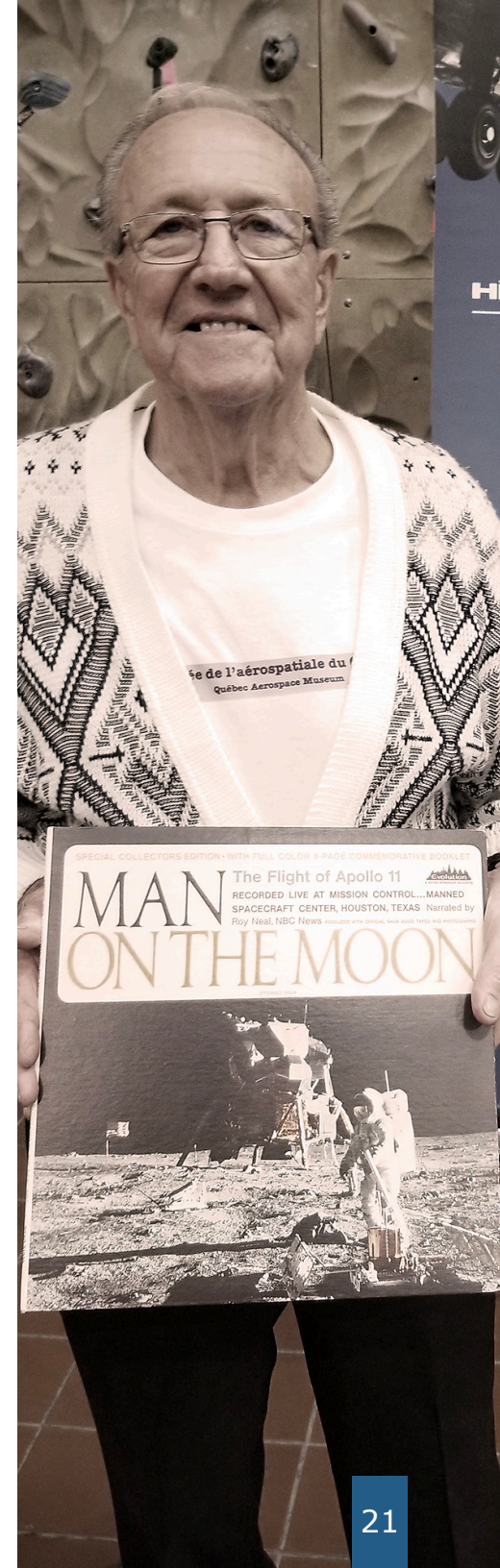
Within the organization, members are kept informed by emails and by our «MAQ-Express» newsletter. A space is also reserved on our website for members. The website offers exclusive content as well as such official documents as: Administrative Rules, Occupational Health and Safety Policy, Policy for the

Prevention of Psychological or Sexual Harassment in the Workplace and for Processing of Complaints.

The outside world can also keep informed about the QAM through traditional means of communication and social media such as our website and Facebook page. The MAQ-Express bulletin is also distributed to companies in the aerospace sector in Quebec and Canada, and to all museums via CAPA (Canadian Aeronautical Preservation Association).



Contact and social activities with members are essential at the QAM (Louise Gince photo).



Fundraising

Fundraising for the Québec Aerospace Museum is at crucial point in its development, with the museum actively working to tap government and private funds.

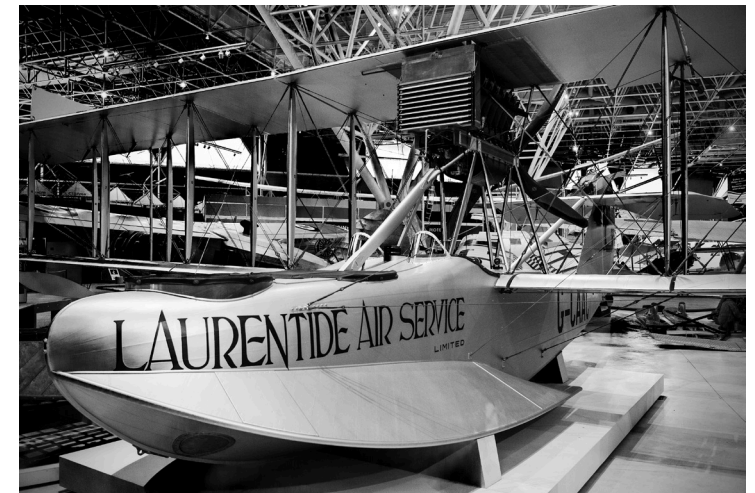
Government funding is available to non-profit museums, but this is conditional on a Museum having one or more permanent employees as well as an exhibition space open to the public on a permanent basis.

The museum must therefore already be open to the public before it can be officially recognized as a museum eligible for public funding!

In the current situation, the QAM can therefore only count on private funding, as well as the discretionary

contributions of certain government deputies and ministers who want to support the early stage develop of the organization. Donations, and cash advances from members, have been essential to allow the organization to grow during this start-up period.

The QAM is recognised by the Canada Revenue Agency (CRA) as a registered non-profit charity, which means it can issue tax-deductable receipts for all donations.



The establishment of a museum that showcases the aerospace industry of Quebec and Canada will require financial support from governments to achieve its full potential (Pierre Gillard photo).



Corporate Members

Since the QAM represents the aerospace industry in Quebec and Canada, an original approach was needed to finance its activities and management. This resulted in our plan for corporate membership.

Four categories of corporate members were defined according to the level of membership: bronze, silver, gold and platinum. In exchange for their contributions, corporate members receive a tax receipt and a certificate of recognition. In addition, their logo appears regularly in our brochures, website and MAQ-Express newsletter.

But that's not all, because the originality of the approach includes how a company or institution becoming a QAM member receives «courtesy» membership cards depending on their membership level. These may be distributed among employees, customers, pupils or students, visitors, community members, etc.

Thus, joining as a corporate member lets a company support the QAM financially and gives a chance through its courtesy passes to others to enjoy the captivating world of aerospace.



CPAQ-AERO, a flight school based at Saint-Hubert airport, has become the first corporate member of the QAM (Pierre Gillard photo).



A Project-based Approach

The QAM envisages two categories of operations to be managed, each requiring appropriate financing.

There are the regular activities as well as the management of the organization already mentioned, then the projects. As these are ad hoc in nature, their funding is planned on a case-by-case basis. The QAM defines this as a «project approach».

For a project to be completed, several steps occur. First, a project coordinator is appointed. He/she will then create a file containing all elements of the project, including administrative and technical aspects, as well as a budget for the realization of the project and another, if necessary, to establish its sustainability.

Then comes the financing stage where several strategies can be applied, but usually favoring those of partnership and sponsorship.



Access to hangar, exhibition and storage space is the key to the effective start of a large majority of the activities of the QAM (JHL Aviation Services photo).

Specific Objectives

In addition to the objectives and projects mentioned, the QAM also emphasizes the place of women and First Nations and Inuit in aerospace. To this end, director positions have been created on our Board of Directors. This should ensure that the decisions taken for the development of the organization respect these commitments.

The QAM also undertakes to follow industry recommendations in general. Thus, for example, following a perception

study conducted among young people in Quebec, the Aéro Montréal cluster issued 12 recommendations to attract the next generation to aerospace trades, from which the QAM intends to draw inspiration to develop new activities to interest the general public.

In the future, QAM's leaders will remain attentive to the evolution of the industry in order to adapt to the realities of the moment.



Within the activities of the QAM, a significant place will be reserved for companies representing the First Nations and the Inuit (Jean-Pierre Brossard et Pierre Gillard photos).



Our Aircraft

The QAM currently has three aircraft in its collection. Each represents a particular sector of the aerospace industry.



Avro CF-100 Canuck Mk. 5D : Bearing the military serial number 100760, this aircraft is unique in the world in that it served as a flying test bed for the development of the Pratt & Whitney Canada JT15D engine. This CF-100 was the last to fly. It arrived at the QAM on November 5, 2018, on long-term loan from the Canadian War Museum in Ottawa, ON (*Pierre Gillard photo*).

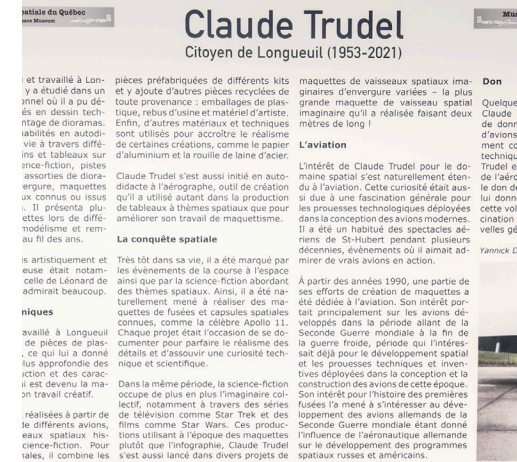
Kitty Hawk Flyer : This is an eVTOL (electric vertical take-off and landing aircraft) developed in California by a team of engineers, including Canadians. It represents the future of aviation and is unique in Canada. This Flyer bearing the serial number F26095 was delivered to the QAM on July 23, 2021. It is a gift from its builder, Kitty Hawk of Palo Alto, CA (*Pierre Gillard photo*).



Roland Duruble RD02A Edelweiss : Homebuilt aircraft made in 1984 by Kenneth J. Taylor in British Columbia, it is the only RD02A model of the Roland Duruble Edelweiss to be completed and flown in the world. The RD02A made its last flight on July 10, 2021 when its owner, Mr. Antoine Moulin, donated it to the QAM at Saint-Hubert airport (*Philippe Colin photo*).

Our Collections

The QAM collections grow over time thanks to donations from individuals, companies or other organizations. Among these one can, for example, find old avionics equipment, instruments, plans and blueprints, technical manuals, landing gear and ejection seats, aircraft models, books and magazines, teaching materials or manufacturers' plates (Pierre Gillard photos).



Two Majo

Most of the energy currently invested by the QAM concerns two specific projects. These aim to launch long-term activities intended to highlight the heritage of the aerospace industry in Quebec and Canada:

Avro CF-100 Canuck #100760:

The plane is currently dismantled and stored at the Saint-Hubert garrison in the care of 438 Squadron.

The first stage of the project will consist of creating the fuselage support jig in order to install the landing gear and repair the lower part of the fuselage. The restoration of three landing gear legs acquired in Ontario should begin simultaneously.

Hangar space will have to be found quickly in order to be able to start work on the aircraft in acceptable working conditions.



Above left: Avro CF-100 Canuck #100760 is currently disassembled and stored at the Saint-Hubert military base. Above right: QAM's intention is to restore it to static presentations with its nacelle containing the Pratt & Whitney Canada JT15D engine as it was when this photo was taken (Pierre Gillard and Marc Émond collection photos).

r Projects

Several requests for partnerships and sponsorships have recently been sent to various companies and schools. A favorable feedback is, of course, eagerly awaited.

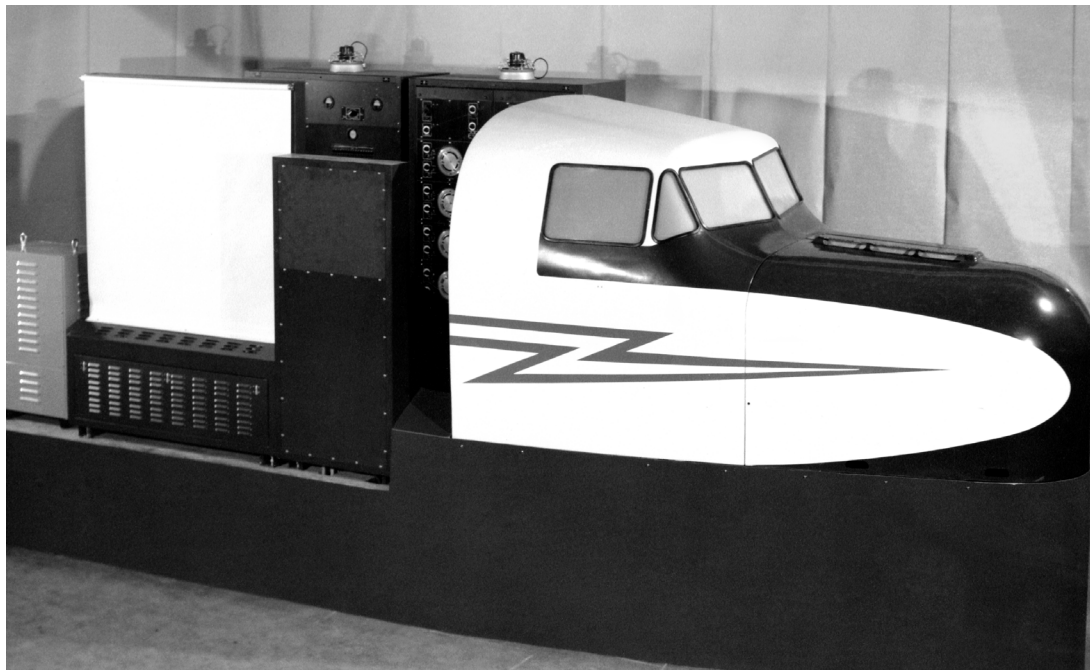
CAE « Twin Engine » Flight Simulator:

The QAM recently received a «Twin Engine» flight simulator donated by Mr. André Bourassa. This simulator was produced in 1958 by CAE Inc. in 12

copies for the Royal Canadian Air Force. It was intended for procedural training of the crews of twin-engine aircraft, mainly the Douglas C-47 Skytrain/Dakota and the Fairchild C-119 Flying Boxcar.

This simulator should be put on display to the public in Montreal in the fall of 2022 and its continued operation will be ensured thanks to the support of CAE, which is celebrating its 75th anniversary this year.

View of the «Twin Engine» simulator as it was at the time. The QAM intends to keep it in working order with the support of CAE in order to show one of the very first achievements of the Montreal company (CAE photo, Canav Books collection).



Infrastructures...

Having an infrastructure to actually start operations is a top priority for the QAM.

This infrastructure should, at a minimum, make it possible to begin restoration work on the Avro CF-100 Canuck and to store the collections and materials of the QAM. It could be integrated into both «Phase 1» and «Phase 2».

Thus, while evaluating the so-called «Phase 1» options as opportunities arise, QAM officials are simultaneously studying a «Phase 2» infrastructure project to be implemented at the Saint-Hubert airport. It would be a building covering a built area of 97' x 133'. Currently, an investment of \$3M to \$5M would be required to build such an infrastructure.



Above left: Example of a hangar similar to the “Phase 2” building envisaged for the QAM. In this case, we are talking about a budget of \$3M to \$5M. Above right: An option to consider for “Phase 1” is the use of a “dome” type hangar, the cost of which is around \$100K (JHL Aviation Services and Pierre Gillard photos).

... And Equipment

In order to be able to carry out its technical operations, the QAM must also have suitable equipment as well as specialized or non-specialized tools.

In this regard, the QAM has already received basic tools generously donated by one of its members. In addition, the ÉNA donated two ground power units for aircraft that are currently non-functional. These will be gradually restored to working order over the coming months, perhaps even as part of student activities.

The QAM should also produce trolleys and their accessories allowing easy movement and storage of aircraft components. They were designed by a group of ÉTS students.

In the future, other ground support equipment and tools will have to be acquired, through donations or purchases depending on the funds available.



Left: Trolley used to transport the wings of the CF-100 designed by ÉTS students according to specifications drawn up by the QAM. Above: One of the two GPUs received from ÉNA. This provides either AC or DC power (ÉTS picture and Pierre Gillard photo).



Some Projects



Bombardier (Canadair) CRJ 100/200: A coordinator has been appointed to build a file for the acquisition of an aircraft of this type representing the most important commercial success ever recorded by the Canadian aerospace industry (*Pierre Gillard photo*).

Airbus Helicopters Alouette II « Hydro Québec »: A complete file to acquire an Alouette II Astazou helicopter in Italy is ready. This helicopter had flown in the past for Hydro Quebec. All that is missing is funding, and therefore a sponsor, to see this historic helicopter return to *La Belle Province* (*Édouard Painchaud photo*).



British Aerospace Jetstream : The Jetstream enabled the development of regional air transport in Quebec from Saint-Hubert airport under the banner of Pascan Aviation. It would therefore be legitimate for an aircraft of this type to appear in the QAM collection (*Pierre Gillard photo*).

Cessna 208B Grand Caravan : The QAM approached Federal Express for a possible donation of a Cessna Grand Caravan. This aircraft should allow people to see the importance of the Pratt & Whitney Canada PT6A engine in the worldwide general aviation sector (*Alan Wilson photo*).



s Under Study

Sikorsky CH-124 Sea King: All of the Royal Canadian Air Force's Sea King helicopters were decommissioned and the aircraft that were not preserved were sold to a company in British Columbia. We are evaluating a possible acquisition of such a helicopter and its transport to Saint-Hubert. Most of the Canadian Sea Kings were built in Longueuil and Saint-Hubert (*Pierre Gillard photo*).



Fairchild 82: The QAM is interested in restoring a pre-war, made-in-Longueuil Fairchild 82 to presentation condition. However, this project depends on having a hangar (*QAM archives*).

Replica of the Fairchild assembly line: During the Second World War, the Fairchild factory in Longueuil assembled a number of military aircraft, including Bristol Bolingbrokes. The project aims to reconstruct part of the assembly line for this type of aircraft (*Pierre Gillard photo*).



Realization of replicas of Canadian satellites: Canada's contribution to space is very important. One way to showcase it would be to make replicas of satellites designed and made in Canada. A coordinator would be needed to initiate this project (*Pierre Gillard photo*).



Soaring to the Future

All aviation museums require the broad-based financial support of the corporate community and government bodies, as well as the generosity of visitors, members and private donors to thrive.

QAM is committed to being fiscally responsible and transparent when it comes to all museum activities and operations as today's public expects.



The restoration of the CF-100 #100760 remains a top priority for the Museum (Pierre Gillard photo).

Support Sought

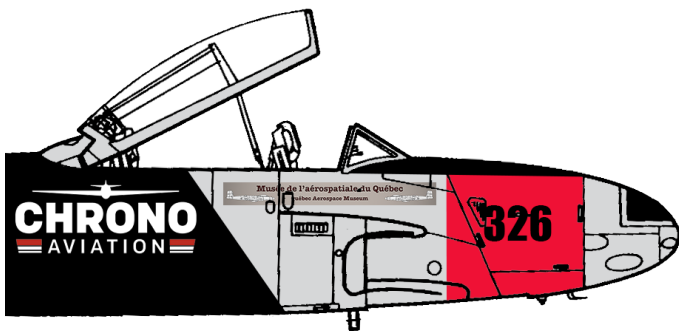
The founders of the Québec Aerospace Museum are asking the aerospace industry, corporate community and local authorities to contribute generously to a fundraising campaign focused on the realization of Phase 1 and the launch of Phase 2 of the QAM infrastructure plan, as well as to its community and heritage engagement programs.

The support can be provided in several forms:

- Corporate financing to cover operating costs.
- Financing of specific projects (CF-100, ground support equipment, development of Phase 1 storage areas, Phase 2 hangar, aircraft restoration, or others).
- Loan of premises, hangar spaces, exhibition spaces or storage spaces.
- Donation of material, equipment or tools.
- Recruitment of volunteers to support general or specific projects.
- Secondment of management staff to support QAM objectives.

Of course, all contributions will be highlighted by QAM in its membership communications and media relations activities.

The Museum would be happy to provide more specific information regarding anything referenced in this presentation and has detailed briefing documents available, on request, describing all QAM current projects. Please do not hesitate to contact us!



Example of a mobile Canadair CT-133 Silver Star education display to be developed with the support of Chrono Aviation in Saint-Hubert (Pierre Gillard image).



Our Funding Priorities and Goals for 2022-2023

It is imperative to ensure the functioning of the organization in a sustainable way before considering any development. Funding for the operation of the organization is provided primarily by corporate memberships.

The subscription of regular members, individual donations as well as sales represent a limited part of the financing. But they are essential, even if they do not allow by themselves to guarantee the whole functioning of the organization.

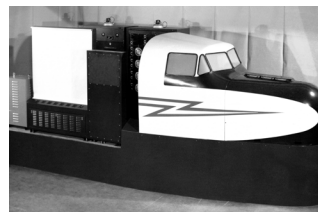
Deadline:	Goal:	Budget to fund:
December 2022	<ul style="list-style-type: none">Coverage of costs incurred for the 2022-2023 financial year (insurances, rent, operating costs, etc.)Reimbursement of cash advances granted.	\$ 29,150
June 2023	<ul style="list-style-type: none">Hiring of a CEO.	\$ 50,000
TOTAL TO BE FUNDED FOR THE FINANCIAL YEAR 2022-2023 :		\$ 79,150

It is obvious that this funding will have to be recurring and growing over the years.

As far as the projects are concerned, four of them have been selected to be carried out in 2022-2023:



**Avro CF-100 Canuck
#100760
\$ 38,000**



**CAE «Twin Engine»
Flight Simulator
Sponsored !**



**AFSG-1 GPU
\$ 2,000**



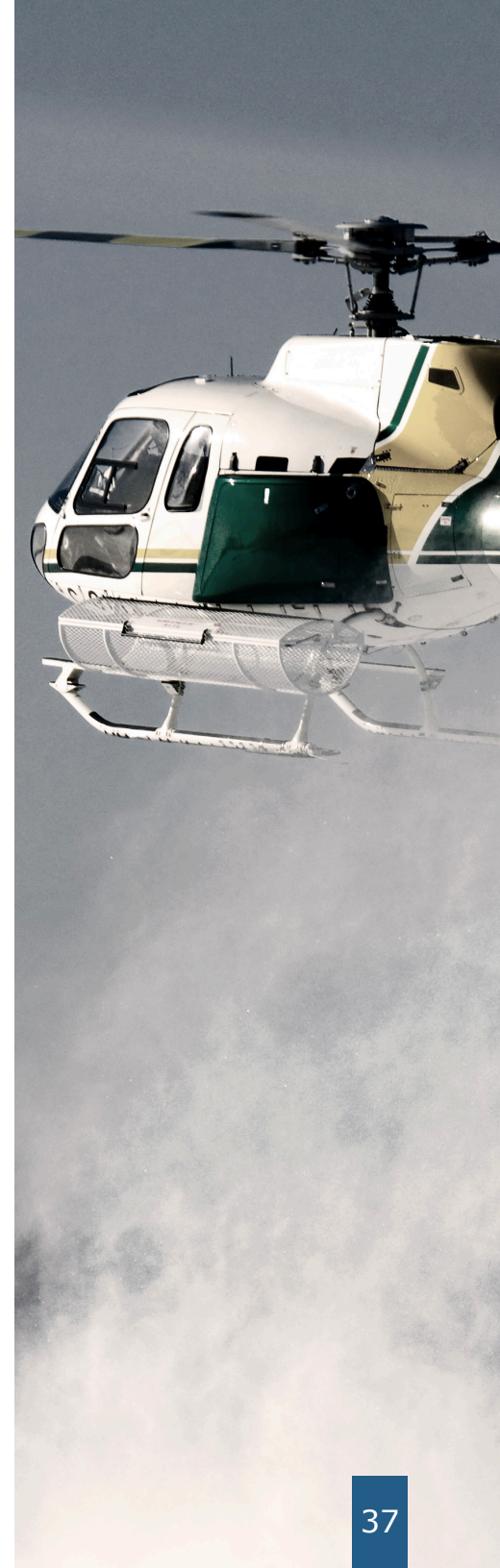
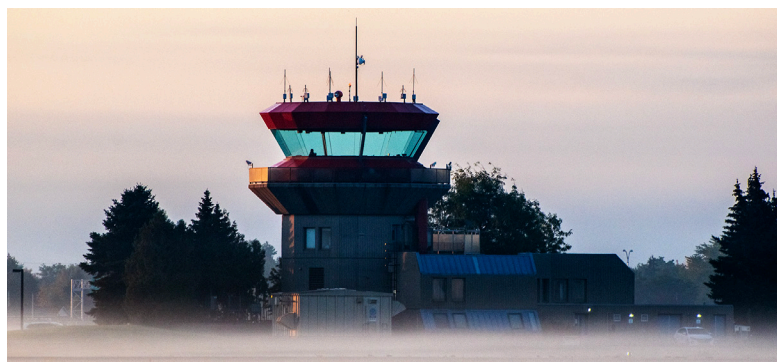
**MMG-1A GPU
\$ 3,000**

Infrastructure Financing

Funding for the four phases of Saint-Hubert airport will celebrate its infrastructure development (see page 100th anniversary in 2027. It would 18) can be assessed based on current therefore be appropriate to have at data recorded in the table below. least Phase 3 completed in order to enhance the event.

Deadline:	Objective:	Estimated Budget:
2023	<u>Phase 1:</u> Minimum room to start restoration works on our CF-100 – Exterior storage area for aircraft – Storage of equipment and collections – Acquisition of ground support equipment and tools.	\$ 100,000 – \$ 150,000
2025	<u>Phase 2:</u> Building allowing display and restoration work of equipment and aircraft – Administrative facilities.	\$ 3M – \$ 5M
2026-2027	<u>Phase 3:</u> Addition of hangar and display space.	\$ 5M – \$ 7M
2027-2028	<u>Phase 4:</u> Completion of a multifunctional building.	\$ 20M – \$ 40M

Saint-Hubert airport remains the ideal location for the establishment of QAM infrastructure due to the available space, easy access and its rich historical past (Pierre Gillard photo).



Achievements

Events and exhibitions :

07-05-2022 — Centre des Sciences, Montreal: Participation in « Vitrines 2022 » event organized by Aéro Montréal.

Ongoing since July 2021 – Saint-Hubert: « Claude Trudel – Citizen of Longueuil » showcase at ÉNA.

January till June 2021 — Saint-Hubert: « Aviation in Canada » showcase at ÉNA.

16-02-2020 — Saint-Hubert: Open Day at ÉNA.

17-11-2019 — Saint-Hubert: Open Day at ÉNA.

28-09-2019 — Saint-Hubert, QC: Aerospace Heritage Day (jointly organized with the City of Longueuil).

06/07-09-2019 — Saint-Hubert, QC: Open Days and Recruitment at Chrono Aviation.

24-08-2019 — Sainte-Anne-de-Bellevue, QC: Family Day at the Montreal Aviation Museum.

01/02-06-2019 — Saint-Hubert: Aérosalon.

17-02-2019 — Saint-Hubert: Open Day at ÉNA

11-11-2018 — Saint-Hubert : Open Day at ÉNA



QAM participation during family day at the Montreal Aviation Museum in Sainte-Anne-de-Bellevue on August 24, 2019 (left) and in an open house at ÉNA (above) (Pierre Gillard et Philippe Colin photos).

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Our corporate members:



Our partner:



Companies and organizations donating aircraft, materials and equipment to the QAM:

K I T T Y H A W K



People donating aircraft, materials, equipment or publications to the QAM:

Pierre BINETTE, André BOURASSA, Jean-Pierre BROSSARD, Michel CÔTÉ, Yannick DELBECQUE, Mathieu FOURNIER, Pierre GILLARD, Olivier LACOMBE, Pascal LAFRENIÈRE, Nicolas MAILLOUX, Danielle MATEAU, Antoine MOULIN and Marc André VALIQUETTE.

Thank:

Companies and organizations participating in QAM projects and supporting its activities:

	CAE « Twin Engine » Flight Simulator
	Avro CF-100 Canuck #100760
	Roland Duruble RD02A Edelweiss C-GIWY
	CAE « Twin Engine » Flight Simulator
	Avro CF-100 Canuck #100760 Ground Support Equipment

	Ground Power Unit AFSG-1 Mobile Electrical Power Plant MMG-1A
	Kitty Hawk Flyer eVTOL
	Kitty Hawk Flyer eVTOL
	Avro CF-100 Canuck #100760
	Head Office Hosting
	Avro CF-100 Canuck #100760

Support the QAM too!



www.maq-gam.ca



*Uncredited pictures: Renato Belloli, André Bournassa, Pierre Gillard, Louise Gince, Pierre Hamel, Kitty Hawk and NASA
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Layout: Pierre Gillard and Pierre Ménard, Longueuil, September 2022*