IN THIS ISSUE:

- Airport News
- Inside the B.C. Aviation Museum
- A Russian Visitor
- Chopper Challenge
Editor’s desk

Happy New Year, and welcome to the winter issue of On Approach. The year just ended has been significant with several notable construction projects beginning, continuing or reaching completion. You’ll find updates in this issue about the huge new DND project, Sobey’s $31 million distribution centre, the Avenger Way Business Park, and the Willingdon Road re-alignment.

It’s not news that the Victoria region is acknowledged as one of the most attractive in Canada. What you might not know is that Victoria International Airport is one of the most loved airports in the entire world. See Airport News for the story.

Our main feature is the BC Aviation Museum (BCAM). It’s always been an interesting place to visit, and is getting more interesting every year. In this issue, we introduce you to several of the volunteers, and the history of some displays. We also learn about interesting new directions the museum is taking. Take time to enjoy the story and photos, then check out the BCAM website for more: www.bcam.net

Have a great 2012!

Phil Jensen,
Editor, On Approach
Airport News

YYJ one of the most loved airports in the world

Victoria International Airport has been acknowledged as one of the ten most loved airports in the world. It's the only Canadian airport making the list that resulted from a poll conducted by CNNGo (www.cnngo.com). First place in the poll went to Hong Kong International Airport. Victoria placed eighth, ranking between Zurich Airport in Switzerland and Montevideo Carrasco in Uruguay.

“Canada’s favourite little airport has earned its stripes on a reputation for ease, efficiency and friendliness, along with some value added quirks that no other airport in the world would ever bother to think about ... for example, hosting a special ‘chocolatier’ exhibit, and unveiling a 2.5 kilometre bike path around the perimeter,” CNNGo stated.

“We are obviously thrilled and honoured to be recognized by such key international media as CNN,” said Geoff Dickson, VAA President and CEO. “This type of recognition from airport users is a direct reflection of our commitment to providing our customers with the best airport experience we can. Ease and function combined with friendly service is always a top priority, and this recognition is shared with everyone who works to provide courteous service to our passengers on a day to day basis.”

Dickson commends everyone who makes it a good experience for Victoria Airport customers: the Red Coat Host Volunteers, Commissionaires and security staff, Victoria Airport Authority staff, and all airline and concession business partners. “This kind of achievement can only be reached as a group,” he says. “It also shows that bigger is not necessarily better.”

New hi-tech improvements at YYJ

Victoria International Airport has a new Flight Information Display System (FIDS). James Bogusz, Director Airside Operations, Technology and Environment, explains that the new hi-tech system enhances the information displayed on the flight information monitors positioned around the airport. “It’s integrated with Flight View, a real-time flight tracker,” Bogusz says.

The system collects information from the United States FAA data, NAV Canada data, and the airlines to provide very accurate flight arrival times on the display screens. A visual map display of where airplanes are in real time will be displayed on some monitors throughout the airport.

Flight View will be integrated to the airport website (www.victoriaairport.com), allowing passengers to access information from their home computers. The airport has also implemented a mobility website, making it easy to check flight times from your smart phone at anytime of day or night. The VAA recognizes the importance of providing up-to-date information for passengers and will continue to integrate hi-tech solutions as they become available.

The ability for air travellers to print boarding passes from their home computers, or the self-service kiosks at the airport, is now common practice; we’re moving beyond that. During the past summer, VAA has worked with WestJet Airlines to add the ability to print your own bag tags at the self-service kiosks. This is a significant time saver for passengers, especially during peak travel times. Although self-bag tagging is currently only available for WestJet passengers, Air Canada and Alaska Airlines are considering the addition of this technology in the near future.

TURN TO PAGE 9
The B.C. Aviation Museum is Spreading its Wings

It might be said that the British Columbia Aviation Museum (BCAM) is one of the best kept secrets on Vancouver Island - but that’s changing. The completion of the new hangar in 2010 relieved a situation of overcrowded displays, making the museum experience a better one. More than that, various groups began looking at the BCAM as a possible venue for events unrelated to the storage and display of historical aircraft. The first indication of this was an evening of dinner and entertainment for 270 delegates and guests attending the annual conference of the Association of Vancouver Island and Coastal Communities (AVICC).

The new hangar is now home to a restored and proudly displayed Vickers Viscount. Members Ed Birnell, Al Catteral, Russ Hudson and many others worked for years restoring the Viscount. “I joined the museum in 2008 when the Henderson Hangar was being built,” Ed Birnell says. “The Viscount came here in 2005. It was at the south terminal of Vancouver Airport and came here by barge.” At first they were working outside, polishing the engine cowlings by hand for a month before they acquired a power tool for the job. The aircraft moved into the hangar in 2009, allowing the volunteers to work more comfortably. The Viscount was the first turboprop powered passenger aircraft in the world, and went into service at Trans Canada Airlines (TCA) in April 1957.

The collection and restoration of historical aircraft and aviation artifacts has always been the BCAM’s reason for being. But there are signs the museum is spreading its wings. BCAM President Steve Gordon discusses where they are now, and the direction they are moving.

“Last year we completed the Henderson Hangar just in time for the AVICC evening reception. This fall we had a second event. Close to 300 people associated with the Municipal Information Systems Association of BC attended a reception and dinner here. We’re not anxious to do a lot of this; we’re a museum first, and we are 100 percent volunteers here. But these receptions have the potential to be revenue generators.”

Steve explains why receptions make sense at this stage of the museum’s existence. “Having our aircraft inside means we can offer a good all weather museum experience,” he says. “But the extra space we have with the new hangar brings with it more utility costs. We also have a lot of capital expenditures coming up. The next big funding is for paving the apron outside the new hangar. It could be well over $100,000. We have seismic upgrades to do as well. We’ve had generous support...
Aviation Museum continued

from our members and the community, but we can’t take that for granted.”

The museum has three hangars filled with aircraft and artifacts: the main hangar houses completed restorations, including an exact replica of the Gibson Twin Plane. William Gibson’s flying machine, powered by an engine of his own design, was the first airplane designed, built and flown in Canada. It flew for the first time on September 8, 1910, right here in Victoria. The original engine from the Twin Plane is part of the National Aeronautical collection in Ottawa. Gibson’s little known story is well worth the effort of researching by anyone interested in the early years of flight.

The restoration hangar is immediately adjacent to the main hangar. Aircraft in this area are at all stages, from a collection of parts to near complete restoration. Roy Baker, Win Albrecht and Dave Stillman have been working on a bright yellow Harvard for the past six years. Other museum members have been involved on this project at one time or another.

A prototype of the Harvard, designed and built by North American Aviation of Texas, first flew in 1935. The Harvard went into production as a basic combat and advanced trainer aircraft. It was used by the United States Army Air Force, the Royal Air Force, the United States Navy, the Royal Canadian Air force and other commonwealth countries. The Harvard was used extensively during the Second World War, the Korean War and, to some extent, in Vietnam. The BCAM example is made up of parts from two different Harvard models donated by Victoria Air Maintenance, a local company, “It’s representative of the model,” Win Albrecht says.

The Miranda is a small two seat airplane dating from the early 1960s. The example sitting across the hangar from the bright yellow Harvard isn’t a restoration; it’s a kit plane that has never been finished. With its wooden struts and uncovered wings, the Miranda resembles a partially finished balsa wood model from a bygone era. The original owner wasn’t able to finish the job, and stored it for seven years before donating it to the museum. Intrigued by the project, volunteers Gary Rankin and A.J. Metcalf decided to finish building it as a demonstration model. “All we really got was the fuselage and one wing,” Gary explains. “We finished the other wing and the cockpit. We’re going to cover one side and leave the other side open, so people can see how it works.”

Many aircraft in the museum come with interesting legends. The Beechcraft 18/PacAero Tradewind conversion in the Henderson Hangar is an example. This aircraft was modified from its original configuration, and used extensively by the Honourable “Flying Phil” Gaglardi. As Minister of Highways with responsibility for BC Ferries during his long tenure with the Social Credit Government during the 1950s and 1960s, Gaglardi was known for...
Aviation Museum continued

Getting things done. "I built the whole system around my own impatience," he once stated. When not actually flying around the province, he collected a lot of speeding tickets, and used to say he was just testing the curves.

Museum Volunteer Dave Peters shares some of the legend. Gaglardi, unsatisfied with the radial engine Beech 18s available in the BC government fleet, wanted something like a turboprop King Air. No budget was available for the expenditure, so he had an existing Beech 18 modified. The aircraft was lengthened to change it from a tail-dragger, and a Volpar Nose Tri-gear was installed. Two PT6 turbines, the same as on the King Air, replaced the radial engines. A large single rudder replaced the original twin rudders, providing the in-flight stability needed to match the other modifications. An unexpected disadvantage of the modifications was that the plane wasn't pressurized, so it couldn't fly at the altitudes needed for the turbine engines to operate efficiently. The BC government eventually sold the plane to Keewatin Air of Manitoba. When the plane was retired, Keewatin donated it to the museum.

Near the Tradewind is a Douglas A-26 Invader. Designed as a low level attack plane, the A-26 was used in World War II, Korea, and Vietnam. The type was eventually adapted for civilian use. The installation of a 900 gallon belly tank in the former bomb bay, made it a very effective water bomber. The BCAM example has been kept in its fire fighting configuration and is the only water bomber conversion on display in a museum today. This aircraft was donated by Conair Aviation of Abbotsford, BC.

Russ Hudson and John Lewis have been working on the A-26 restoration. "It sat in the weather for a number of years, then came into the hangar," Russ says. "It sat here for another year while John and I were working on the Viscount. We started by polishing the propellers, then we moved to the wings. The cockpit is almost completely redone." The next step is to clean, paint and polish inside the wheel wells, where they plan to install a light for display purposes. "It will be at least a two month project for all three wheel gears,"

BCAM President Steve Gordon expresses pride in the museum membership. "What really makes the museum work is the volunteers," he says. "And we'll eventually drop the bay doors to expose the bomb bay. We want the whole aircraft to look like new."

Volunteer Dave Peters shares the legend of this Tradewind.

From Page 6
says. “We have 100 percent volunteers here.” Aircraft restorations are an ongoing process. Museum volunteers will give guided tours on request. Other members sweep the floors and clean the displays. Volunteers staff the reception area and gift shop. And there are largely unseen workers in the library and other parts of the museum.

The membership has accomplished a great deal, but they are not resting on their laurels. “The folks who have worked here over the years have created such an interesting place, and there is a lot of interest in the museum and respect for what’s been accomplished,” Steve says. “We’ve been well supported by the community. There is a very nice lease arrangement with the Victoria Airport Authority. The Municipality waives our property taxes. Various businesses around the airport have been very helpful as well.”

The bottom line is that the museum membership is expanding its vision and spreading its wings. “We want to see the museum being more relevant to the community,” Steve continues. “We want to do more than provide a place about aviation history. So we’re holding a career day in February. We approached the VAA and invited them to co-sponsor with us and they agreed.”

Aviation related businesses and educational institutions will be invited to participate: airlines, aircraft maintenance companies, armed forces recruiters, flight schools. Young people exploring careers related to aviation will be able to attend and have their questions answered. The date has been set for Saturday, February 18, 2012.

More information about BC Aviation Museum and its programs and activities may be found at www.bcam.net.
We're still growing

Pre-board screening lines at Victoria International Airport will be moving more quickly in the very near future. “We see a need for more space and more lines for pre-board screening,” says Ian West, Director Security and Terminal Operations. “Traffic is increasing and passengers are arriving earlier, and passing through screening earlier.”

The change in behaviour also means that passengers are spending more time in the departure lounge without much access to retail sales, or food and beverage outlets. Recognizing this trend, airport administration decided to do a flip. The plan is to increase the number of pre-board screening lines, and shrink the grounds side retail space, while increasing retail space and food service in the departure lounge.

The new pre-board screening area will include the current retail store space, plus half of the current screening area. This will increase the number of screening lines from three to five. A small retail area offering reading material and snacks will remain ground-side, with the main retail space located in the hold area where passengers are spending more time.

The Russian Ilyushin freight carrier is one of the largest airplanes in the world. The Sikorsky S61 helicopter seen emerging from the belly of the Ilyushin gives the viewer an idea of the Ilyushin's size. The S61 helicopter is a civilian version of the well known military Sea King, and a large aircraft in its own right.

Russian Visitor

Airplane enthusiasts had a rare treat in November when a Russian Ilyushin freighter landed at Victoria Airport with a delivery from South America.

The Russian aircraft stopped at Victoria to off-load a Sikorsky S61 for a 9,000 hour inspection and painting at VIH Aerospace. The big helicopter belongs to HRT Oil and Gas, located in Brazil.

VIH Aerospace is located on the east side of the airport. It is a VIH Aviation Group company. VIH has been a familiar presence at the Victoria Airport since 1955.
Rosenbauer Fire Truck: a multifaceted machine

(Top) The spear tipped turret is capable of piercing the wall of an aircraft, allowing it to inject fire retardant foam. (Centre) The new $850,000 Rosenbauer fire truck is the pride of the Airport Fire Department. (Bottom) The new fire truck comes complete with a fuselage-piercing, high-reach extendible turret to allow access to the most challenging spaces.
Business Development and Construction

Department of National Defense

Regular readers of On Approach know there’s a lot more going on at an airport than airplanes. At Victoria International Airport, approximately 2000 workers are employed by businesses located on airport land. More than half of them have no direct relationship to air transportation, but they are important to the community, bringing $400 million a year into the local economy. The Department of National Defense (DND) project, currently underway, is a case in point.

Construction of the massive new 443 Maritime Helicopter Squadron hangar and office complex began in October 2011 and is slated for completion in the spring of 2014. When finished, it will be the largest building at the airport, surpassing the Uptown Centre development in Victoria. This job is already bringing dollars into the region in the construction phase. When it’s finished, the squadron will increase in strength from 254 to 350, bringing even more business into the community.

The construction phase of these projects is monitored carefully, to be sure they comply with environmental and archaeological standards. The Victoria Airport Authority is diligent in respecting First Nations historical use of airport lands and go the extra mile when land is disturbed by machinery. “It’s part of our ongoing commitment to First Nations,” Terry Stewart, Director Marketing and Community Relations, says. “VAA employs First Nations to ensure potential artifacts are respected.”

Simon Smith (Tsartlip Nation) and Vern Jacks Jr. (Tseycum Nation) attend every project, on the lookout for human remains and artifacts. According to First Nations oral history, there was a Ten-Ten Creek tributary that their ancestors used to bring canoes across the Peninsula to the Patricia Bay side. “We believe there may be some grave sites under the land. If we discover them, we will work with the Airport Authority to move them,” Simon says. “When we find something, we notify our leaders and Terry Stewart. And we are legally bound to notify Provincial authorities.”

“We’ve been doing a lot of monitoring work,” Vern adds. “Through oral history, we know there’s a lot of graves in the area.” He believes machine operators are respectful and aware of the issue. “The operators are more experienced, and keep a close eye on what they’re digging through. If we do encounter any graves, that is our main concern. It’s better to have monitoring rather than run into issues later down the road.”

Simon and Vern confirm that relations are good between the Victoria Airport Authority and First Nations. “They’ve gained the understanding to have respect,” Vern says. “Having respect creates good relationships among the people.”

Willingdon Road Re-alignment

The Willingdon Road re-alignment, now complete, is part of the 20 Year Master Plan. Shifting the road south of its prior location frees up land for the additional parking that will be needed during the 20 year period. The re-alignment eliminates a confusing intersection and adds a two lane round-about to facilitate the smooth flow of traffic. The old portion...
Business Development and Construction

continued

FROM PAGE 11

of Willingdon Road will be preserved to use for overflow parking during peak travel times. There will be a lighted walkway for pedestrians to get from the overflow area to the terminal building. A small cell phone parking lot will be added to give drivers a convenient place to stop and phone passengers arriving in the terminal. Victoria Airport Authority will be connecting the existing multi-use bike and walking path by adding a 2.5 kilometer section from Mills Road to the roundabout at East Saanich Road. The total cost for the project is $4.4 million.

Avenger Way
Business Project

The Avenger Way project is a small light industrial business park on the north side of the airport. Originally, there were 27 acres of industrial land available for development. Terry Stewart, Director Marketing and Community Relations says, “The new development will provide five separate office/warehouse units.”

The Victoria Airport invested over $1 million for the Mills Road Business Park; $845,000 on the multi-use bike and walking path, and $300,000 on improving the Mills Road intersection for truck traffic. Stewart says, “The airport has excellent new tenants: they pay rent to the airport, and taxes to North Saanich. We’ve created good jobs for people in the community, revenue diversification for the airport, and a substantial tax base for the District of North Saanich.”

Sobeys Project

Sobeys (Thrifty Foods) $32 million distribution centre is expected to be operational in December 2012. The environmentally friendly 150 thousand square foot building is designed according to LEED guidelines (Leadership in Energy and Environmental Design). Victoria Airport Authority’s development guidelines ensure that all new construction at the airport is sustainable development.

“We are really proud of the quality of the tenants and the quality of the developments,” Stewart says.

Sobeys’s new building is designed with sustainable and energy saving features including waste recycling, heat capture, energy use monitoring, gas leak protection systems and environmentally farmed wood products. Sobeys is a major employer and food supplier in the Victoria area.
The 2011 Chopper Challenge raised a total of $5,244. The amount is shared equally between the Victoria Airport Authority and 443 Maritime Helicopter Squadron, with each sponsor donating $2,622. The VAA Board will be matching the $2,622 raised by their employees, making a total VAA donation to the United Way $5,244. The VAA Board also matches all money donated through individual staff donations in the annual campaign. This year’s Chopper Challenge was organized by Sarah Hill. The Rent Collectors (VAA team) pulled a respectable 16.5 seconds, but not enough to win the competition. The Vic Flying Club team won the honours with 13.5 seconds to pull the 443 Squadron Sea King helicopter across the finish line.

The Rent Collectors: (left to right) Sarah Hill, James Bogusz, Randy Bogle, Susan Ball, Brian Salmon, Scott Cunningham, Lori Cunningham, Ben Cunningham, Pete Pearson, Margi Tetreau and Kahl Malefyt.

Victoria Flying Club: (back row left to right Brendan Pellow, Yasuhiro Koide, Dave Yates, Colin Brown, Mark Booth, Tyler Bishop, and Kale Haley. (Front, left to right) Marcel Poland, Jeff Bujas, and Clint Elliott.
Viking Air began training Vietnam naval pilots in November, 2011. The trainees are in Canada on a 17-month English as a Second Language (ESL) Course, and flight and technical course, that's part of an agreed purchase contract. The aircraft purchase announced last year will see the delivery of six new Guardian 400 Twin Otters to Vietnam between 2012 and 2014. They are designated for use in transportation, resupply, maritime surveillance and search and rescue operations. The Twin Otters are the first western-based manufactured aircraft purchased by Vietnam’s Ministry of Defence.

The ESL training is carried out in partnership with Camosun College in Victoria, BC. It will give trainees a strong base of English language skills. The flight and technical components will be provided by Pacific Sky Aviation at Victoria International Airport. Pacific Sky Aviation is a sister organization of Viking Air.

Viking launched the new DHC-6 Twin Otter Series 400 production program in 2007. They are delivering one aircraft per month, with production orders through 2014. Viking provides OEM support for the worldwide fleet of de Havilland heritage line of aircraft (DHC-1 through DHC-7), and is part of Westerkirk Capital Inc., a Canadian private investment firm with holdings in the hospitality, aviation and real estate sectors.
New Route for WestJet

It’s now possible to fly non-stop from Victoria to Phoenix, Arizona. WestJet Airlines celebrated the Nov. 4 inaugural flight with a party at the departure gate waiting area. Festivities included complimentary refreshments and a putting contest, giving guests a chance to win WestJet travel vouchers, before hitting the greens in Phoenix.

“The Victoria International Airport is happy to add Phoenix to the list of non-stop destinations available from Victoria,” said Geoff Dickson, President and CEO of the Victoria Airport Authority. “Phoenix is a popular sun destination for the residents of Vancouver Island, and we’re always pleased to welcome more choices for our travellers.” The Victoria to Phoenix service will be available every Friday, from November 4, 2011 to April 27, 2012.