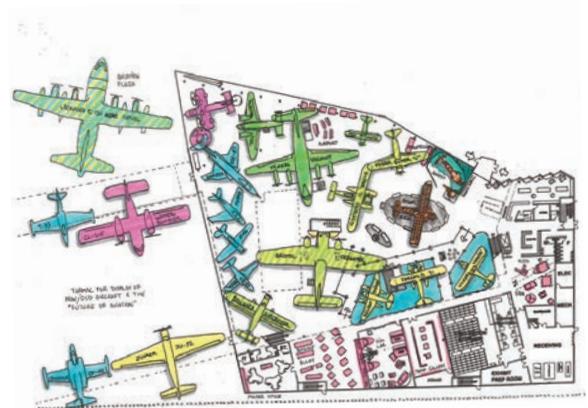




ROYAL AVIATION MUSEUM OF WESTERN CANADA

45TH ANNUAL REPORT CALENDAR YEAR 2017



RAMWC | ANNUAL REPORT 2017

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2017 Annual Report Award/Distinctions

2017 was a noteworthy year for the museum; in particular, two of our long-time volunteers were recognized for their abilities to entertain and educate museumgoers.

TRAVEL MANITOBA VOLUNTEER OF THE YEAR AWARD

William (Bill) Brereton's legacy is that of explorer, preserver, storyteller and a visitor ambassador with a significant and direct impact on tourism in Manitoba. It is extremely rare to have an original explorer also be the storyteller who engages countless tourists, visitors, and students in a wide variety of tours and programs. He has dedicated more than four decades to the preservation and presentation of Manitoba heritage in his work with the Royal Aviation Museum of Western Canada.



Bill is an outstanding museum ambassador valued by our visitors and has dedicated thousands of hours to the museum with over 400 hours in 2017 alone. As a symbol of gratitude and in recognition of his lasting contributions, Bill was honoured with a lifetime membership to the museum.

One of the original members of the museum back in 1977, Bill was a diver for the museum's pioneering efforts to identify and recover the historic aircraft wreckage from across northern Manitoba, including the rare Vicker's Vedette, which mapped the entire country. A quintessential Canadian aircraft, few fragments of the Vedette remained. Bill's recovery efforts have allowed generations of Manitobans to connect with their incredible heritage, which may have been tangibly lost without his contribution.

Bill's dedication as a volunteer did not stop with his role on the dive recovery teams. He is a researcher, manager of the photo archives, editor and public interpreter, always with the same enthusiasm and passionate outlook which has inspired many others to join the museum's efforts to preserve this unique heritage for future generations.

As a museum interpreter Bill has provided quality tour experiences to countless visitors.

Bill has shared his great depth of knowledge through public tours and as an educator engaging



youth in their heritage. A highlight of Bill's contribution to Manitoba's tourism was presenting Canada's first helicopters, made in Manitoba, to Prince Edward, Earl of Wessex, and Princess Sophie, Countess of Wessex, during their Royal visit to Winnipeg.

Without the ongoing dedication of expert volunteers like Bill Brereton, the Royal Aviation Museum would not exist as the internationally recognized institution it is today.



TOURISM WINNIPEG VOLUNTEER OF THE YEAR AWARD OF DISTINCTION

Gerry Suski is an outstanding volunteer of the Royal Aviation Museum of Western Canada. During his time with us, he has hosted countless tours and special events, dedicating over five years of committed service. He is an outstanding tour guide and museum representative valued by our visitors and tourists to Winnipeg. Tourists who meet Gerry leave Winnipeg with a great impression of our museum, our beautiful city, and our rich aviation heritage.

Gerry has served on numerous occasions as a crucial ambassador for the museum at high profile events including the Royal visit of Prince Edward, Earl of Wessex, and Sophie, Countess of Wessex, and hosting Chris Thornburn of the Winnipeg Jets for Take a Jet to Work.

He is an outstanding museum ambassador who transforms a static collection with witty anecdotes, compelling stories, and many 'can't help but laugh' aviation jokes. Gerry's extensive knowledge of the museum's collection allows him to tailor each tour, taking into consideration visitor ages, interests, and exposure to Canadian aviation heritage. Patrons leave the museum with not only amazing stories and facts, but a feeling that they have spent time with an old friend.

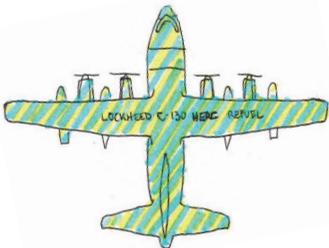


Gerry's sense of humour is legendary. He has a joke for every crowd, winning people over and creating a word-of-mouth interest not only in our museum, but connecting with the many other tourism locations in Winnipeg and Manitoba.

Gerry is totally dedicated to what his wife calls his "dream job." For example, following a recent heart attack, Gerry calmly phoned the museum from the hospital to say he'd be in next week! Even through medical trials his enthusiasm and commitment to the museum shine through.

Along with Gerry's volunteerism, his wife Joanne Suski also serves as an exceptional museum ambassador. Graciously welcoming visitors and tourists to the museum with great enthusiasm, the pair is often seen getting to know patrons and recommending things to do and places to go in the city.

1974



First official board meeting and first members' meeting
—total membership 94; first public display of collection at highlander curling arena;
first WCAM Newsletter published; donation of Fairchild 24 and North American Yale.

President & CEO's Report

Helen Halliday

2017 represented my first full year as president and CEO; what an exciting and diverse year it was for the museum and it concluded on a high in having the Manitoba government's funding support for the new Royal Aviation Museum of Western Canada confirmed and announced to the community and museum stakeholders.

In my 2016 report I chose to profile and celebrate the importance of the museum's founders. Had it not been for their vision and passion for finding and restoring aircraft, their ability to attract volunteer and financial support, we would not be planning now for our new purpose-built museum. In speaking of our volunteers, know that this element of the museum was one of the two key reasons that we received the Royal designation (along with the significance and renowned reputation of our bush plane collection). The museum submitted nominations for two of our many volunteers and was ecstatic to have both volunteers confirmed as finalists and then become recipients of the coveted volunteer of the year awards for Tourism Winnipeg and Travel Manitoba. Congratulations to Bill and Gerry who personify the meaning and merits of volunteerism.

As Bruce will outline in his report, my role includes working with the campaign team to realize the museum vision of building a new purpose-built museum within minutes of James A Richardson International Airport. Our timeline to move into our new location has been pushed out in recognition of the timing of the government funding support; however, this time has allowed the museum to perfect the architectural, design, programming and visitor experience planning.

This winter, the museum called special meetings of its Sustaining Members, volunteers and employees and communicated that the time has now arrived for the museum to vacate our current location as of October 31, 2018. Our landlord EIC (Exchange Income Corporation) enabled the museum to stay almost two additional years past our lease expiry and we thank EIC for being so supportive of the Royal Aviation Museum. The museum's aircraft collection, artifacts and contents of our library and archives will need to be stored for a time while we build and fit out our new museum. We look forward to the months ahead in sharing our museum design and timelines for construction.

At the time of writing we have raised and received pledges totalling \$27.9 million towards our \$45 million Capital and Endowment Campaign goal. As highlighted in the Chair's report that follows, the museum was delighted and most appreciative to have its funding confirmed from the Manitoba Government.

I am indebted to the museum's dedicated team of employees and volunteers, including our board of directors. In a changing environment, they all continue to bring their "A-game" to the table, looking for ways to increase revenue, deliver exemplary service and ensure the visitor experience here is second-to-none.

Most especially, I am honoured to be working with and mentored by our fabulous Capital and Endowment Campaign team, particularly honorary co-chairs Arthur V. Mauro and Hartley T. Richardson and co-chairs Ross Robinson and Blain King. Their leadership, guidance and passion for our new museum have given me wings!

I began this report by celebrating volunteerism; I would like to end by honouring Al Nelson's volunteer "career" at the Royal Aviation Museum. Al had a long and storied career in the aviation industry before joining the museum's restoration department in 2001. Since then he has put in hundreds of hours, working on the majority of the museum's collection. He was instrumental in preparing blueprints and drawings of all our restored aircraft. Al had been an active volunteer for the past 16 years, he continues to maintain a keen interest in the museum and our future. We thank him for his hard work, talent and years of devotion.



Chair's Report

Bruce Emberley

2017 has been another eventful year in our quest to secure a new home and continue our existence.

In my 2016 annual report I highlighted the change in the day-to-day management of the museum with the retirement of our long-time executive director, Shirley Render, and the hiring of Helen Halliday as our new president and chief executive officer.

Helen has become a strong leader and advocate for the museum and has worked closely with our staff, volunteers, and the capital campaign team in our quest to secure our future in a new facility.

Helen and her team have worked to continue to expand the range of offerings, activities and events at the museum. Her background in the hospitality industry has been of great benefit to us in working to increase our rental and event calendar. Many thanks to her, the staff, and volunteers for working so hard on this.

2017 saw a number of significant milestones in our quest for long-term sustainability. Early in the year, the Winnipeg Foundation granted \$600,000 to the museum to support our capital campaign and new facility.

One of the board's key platforms since we started on this journey to a new future was the implementation of secure financial support for our ongoing operations. In our years at our current site we obtained this from our leasing operations. With the change in situation to a site with no tenant space we committed to establishing an endowment fund to provide income to replace and exceed this regular financial support. In 2016, I was very pleased to sign a cheque for \$1M for deposit to our fund at the Winnipeg Foundation as the initial major contribution. This money came from the results of donations to our campaign and is the first of what will become a \$5M+ endowment fund to support our ongoing operations by the time our campaign wraps up.

Late in the year, after many years of discussions and collaboration, the Province of Manitoba committed \$8.75M in funding to our capital campaign, with an addition \$1.25M when private donations are met. This was a key goal of our campaign team and I congratulate them for their tireless efforts over many years to secure this contribution.

Our dedicated and hard-working capital campaign team continues to pursue the full funding to build the museum on our new site, having raised approximately \$17M from the private sector to date (with more to come) and continuing to pursue government funding from the federal government to match the provincial funding.

Our continued and great appreciation and thanks goes to capital campaign honorary co-chairs Hartley Richardson, president and CEO of James Richardson & Sons, Limited, and Dr. Arthur Mauro, O.C., O.M., Q.C. A special thanks to our active cabinet co-chairs Ross Robinson, chairman and president of B. A. Robinson Co. Ltd., and Blain King, ICD.D, and CEO of Winnipeg Sport & Leisure. These leaders continue to work with the entire campaign team on raising the \$45M we will need to move to our exciting new future.

We have been working over the past year with our great professional design team to design a facility that will meet our needs but also meet our budget. We do not have the option of starting construction and ending up in a situation where we need more funding to finish things off. The board of directors is committed to developing a facility within our means and, to this end, late in the year we engaged the firm of PCL Constructors Canada Inc. to provide preconstruction and design-assist services to work with the design team to bring the project design and construction plan to a point where we are ready to start construction and will be within our budget.

This process was getting started near 2017 year-end and will continue to the start of construction in 2018.

The Winnipeg Airports Authority has continued to be a supporter of working with us to secure a new home. As reported in 2016, we have a new site where we will be visible to virtually all traffic leaving the airport and where we will have exterior space and parking on our site which will greatly enhance our ability to offer a great destination for our visitors. Many thanks to the Winnipeg Airports Authority executive, management, and staff who have worked with us toward our goal.

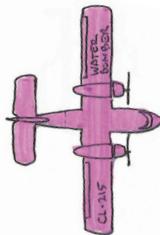
My thanks to the museum's president and CEO, Helen Halliday, and all our staff, volunteers, members, and our ever-important supporters and sponsors. They have all worked very hard as always to move the museum ahead.

The board has been a strong supporter of our goals and they are closely involved in many aspects of our initiatives. I thank them for their commitment and time in their own very busy lives.

My message remains the same as it has since our need to find a new site arose; the goal of the board and management continues to be the achievement of a sustainable long-term future. We need to secure the legacy that our thousands of volunteers have built over the years, and continue to preserve Canada's aviation heritage for the education and pleasure of future generations. As I have said before, and will continue to convey until our success, all members, volunteers, staff and supporters are encouraged to focus on this end goal.

Thank you to all that have supported us this past year. We continue to focus on our goal of a sustainable future and I look forward to the future where we will welcome you to our new home.

1984



Her Majesty Queen Elizabeth II oversees official opening of Museum..

NOTEWORTHY EVENTS

CULTURAL ACCESS PASS / APRIL 18, 2017

The Cultural Access Pass (CAP) is a national program for new Canadian citizens offered by the **Institute for Canadian Citizenship**. CAP offers new citizens a chance to explore, travel and discover Canada with free admission at more than 1,300 cultural attractions from coast to coast during their first year as citizens. This is a chance to be introduced to cultural attractions in their community and to connect with Canada's cultural places and spaces. In April of 2017, the museum joined over 1,300 museums, galleries, science centres, and parks already partnering with CAP in this exciting opportunity to widen and diversify our audience base year over year, and to build strong engagement and loyalty within the community. The goal is to turn new Canadian citizens into repeat visitors, members, volunteers, and even donors long after their membership in the CAP program.



PAPER PLANE GAMES / JULY 28 TO AUGUST 13, 2017

The Royal Aviation Museum paid tribute to the Canada Summer Games with its very own Paper Plane Games where our motto was "Just one sheet of paper can lead to a whole lot of fun!" Our banquet room was turned into a paper plane factory and an aerodynamic test zone where museum guests designed and customized paper airplanes. Every day at 1 p.m. a competition was held for the furthest distance thrown. People from across the province, the country, and the world competed for the top spot. Our guests even got to compete against the Vimy flight crew! After two weeks of fierce competition, where participants folded, tweaked, and tested the aerodynamics before releasing their plane for a place in our record books.

VIMY FLIGHT: BIRTH OF A NATION / AUGUST 3 TO 6, 2017

The Royal Aviation Museum of Western Canada hosted a four-day salute to Vimy Flight-Birth of a Nation Tour. Vimy Flight is a team of dedicated volunteer pilots and ground support that had the honour of performing a commemorative biplane fly-past over the Vimy Ridge Memorial in Vimy, France this past April 9, 2017.



Their museum visit began with a private members-only event jointly hosted by the Canadian Aviation Historical Society and the museum. Then members experienced a private preview of the Nieuport 11, a flying replica of the primary aircraft flown by the heroes during World War I, including the battle of Vimy Ridge.

Museumgoers had the opportunity to speak with crew members and hear first-hand stories of their epic adventures. During this occasion, we were also blessed with great weather and were able to look to the skies for two fly overs by the Vimy crew. The museum was honoured to host the Vimy Flight crew and Nieuport 11.

DIGITAL INTERACTIVE GUIDE LAUNCH / SEPTEMBER 2, 2017

The **Royal Aviation Museum** of Western Canada and the Canada Aviation and Space Museum, one of three museums under **Ingenium**—Canada’s Museums of Science and Innovation, launched a new mobile app to celebrate the innovative history of Canadian aerospace. The event also marked the official unveiling of a new James A. Richardson exhibition.

The app, Air and Space: Canadian Innovations, brings to life many of the most innovative aircraft from the Royal Aviation Museum and the Canada Aviation and Space Museum with stories, videos, photographs, and fun facts. From the Canadian Vickers Vedette Flying Canoe to the de Havilland DHC-2 Beaver and beyond, these famous aircraft tell the story of aviation in Canada. The app is available for download from the **App Store** and **Google Play**.

GIRLS IN AVIATION - SEPTEMBER 23, 2017

On September 23, 2017, the museum participated in the 3rd annual Girls in Aviation Day! Designed for girls aged 8-16, the event consisted of interactive activities, static displays, and career exhibits. The girls had an opportunity to meet pilots, flight attendants, air traffic controllers, airline dispatchers, maintenance engineers, airport operations managers, an aerospace engineer, airport emergency first responders, and an air medic. The event was held at Red River College Stevenson Aviation Campus, where the girls also had a chance to explore aircraft on display outside the hangar doors.

Girls in Aviation Day is international in scope, bringing passion, exploration, learning, and the excitement of aviation and aerospace to approximately 9,700 attendees.

The museum was grateful to play a small role in encouraging young women to pursue aviation and aerospace as career paths and we look forward to hosting Girls in Aviation in 2018.

NOTABLE EVENT RENTALS IN 2017

- Nine weddings; eight retirement parties;
138 days of corporate education/training;
eight corporate holiday parties
- Dreams Take Flight; 300 attendees
- Winnipeg Foundation; 300 attendees; funding announcement
- MTS Sales Event; 200 people
- Winnipeg Jets Corporate Sponsors; 180 people
- National Microbiology Lab Training; two-day workshop
- Air Canada Pionairs Spring Luncheon
- CLARA’s 50th anniversary luncheon

Exhibits

JAMES A. RICHARDSON: THE FATHER OF CANADIAN COMMERCIAL AVIATION/DIGITAL AUDIO GUIDE-HANGAR

The James A. Richardson: The Father of Canadian Commercial Aviation exhibit is a large, colourful, 12 by 26-foot wall map of Canada, presenting the massive geography and scale of the country, as well as the incredible distances flown by the bold pilots of Richardson's airlines (Western Canada Airways, Canadian Airways, and Quebec Airways). Main cities, towns, and bases are connected by colour coded air routes corresponding with five of the six interpretive panels in front of the wall map, where the visitor can read about the airline's development and achievements from its beginnings in 1926 to the sale of Canadian Airways in 1942. Each interpretive panel has photos and text as well as a button switch that visitors can depress to activate lights that highlight a particular air route, relating to a story in the panel.

In September, the museum unveiled this innovation to the public. In attendance were James A. Richardson's grandson Hartley Richardson, Manitoba's Lieutenant Governor Janice Filmon, past museum Executive Director Shirley Render, and the local news media.

Graphics, photographs, text, electric lights, and circuits were used.
(Exhibit Period: September 2017 – permanent)

DIGITAL AUDIO GUIDE-HANGAR

In conjunction with the James A. Richardson: The Father of Canadian Commercial Aviation exhibit, the Digital Interactive Guide app was launched publicly the same day. Both the RAMWC's Exhibits and Digital Asset departments, along with the Canada Aviation and Space Museum in Ottawa, worked together developing this project. Music producer Dan Donahue recorded the audio stories, sound effects, and voice narration from local radio host Roger Currie. Visitors can be immersed in the special stories relating to many of our aircraft in the museum using their smart phone or borrow a tablet available for loan at the front desk. To promote the app, we have a pop-up banner in the lobby, a floor peel in the hangar, regular posts on social media, a featured article in our Altitude Magazine, and the front desk informs all new visitors about it.

In terms of app performance, about 500 users nationally (between us and Ottawa), have used our app, with 250 local users and approximately 6,000 screen views, which is about 24 screen "pages" per person viewed on the app. As well, most sessions are opened by returning users. Since people who use it consistently return to it to browse, we can infer that the app has been well received by users. It is also valuable to note that this app has effectively exposed us to potentially hundreds of Canada Aviation and Space Museum patrons, who may not normally have visited or even heard of our museum.

(Exhibit Period: September 2017 - permanent)

WORLD WAR ONE: WILLIAM A. BISHOP'S VICTORIA CROSS AERODROME ATTACK-LOBBY

One of the world's most famous WWI fighter pilots and Victoria Cross recipient, William "Billy" Bishop, is this year's subject in this WWI Exhibit. The exhibit looks at Bishop's June 2nd, 1917 single-handed attack on an enemy German aerodrome, where he destroyed a total of four aircraft in one of the earliest solo air raids in military history. To help the visitor visualize the event, one of our volunteer model makers created this stunningly constructed diorama showcasing Bishop's

Nieuport fighter dive on the unsuspecting aerodrome, with personnel, aircraft, trees and buildings all finely detailed at the incredibly small scale of 1:72 rendition. Also included in the exhibit is an interpretive panel explaining the event, along with photos and WWI artifacts, and a short, animated film. To help put this historic event in perspective with the war, a WWI timeline detailing Canada's role in the war, with Canadian pilot bios and aircraft descriptions is also exhibited. Text, models, photos, animated film and artifacts were shown. (Exhibit Period: Remembrance Day 2017 - Remembrance Day 2018)

MODEL AIRCRAFT DEPARTMENT

Our volunteer model builders are always on the move creating new models of various sizes for upcoming exhibits as well as maintaining existing models throughout the museum. Volunteers create digital 3D versions of some of our aircraft to use in future multimedia projects and potential 3D printing to aid with exhibit dioramas.

BEHIND THE SCENES

Exhibits began preparing for the museum move by creating an inventory of our aircraft models as well as our numerous exhibit display cabinets throughout the museum, to help us determine their condition and packing/moving requirements. Each model and cabinet was marked by a serial number and entered in our database. Our museum volunteers were a big help in this large, ongoing task.

Our video department volunteers started converting our 8mm film reels to digital. Many hidden gems were discovered and will be a great addition to the video archive.

Education & Programs

The Program committee met several times this year to focus on enhancing our existing **Take Flight** programs, with an eye to future development. Current staff members were joined by retired and working educators to collate input. The resulting report, a new Teacher Guide, was designed and implemented in September 2017 for the new school year.

The changes in the **Take Flight** program were as follows:

- **Grade 1** Fascinating Fasteners has become Marvelous Materials & Objects. The curriculum focus has changed to Characteristics of Objects and Materials, so we are reflecting that change in the craft.
- **Grade 2** Stopping & Going, which studies the Position & Motion unit of the curriculum, has been changed to have an aviation focus. The children make LEGO® plane models and test land their models on different carpeted surfaces to discuss friction.
- **Grade 3** Connecting with Canadians has a new Draw your own Canadian colouring activity, which has been added to the program.
- **Grade 4** Geografun has been changed to highlight elements of cartography, physical geography, and mapping. This includes the new Richardson map.

- **Grade 5** Whether the Weather has a new Build your own Anemometer educational craft assembly project.

- **Grade 6** How Does that Thing Fly? has new demonstrations added to the lecture presentation, including a bubble machine, a foam rocket launch, and a remote controlled helicopter flight.

The tours for each program have been customized to the grade level of the students, highlighting the elements of the individual program. Each classroom presentation has been professionally updated and recreated by Chris Parsons, the museum's Children's Program Coordinator.

Our ratios of interpreters to students have been updated to reflect changes in classroom sizes.

The price for a four-hour day (two **Take Flight** programs) was increased to \$7.00 per student from \$6.00. One two-hour **Take Flight** program remains at \$4.50 a student.

YEAR END 2017 REPORT

Take Flight Education Program

Attendance History for take flight programs 2013-2017

	2013	2014	2015	2016	2017
# Schools/Groups	195	213	196	205	203
# Participants	6,705	8,563	7,893	7,953	8,296
Net Revenue	\$26,206	\$27,898	\$26,252	\$27,038	\$29,001

Summer Daycare Tours

Attendance History for summer daycare tours 2013-2017

Participants	1,002	860	637	1,065	1,016
Daycares	44	38	29	48	42
Net Revenue	\$3,120	\$3,406	\$1,983	\$4,703	\$4,968

Sleepover Program

Attendance History for sleepover program 2013-2017

# of events	10	4	10	11	8
Net Revenue	\$3,388	\$2,486	\$6,329	\$7,962	\$5,344

Birthday Parties

birthday parties 2013-2017

# of Parties	153	134	123	153	186
Net Revenue	\$17,050	\$16,750	\$15,774	\$28,938	\$32,406

1990



Ceremony to officially dedicate Hangar the 'Richardson Hall of Flight.'

Library & Archives

In August of 2011, an archival program entitled Virtual Collections was purchased from GCI Inc. in Montreal and the huge job of digitizing our collection, along with all our gift agreements, began. Now, more than six years later, we have over 34,000 entries in the program. With the exception of blueprints, each area of our archives has been completely input into our system.

Our Virtual Collections program, as of February 15, 2018, has 34,255 entries.

We have the following items:

Books	12,523	
Technical Manuals	8,874	
PPPD	2,277	(pictures, prints, drawings, posters)
Framed Prints	1,370	
Magazines	1,714	(individual and series) (Canadian Aviation, Aviation Review, Altitude and CAHS Journal indexed)
Maps & Charts	2,252	
Models	621	
Uniform Items	1,084	
Medals & Insignia	294	
Artifacts	1,557	
Logs	240	
Archival Boxes (folders)	441	(letters, programs, clippings, cards etc.)
Paper Archives	400	(scrapbooks, decals, brochures, licenses etc.)
Philately	220	(stamp lots, first day covers)

Photos are kept in a separate database; see separate report.

In 2017, we had 121 lots donated to the museum.

Most of the donations were of books, manuals, magazines, stamps, uniforms, and memorabilia. Unique donations covered a range from a clay head sculpture of Amelia Earhart, to six rolls of sheet aluminum from 4 Viscount nose-wheel tires, to some rare CL-84 blueprints.

Of special interest this year were five more boxes of the professional papers of Robert D. Richmond, a member of Canada's Aviation Hall of Fame. His plaque in the Hall of Fame reads the following: "His long time leadership and unwavering dedication to the highest standards in engineering, manufacturing and management have made an enduring contribution to the Canadian aerospace industry and its international capabilities."

We were also gifted a handmade artifact from the Faculty of Architecture, University of Manitoba: a polymer model of our Vickers Vedette made with 3D imaging. This gesture was in recognition of our partnership with the Faculty of Architecture students and Professor Lancelot Coar.

Our volunteer force of 15 continues to be committed and dedicated. Most have been with us for many years. We look forward to a challenging time ahead as we prepare to pack and move into our new museum.

Photo Archive Report



More than 700 volunteer person hours have been spent in the past year adding 2,000 photos to the photo archive database. This represents 65 new donor records and brings the total number of images in the database to 31,000.

Highlights include:

- Continued scanning of black and white negatives
- Completed scanning of lantern slide collection
- Continued quality control review with input from staff and volunteer users of the database (aircraft identification, photo descriptions, spelling consistencies, etc.)
- Commenced scanning photos from museum aircraft files

Collections Inventory Project

Project Overview

The Collections Inventory Project is attempting to “tag and flag” every object and artifact currently in the property of the Royal Aviation Museum of Western Canada. This includes what is currently onsite at Hangar T-2 as well as at the St. Andrews storage facility, including some objects stored on adjacent properties. This is done for three reasons:

- ① Good museums practice
- ② To develop a comprehensive interpretation plan
- ③ To determine what needs to be moved, stored, or deaccessioned

Project Reporting Details

One aspect which makes it difficult to assess percentage to completion of this project is that no formal status exists to define aircraft parts not identified as artifacts. This means it is possible for aircraft parts to have been identified as surplus construction materials at the date of acquisition, and then recognised as an artifact later on. As there are no formal inventories for these materials, it is problematic to estimate quantities of aircraft parts, and therefore track their locations within our collection.

The St. Andrews notes have not yet been fully processed, a complete summary with exact figures will be available in the future. In addition to what was tagged, all items at St. Andrews were surveyed and noted according to a new system of labelled bays and sectors to support restoration efforts to locate and effectively track all parts, pieces, and wrecks.

No record of the contents of any display case assembled in the era before Paul Balcaen became Exhibits manager exists; and, most of these artifacts (some of the most significant in the collection) are not included in any inventory listing or database. This will be the next area of priority for our team in the new year.

The collections management committee is supporting this ongoing work and will ratify one uniform collections policy for the entire collection, with defined statuses for everything the museum owns, including aircraft parts, fittings, parts from wrecked aircraft, test equipment, and tools, which have never before been tracked in a formalized way. As the museum transitions, it may be necessary to change the status of certain properties (for example, a tool which is desired for display in the new museum), and we currently lack any formal protocol, both to inform this decision making and to track, as well as document, where and how such properties should be handled and stored.

Location	Items tagged	Estimated % complete
Restoration	104	10-15%
Display hangar	142	90-100%
Display cases	0	0%
Propeller storage room	287	90-100%
St Andrews	100 (approx.)	10%
Model Shop	492	80%

These figures are estimates based on ongoing efforts. Completed reports will be submitted on each project as it concludes and findings can be fully reviewed.



Documentation of Provenance Project

Project Overview

The effort to consolidate and confirm the provenance of the museum's collection has been ongoing for more than a year now and seeks to match the museum's substantial display and restorative properties with documents located in what had been known as the "Aircraft Files." Obviously, having good and up-to-date records of ownership for the museum's collection is a priority, but a series of issues from all eras of the museum's history has made this a complex task. It has taken considerable effort by a small team of dedicated volunteers and staff to arrive at this list of relevant documents. Our reorganization and review of the aircraft files is just the beginning of this project, which will be concluded when all issues are identified and documented, and wherever possible, resolved.

Project Reporting Details

These files were found to be in a state of disarray and neglect. Some had not been opened/disturbed since they were created more than 30 years ago; others were mixed up with log books, artifacts, newspaper clipping, and photo collections. The tremendous effort to untangle these files and identify those documents of critical importance has been primarily undertaken by volunteer archivist Debbie Lyon, who should be commended for her nearly two years of tireless work.

The stage of progress refers to a six-stage process, which we have applied to all areas of the collection being consolidated:

- Physical collection review
- Provenance documents review
- Provenance document digitization
- Issues documented
- Final report/review
- Update database

Archival materials found in the aircraft files represent a significant collection of unique artifacts, photos, first-hand accounts, maps, diagrams, and original publications, which have now been fully separated from the files and dispersed to the appropriate areas of the collection. These materials will help inform the new museum project with critical details originally catalogued by our museum's founders.

Files associated with our display-worthy aircraft have already been annotated for quick archival inquiries, and can be accessed via a spreadsheet available on the library server.

The already completed inventory and survey of St. Andrews will provide many answers to the questions this project has raised; it is only following a complete review of the St. Andrews survey that finalized collections lists can be generated. The review of these details will result in a complete report and detailed map.

Attempting to give an estimated time of completion for this work is problematic because of time divided between this inventory management project, research requirements for the new museum project, as well as other initiatives. First priority will be the complete review of the St. Andrews notes.

Issues encountered during this review are many and varied, but encompass everything from missing or undated paperwork, to expired loan agreements and unresolved legal proceedings. Each issue must be reviewed and resolved individually in collaboration with multiple departments and stakeholders. Thus, it should be clear that although we are making progress, it must be understood that this project will likely be ongoing long into the future.

Area of Collection	Est. Total Objects (condition varies)	Total Documented Objects	Stage of Progress
Aircraft	103 (7 unconfirmed)	78	Issue Documentation
Engines	126	149	Provenance Review
Vehicles	8	13	Issue Documentation
Simulators	12	16	Issue Documentation

These figures are estimates based on ongoing efforts. Completed reports will be submitted on each project as it concludes and findings can be fully reviewed.

Restoration

Vickers 757 Series Viscount, CF-THS

2017 was a banner year for the Vickers Viscount, which is currently the largest aircraft in our collection. With financial help provided by Air Canada, along with a group of skilled workers provided by Airbase Canada, both the main passenger cabin and galley areas have now been completely refurbished. This authentically dates the aircraft back to 1967 when we celebrated Canada's Centennial year, when the blue and gold colour style seating and patterns were first employed. Some cleaning and work on the bare metal surfaces are still required. This includes some of the over and under wing safety placarding and letter stenciling that has faded. One of our volunteers is currently working on these issues.



Bellanca 66-70 Aircruiser, CF-AWR:

Work is slowly progressing on this aircraft. In fact, forming the complex shaped fairings for the main gear continue to give problems. This is due to lack of various detailed reference photos and incomplete drawings. The main fuselage, wings, and tail surfaces were covered and painted two years ago in spring 2015. Work on the elevator and rudder control cabling will also be needed in 2018, before the aircraft is ready for display.

Waco YKC-6, CF-AYS:

Restoration of the fuselage section was completed this year and is now on public display - front and centre on the hangar floor. Some follow-up is still required on the interior including the seats and plumbing. Regrettably, after analysis of the wings, it is recommended that complete repainting of all four wing sections is necessary.

De Havilland D.H. 83, Fox Moth, CF-BNP:

Final work to assemble this aircraft was completed this year, including all four wings and their struts. Recently however, damage to the fabric on the lower starboard wing was noticed, and work is underway on this repair. Progress has been made with the sliding acrylic canopy, courtesy of a newly developed partnership with the University of Manitoba. At the time of compiling our annual report, the canopy remains at the U of M with results expected in the coming months.

Fairchild FC-2W2 Razorback, G-CYWU:

Work on this aircraft steadily continued throughout 2017. Most of the old wood components found on the walls and floor areas have now been replaced and installed with new material.

Work continues on the horizontal stabilizer and its components by Garry Boggs and his team of volunteers. This year, work also began on fabrication of parts for the Lynx engine necessary to complete this project. Unfortunately, this project is at a standstill due to the retirement of a few key volunteers. It has also been decided that fabric covering for this aircraft will not be pursued so that this plane can serve as representation in the new museum of both the restoration process and of wooden aircraft construction in general. Given this consideration and the progress made this year, this project is now very near completion.

North American NA-76 MK II Harvard, AJ555:

Although the final fate of this aircraft has not yet been determined, assembly work continues at a steady pace headed by Renaud Caron. The three cowling sections have now been fitted in place



(with some adjustment still needed), and the missing bottom section of the cowling was replaced by modifying a lower section of a Norseman cowling. The fin, rudder, stabilizer, and elevators have also been installed. A radio unit has also been located and is ready for installation.

Restoration Office:

The task of reorganizing the restoration office is currently underway. This effort will help provide a better flow of information needed by the volunteers working on each individual aircraft. This information will come from existing drawings, photographs, and other correspondence on hand that has been gathered on the various aircraft currently in the restoration shop.

Critically, this effort also helps to fill the gap left by Al Nelson, who was forced to retire from restoration, by organizing and documenting his substantial collection of research, original drawings, and photographs. As a result, this work has also fostered improved partnership and understanding between the archive and restoration departments, due to the need to coordinate the handling and treatment of this substantial and unique collection. It is the hope of the author and administration that this process of documentation forms the basis for ongoing support for future restoration, conservation, and documentation of our collection alike.

The Hangar Floor Display Area:

September 2017 saw the rearrangement of the aircraft on the hangar floor in order to support our annual Out of the Blue Gala. This represents the largest transit of aircraft in our facility in at least 20 years, and acted as a proof of capability for safely accomplishing this major operation. The new layout also improves the flow of traffic for visitors and interpreters, and features the aircraft in context with other planes of similar type.

To accommodate this new layout, and ongoing work to eventually transfer the entire collection, the Bristol Freighter has been placed outdoors in long-term storage with Standard Aero. The Freighter also received special attention for weatherproofing, including tying down the control surfaces.

Volunteering

Our dedicated volunteers help with day-to-day activities at the museum in various capacities. Our regular volunteers, currently over 75 in number, assist with the gift shop, front desk, library, archives, exhibits, models, restoration, tours, and many special events. We are grateful to these devoted volunteers who have saved the museum \$357,000 in operating costs this year alone.

Because of their dedication this past year, two of our volunteers won tourism and service-related awards. We have also had various departments provide hands-on work experience for several students from a number of academic institutions across the City of Winnipeg. Our volunteers are more than willing to share their skills, time, and patience to provide students with a meaningful experience.

As a thank you to our volunteers this year, we partnered with 17 Wing in December to host a Holiday Lights Flight over Winnipeg. The volunteers loved the evening and for many, it was their first time ever flying in a Hercules aircraft. Additionally, 10 of our volunteers were awarded Lifetime Honorary Memberships for each logging over 250 hours in their respective departments.

The museum has achieved so much in 2017 thanks to the hard work of our volunteers. From their enthusiasm to their genuine dedication, we thank you!

In the Media

The following is a collection of images of museum events featured in the media during 2017.

46 NEWS | EASTER

Hundreds attend annual event at Royal Aviation Museum of Western Canada

Kids have eggs-cellent time

By Jane Gunster

MORE than a hundred kids and their families descended on the Royal Aviation Museum of Western Canada Sunday for the annual Hangar Hunt.

Children's whistles echoed in the quiet rooms as museum staff counted down to the egg hunt, a five-year-old event that became an Easter tradition for some families.

A mother and daughter were watching heavy canon fire by waded up in his Sunday best and children con- spired to eger notes about which corner of the room or which glass airplane might yield the most eggs.

Blue, yellow, pink and white paper eggs had been thrown into the air, some landing behind model engines, others falling on aviation stamp displays, many just landing on the floor.

"The paper heavy has left behind a track," said Larvee Voo- doo, the museum's project manager and coordinator. "For our most fortunate egg hunters, we reserved the blue with real chocolate eggs."

While museum kids hide behind the ropes, some cheer, "I'm ready, I'm ready," while others peek over their parents' shoulders. Others counted their loot and compared with siblings.

Amanda Rose has been coming with her son, five-year-old Angelo, almost since he was born. The two were well dressed, having come straight from Sunday school. In a corner away from the crowd, the duo sorted Angelo's "treasure" into 19 containers to compare one momentary to see real chocolate, while an egg with the number three concealed in how real chocolate.

"He really enjoyed it," said Rose while she sorted the blue, Angelo's haul, which numbered at least 30, was gathered as his this is a success.

"It's been the #1 because we come every year. This is Angelo's favorite Easter tradition," she said.

Just because Angelo's number of gathering, don't miss the paper egg hunt — it's one that he looks to his paper eggs for real ones. The eggs for kids have been offered for them to his grandparents, but he said he would like to see them in the glass away before they even leave the room.

Sticking hundreds of paper eggs in their face, mother and son threw them up in the air over top of other children as they passed by. Happily, there was a surprise.

"We're still 'We're rich' behind two little girls, quickly peeling up the paper eggs.

Rose and Angelo grinned.

Janet Gunster@gunsterjill.ca



Children collect paper Easter eggs Sunday during the annual Hangar Hunt at the Royal Aviation Museum of Western Canada.



Families take part in the Hangar Hunt.



Amanda Rose and her son Angelo watch chocolate eggs from Hangar Hunt.

Royal Aviation Museum Remembers

by Martin Zellig, Visual Photojournalist

David Monteburro could not have been more pleased by the substantial turnout to the Remembrance Day Activities at the Royal Aviation Museum of Western Canada in Hangar T2 off Ferry Road.

Around 250 people took part in guided tours or were just wandering through the museum on the afternoon of November 11, according to Monteburro, the RAMWC's digital asset manager.

This popular event included five guest speakers, such as Lieutenant Colonel (Ret'd) Darrell Marleau and Captain Greg Mendes, who shared stories about careers in Canadian aviation.

"It's really nice to see so many kids here, families with children," said Monteburro. "That's why we're doing this to make that connection for kids with the RCAF, that human connection."

Marleau, who retired from the RCAF in February 2016, was Canadian Liaison Officer with NORAD in Colorado Springs and later Combat Operations Division Chief at 1 Canadian Air Division. Early in his career, he also served as Weapons System Officer on the CF-101 Voodoo, which is on display in the museum.

Marleau called the supersonic Voodoo the "classiest" plane the CAF has had because it was a two seater aircraft.

"It always performed better than a one seater aircraft," he said, to a tour group of about a dozen people gathered before the Voodoo on display in the hangar.

The McDonnell CF-101 Voodoo was an all-weather interceptor aircraft operated by the Royal Canadian Air Force and the Canadian Forces between 1961 and 1984.

The Voodoo's primary armament was nuclear AIR-2A Grebe unguided air-to-air rockets, and there was significant political controversy in Canada about their adoption," says Wikipedia. "Although they never fired a weapon in wartime, the CF-101 served as Canada's primary means of air defence from Quick Reaction Alert facilities at Canadian airbases. The CF-101s were retired in the 1980s and replaced."

For more information about the RAMWC, call: 204-789-5555 or visit: www.RoyalAviationMuseum.com

Aviation museum flying after new funding

By Jane Gunster

NEW FUNDING from the province on Tuesday to go toward a new museum building, 3007 Wellington Avenue.

The Royal Aviation Museum of Western Canada got some good news on Tuesday.

The province announced it will contribute \$8.75 million this year to the museum's Capital and Endowment Campaign, money that will go toward its new \$45 million museum on Wellington Avenue across from the Greyhound bus depot.

The province also will chip in \$1.25 million next year if the museum can meet its donation targets.

"We'd like to thank the provincial government for making this a special day in Canada's aviation history," a release from the museum said. "Our new museum will be a showcase for the province and will



THE metro WEDNESDAY | AUGUST 9 | 2017

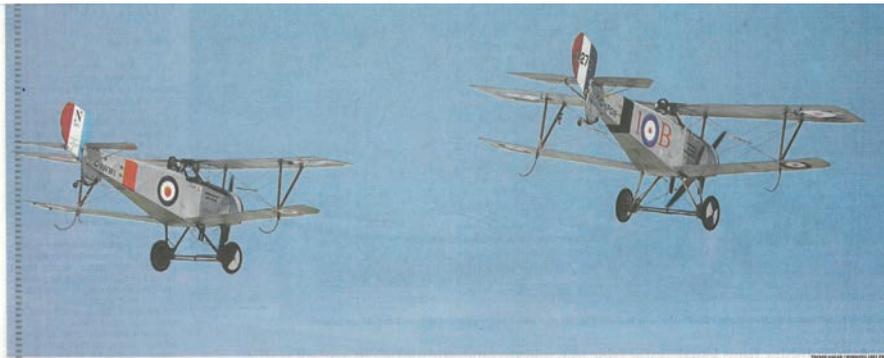
NEWS BREAK

WEST END | WOLSELEY | CHARLESWOOD | ST. JAMES-ASSINIBOIA

Nieuport 11 at home at RAMWC

Photo: Larry Ricker took part in the Royal Aviation Museum of Western Canada's paper plane games on Aug. 3. See page 3 for photos.





A pair of Nieuport 11 planes, replicas of planes flown by Canadian airmen during the First World War, fly over the Royal Aviation Museum of Western Canada on Saturday. The flying machines will take flight this morning at 11:30 a.m.

Replicas of Canada's original fighter planes thrill aviation enthusiasts

History takes flight over Winnipeg

BILL REDEKOP

THE two Nieuport 11 planes — Canada's original fighter planes — looked almost like they could be holding hands on a leisurely stroll through the sky.

It's so weird to see these little planes go by at 45 miles per hour at most," said Helen Halliday, president and CEO of the Royal Aviation Museum of Western Canada.

It's also hard to imagine those planes putt-putting, with engines that sound like lawn mowers, into war against the likes of notorious Manfred von Richthofen, the German flying ace dubbed the Red Baron.

An appreciative crowd of about 75 aviation buffs turned out to watch the flyover Saturday at the aviation museum on Ferry Road. Another is being held today at 11:30 a.m. at the same location.

Jack Tennant, 94, a radio operator in the Second World War who participated in the taking Juno Beach on D-Day, June 6, 1944, applauded the efforts of the people who build the replicas and fly them.

"It's a reminder of those days," he said. "I thought (the flyover) was spectacular. I commend those chaps who recreate those planes."

Wayne Gooch, former owner of Gooch's Bicycle and Hobby Shops in Winnipeg, was also on hand. "That was terrific, of course, but too short," he

said of the two flyovers.

The Nieuport 11 "is like a kiddie car today compared to a sports car," he asserted.

In other words, the pilots of the Nieuport 11s were like the Snowbirds of a century ago. The Nieuport 11s were built only a dozen years after the Wright brothers invented airplanes.

Visitors could also see a Nieuport 11 parked in the museum hangar.

"Beautiful," said Gooch. "That is the aircraft that started our World War One effort."

Dale Erhart, a retired Air Canada pilot and a former pilot with the Canadian Armed Forces, rebuilt the Nieuport 11 on loan to the aviation museum. The aircraft originated in

"It's quite exhilarating" to pilot them, he said. "It's an open cockpit so you feel the air in your face. You can hear the engine and even the flying wires" — guy wires holding the wings — as they vibrate.

On top is a Lewis machine gun with 36 rounds. Pilots actually reloaded the machine gun by standing up in the cockpit while flying.

The war planes were for air-to-air combat, not strafing troops on the ground, Erhart said. Only one in five Canadian airmen returned from fighting, versus the nine in 10 average for all Canadian forces, he said.

The flyovers are part of the Vimy Flight — Birth of a Nation tour. They're the same planes that flew past the Vimy Ridge Memorial during

a ceremony in April, marking 100 years since the battle in which all four Canadian divisions fought together for the first time and successfully took the ridge from German forces.

The original Nieuport 11 exteriors were linen, which was highly flammable, whereas the replicas use a modern material called Dacron, a polyester textile fibre, coated with a rubberized latex finish.

Either way, you could easily punch a hole through it.

The planes are surprisingly compact. The replicas are 22 feet long, versus 28 feet on the originals, Erhart said. The original Nieuport 11 weighed 480 kilograms when fully loaded.

bill.redekop@freepress.mb.ca

4 NEWS

Taking flight

Aviation museum salutes First World War heroes of the sky

SCOTT BILLECK
Winnipeg Sun

The Royal Aviation Museum of Western Canada is saluting Canada's First World War heroes from Vimy Ridge this weekend with the help of the Vimy Flight: Birth of a Nation Tour.

The four-day event that began on Thursday and runs through Sunday features replica bi-planes — the Nieuport 11 or 'Bebe' because of its diminutive size — that were flown during the first World War by Canadian pilots over Vimy Ridge during battle in France in April 1917.

The Vimy Flight crew got an opportunity to fly a commemorative flyover at the Vimy Ridge Memorial in Vimy this past spring and now the crew is touring across Canada to honour the country's past heroes on the 100th anniversary of Vimy Ridge and the 150th anniversary of Canada's confederation.

"This was literally the very first fighter plane that the Canadian airmen flew," said Dale Erhart, the Vimy Flight lead for the formation and a former fighter pilot with the Royal Canadian Air Force. "They're 7.8 scale and look and react almost the exact

same as the original aircraft did."

Erhart, who also flew commercial airliners for two decades with Air Canada, said he gained a new understanding of what these pilots went through, and the impact of what a poppy represents for Canadians.

"I understood why we wore it in my head but not in my heart, and when we go over there and see the suffering that happened — and their awe and expression of gratitude, I realized how important it was we really did this," he said.

Helen Halliday, president and CEO of the Museum, said they had just a few weeks to put this together, but it was a no-brainer to bring the tour to Winnipeg.

"You just have to turn on something like this," she said. "We're just so delighted that they included us with these fantastic planes. This plane, what it is and what it represents, it shows our beginnings."

On Sunday from 11 a.m. to 4 p.m., there will also be an open house with the Vimy Flight crew and planes at Lyncrest Airport in Transcona.

sbilleck@postmedia.com

SCOTT BILLECK/WINNIPEG SUN

The Nieuport 11, or "Bebe" as it's nicknamed due to its diminutive size, is a 7.8 replica of the first fighter plane Canada flew in the First World War and is on display this weekend at the Royal Aviation Museum of Western Canada.

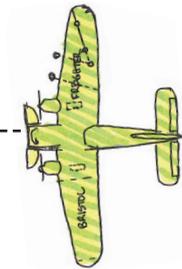
Treasurer's Report

I am pleased to present the financial statements of the Royal Aviation Museum of Western Canada Inc. for the year ended December 31st, 2017.

This year was a challenging year for the museum with the impending construction of a new museum. With the leadership of Helen Halliday and the work of Helen Slavuta, the museum's financial direction is being carefully monitored and projected for the future.

I would like to extend my thanks to the board and the finance committee for their assistance and valuable input relating to financial matters.

Respectfully submitted,
Jennifer Hume
Treasurer



As part of 30th anniversary celebration, partnered with U.S. Consul and Dayton Art Institute bringing rare lithographs from Paris, France and never-before-seen photos from collection of Orville and Wilbur: The Wright Brothers' Legacy exhibit.

2004



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REPORT OF THE INDEPENDENT AUDITOR ON THE SUMMARY CONSOLIDATED FINANCIAL STATEMENTS

To the Board of Directors of Royal Aviation Museum of Western Canada Inc.

The accompanying summary consolidated financial statements, which comprise the summary consolidated statement of financial position as at December 31, 2017, the summary consolidated statement of operations and summary consolidated schedule of expenses for the year then ended, are derived from the audited consolidated financial statements of Royal Aviation Museum of Western Canada Inc. for the year ended December 31, 2017. We expressed a qualified audit opinion on those consolidated financial statements in our report dated May 16, 2018. Those consolidated financial statements, and the summary consolidated financial statements, do not reflect the effects of events that occurred subsequent to the date of our report on those consolidated financial statements.

The summary consolidated financial statements do not contain all the disclosures required by Canadian accounting standards for not-for-profit organizations. Reading the summary consolidated financial statements, therefore, is not a substitute for reading the audited consolidated financial statements of the Organization.

Management's Responsibility for the Summary Consolidated Financial Statements

Management is responsible for the preparation of a summary of the audited consolidated financial statements in accordance with criteria determined by the Board of Directors.

Auditor's Responsibility

Our responsibility is to express an opinion on the summary consolidated financial statements based on our procedures, which were conducted in accordance with Canadian Auditing Standard 810, "Engagements to Report on Summary Financial Statements".

Opinion

In our opinion, the summary consolidated financial statements derived from the audited consolidated financial statements of Royal Aviation Museum of Western Canada Inc. for the year ended December 31, 2017 are a fair summary of those consolidated financial statements, in accordance with the criteria noted above. However, the summary consolidated financial statements are misstated to the equivalent extent as the audited consolidated financial statements of Royal Aviation Museum of Western Canada Inc. for the year ended December 31, 2017.

The qualification described in our audit opinion dated May 16, 2018 for the consolidated financial statements of Royal Aviation Museum of Western Canada Inc. was based on the fact that the Organization derives revenue from donations, the completeness of which is not susceptible to satisfactory audit verification. Accordingly, verification of these revenues was limited to the amounts recorded in the records of Royal Aviation Museum of Western Canada Inc. Therefore, we were not able to determine whether any adjustments might be necessary to donation revenue, excess of revenue over expenses and cash flows from operations for the year ended December 31, 2017 and current assets and net assets as at December 31, 2017. Our qualified audit opinion states that, except for the possible effects of the described matter, the consolidated financial statements present fairly, in all material respects, the financial position of Royal Aviation Museum of Western Canada Inc. as at December 31, 2017 and the results of its operations and its cash flows for the year then ended in accordance with Canadian accounting standards for not-for-profit organizations.

Chartered Professional Accountants

Winnipeg, Manitoba
May 24, 2018

Royal Aviation Museum of Western Canada Inc.
Summary Consolidated Statement of Operations
Year Ended December 31, 2017

	Operating Fund 2017	Capital Fund 2017	Total Both Funds 2017	Operating Fund 2016	Capital Fund 2016	Total Both Funds 2016
REVENUE						
Admission, memberships and programs	\$ 230,566	\$ -	\$ 230,566	\$ 181,521	\$ -	\$ 181,521
Museum shop and rentals	202,957	-	202,957	165,579	-	165,579
Fundraising events	145,510	-	145,510	165,634	-	165,634
Donations and contributions	15,707	1,419,590	1,435,297	21,723	1,761,978	1,783,701
Grants						
Province of Manitoba	56,700	-	56,700	56,700	-	56,700
City of Winnipeg	55,000	-	55,000	55,000	-	55,000
Investment income	52,368	21,831	74,199	50,924	24,558	75,482
Special projects	47,503	-	47,503	21,314	-	21,314
Maintenance income	14,559	-	14,559	16,647	-	16,647
Interest and other	6,428	-	6,428	18,766	-	18,766
	827,298	1,441,421	2,268,719	753,808	1,786,536	2,540,344
EXPENSES						
Exhibits, collections & research	419,336	-	419,336	379,220	-	379,220
Management and administration	214,119	12,132	226,251	210,164	32,699	242,863
Education and programs	206,010	-	206,010	176,923	-	176,923
Museum shop and rentals	167,342	-	167,342	139,851	-	139,851
Fund development	151,776	221,420	373,196	128,652	291,019	419,671
Donation to the Winnipeg Foundation for the museum's endowment	-	-	-	-	1,000,000	1,000,000
Project management	-	96,748	96,748	-	-	-
Depreciation	-	23,607	23,607	-	27,336	27,336
	1,158,583	353,907	1,512,490	1,034,810	1,351,054	2,385,864
Excess (deficiency) of Revenue over Expense:	\$ (331,285)	\$1,087,514	\$ 756,229	\$ (281,002)	\$ 435,482	\$ 154,480

Royal Aviation Museum of Western Canada Inc.
Summary Consolidated Statement of Financial Position
December 31, 2017

	Operating Fund	Capital Fund	Total Both Funds 2017	Total Both Funds 2016
ASSETS				
CURRENT				
Cash	\$ 255,508	\$ 694,350	\$ 949,858	\$ 932,891
Cash - restricted	405,216	-	405,216	373,542
Investments	111,736	2,405,785	2,517,521	2,503,413
Accounts receivable	36,555	-	36,555	82,588
Inventory	36,418	-	36,418	48,408
Prepaid expenses	101,863	-	101,863	62,934
	947,296	3,100,135	4,047,431	4,003,776
INVESTMENTS	-	1,215,437	1,215,437	1,144,700
PROPERTIES AND CAPITAL ASSETS	-	3,040,484	3,040,484	2,360,097
	\$ 947,296	\$ 7,356,056	\$ 8,303,352	\$ 7,508,573
LIABILITIES				
CURRENT				
Accounts payable	\$ 102,631	\$ 350,038	\$ 452,669	\$ 439,609
Deferred revenue	20,168	-	20,168	22,959
Current portion of long-term debt	-	1,280	1,280	1,280
	122,799	351,318	474,117	463,848
LONG-TERM DEBT	-	11,610	11,610	12,890
DEFERRED CONTRIBUTIONS	408,527	-	408,527	378,966
	531,326	362,928	894,254	855,704
FUND BALANCES				
Operating	415,970	-	415,970	635,481
Capital	-	6,993,128	6,993,128	6,017,388
	415,970	6,993,128	7,409,098	6,652,869
	\$ 947,296	\$ 7,356,056	\$ 8,303,352	\$ 7,508,573

Royal Aviation Museum of Western Canada Inc.
Summary Consolidated Schedule of Expenses
Year Ended December 31, 2017

	<u>2017</u>	<u>2016</u>
Personnel costs and benefits	830,360	762,789
Building operations	280,434	263,962
Administration and general	146,109	140,229
Fundraising	67,751	47,476
Special projects	56,087	24,550
Museum shop	49,221	45,046
Children's programs	25,395	25,620
Depreciation	23,607	27,336
Altitude magazine	17,915	18,835
Facility rentals	7,856	8,480
Museum collections	7,755	21,541
Donation to the Winnipeg Foundation for the Royal Aviation Museum Endowment Funds	-	1,000,000
TOTAL EXPENSE	<u>1,512,490</u>	<u>2,385,864</u>

Capital & Endowment Campaign Cabinet

Honorary Co-Chairs

Hartley T. Richardson, President and CEO, James Richardson & Sons, Limited, C.M., O.M.

Dr. Arthur V. Mauro, O.C., O.M., Q.C.

Co-Chairs

Ross Robinson, Chairman and President, B.A. Robinson Co. Ltd.

Blain King, ICD.D, CEO of Winnipeg Sport & Leisure

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Hon. Gary Filmon, P.C., O.C., O.M., Chair, Exchange Income Corporation

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Hubert T. Kleysen, Chairman, Kleysen Group LP

Fred P. Mannix, O.C., Chairman, The Mancal Group

Peter Mansbridge, O.C., Retired News Anchor, Canadian Broadcasting Corporation

Greg McDougall, CEO, Harbour Air Ltd.

Raymond L. McFeetors, Company Director, Great-West Lifeco Inc.

Barbara and Clarence Nepinak, Elders

Andrew B. Paterson, President and CEO, Paterson Global Food Inc.

Dr. Donald S. Reimer

Calin Rovinescu, President and CEO, Air Canada

Maxwell W. Ward, O.C., A.O.E., Founder, Wardair

Bill Wehrle (posthumous), Founder, Perimeter Aviation

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Richard Andison, President, King Richard Investments

Gary Bell, President, Calm Air International LP

Barry Bembridge, Director of Business Development, Seaboard Transport

Lynn Bishop, Chair, TEC Canada

Don Boitson, Vice President, North American Operations, Magellan Aerospace

David Filmon, Chairman and Partner, MLT Aikins LLP

Helen Halliday, President and CEO, Royal Aviation Museum of Western Canada

David Johnston, President, Johnston Group Inc.

Ron Jonkman, COO, Allmar Inc.

Jim MacDonald, Vice President and Director,
MacDonald & Associates Asset Management of RBC Dominion Securities

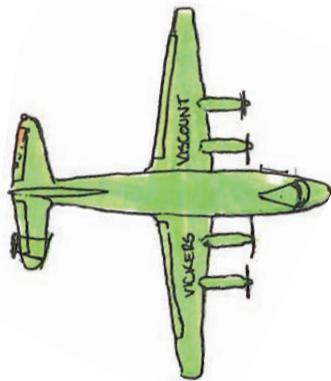
Bill Pratt

Gary Timlick, Senior Vice President and CFO, Wawanesa Mutual Life Insurance Co.

Bob Williams, President, Wilcan Holdings Ltd. and Swancoat Investments Ltd.

Rennie Zegalski, Principal, Capital Commercial Real Estate Services Inc.

2014



WCAM receives Royal Designation from Her Majesty Queen Elizabeth II and is renamed the Royal Aviation Museum of Western Canada (RAMWC).

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Rennie Zegalski, Principal, Capital Commercial Real Estate Services Inc.

3rd Vice Chair

Dan Donahue, Music Production and Recording, Dan Donahue Creative

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New Directions - for Children, Youth, Adults & Families

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Barry Bembridge, Director of Business Development, Seaboard Transport

Major Jamie Brennan (Deputy Commanding Officer, 402 Squadron)

Ron Jonkman, Chief Operating Officer, Allmar Inc.

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Ken Webb, Retired Executive Director, Manitoba Aerospace Association

Ex Officio

President and CEO

Helen Halliday, President and CEO, Royal Aviation Museum of Western Canada

Recording Secretary

Brenda Hudson, Administrative Assistant, Royal Aviation Museum of Western Canada

A YEAR IN REVIEW 2017 QUICK STATS

- 45,000 ANNUAL ATTENDANCE**
1 ANNUAL ATTENDANCE
Building a world-class meeting place for the aerospace community, 45,000 PEOPLE visited the RAMWC from January 1 to December 31, 2017.
- CHILDREN'S PROGRAMS \$83,198 EARNED**
2 CHILDREN'S PROGRAMMING & SCHOOL GROUPS
\$83,198 Total amount raised
- 8,296 VISITORS IN 203 SCHOOL GROUPS**
3 TAKE FLIGHT EDUCATION PROGRAM
203 School Groups visited RAMWC | 8,296 Total number of school visitors
- 1,016 PARTICIPANTS FROM 42 DAYCARES**
4 SUMMER DAYCARE TOURS
42 Daycares | 1,016 Total number of participants
- 4,277 GUESTS ATTENDED 194 EVENTS**
5 BIRTHDAY PARTIES & SLEEPOVER PROGRAM
194 Events hosted | 4,277 Total number of guests
- 1,276 MUSEUM MEMBERSHIPS**
6 MUSEUM MEMBERSHIPS
1,276 RAMWC Members
- \$83,662 IN SHOP SALES**
7 WINDSOCK GIFT SHOP (MUSEUM STORE)
\$83,662 Total annual sales
- 7,934 RENTAL GUESTS \$119,295 EARNED**
8 FACILITY RENTALS
170+ Rental events hosted | 7,934 Total number of rental guests
\$119,295 Total annual rental revenue
- 110 VOLUNTEERS PUT IN 24,275 HOURS**
9 VOLUNTEER PROGRAM
110 RAMWC Volunteers | 24,275 Total volunteer hours contributed
\$365,000 Approximate value of volunteer time
- OUT OF THE BLUE \$145,510 EARNED**
10 FUNDRAISING EVENT / OUT OF THE BLUE
267 Total number of event participants
\$145,510 total amount raised by events
- VIRTUAL COLLECTIONS 34,255 ENTRIES**
11 VIRTUAL COLLECTIONS PROGRAM
34,255 Total number of entries digitized to-date
- PHOTO ARCHIVE DATABASE 31,000 IMAGES**
12 PHOTO ARCHIVE DATABASE
31,000 Total number of images in database