

From: [REDACTED]
To: [Clerk](#)
Subject: My comments for 2018.ED31.3 on July 23, 2018 City Council
Date: July 18, 2018 5:07:20 PM
Attachments: [EAHF new proposal update.rtf](#)

To the City Clerk:

Please add my comments to the agenda for the July 23, 2018 City Council meeting on item 2018.ED31.3, Deaccessioning and Transfer of the City of Toronto's Lancaster Bomber

I understand that my comments and the personal information in this email will form part of the public record and that my name will be listed as a correspondent on agendas and minutes of City Council or its committees. Also, I understand that agendas and minutes are posted online and my name may be indexed by search engines like Google.

Comments:

This comment is submitted by the Edenvale Aviation Heritage Foundation (EAHF), Edenvale, Ontario.

As a participant in the subject deaccession process, EAHF has observed events, at the two meetings held by the EDC committee to discuss this item, thought to be unusual. However, there is one concern in particular that the Foundation feels should be considered by the City Council prior to approving the EDC recommendation. This is, the

Evaluation of the EAHF proposal by the city staff as presented for the EDC committee meeting, 13 April 2018.

This evaluation was based on the initial EAHF inputs plus subsequent clarifying information. As this information was provided mostly in the last half of 2017, it was dated and did not adequately reflect the current status of EAHF to the committee.

Following the April meeting, EAHF reviewed the evaluation comments and prepared a comprehensive document updating the evaluation's conclusions. This important material was forwarded to the EDC staff as well as the Chairman of the Committee.

It was intended by EAHF to have this update considered by the committee at the 9 July 2018 meeting. However, this was not the case. The newly provided information was not brought forward as intended and the committee was provided with the same outdated evaluation used previously. This put EAHF at a severe disadvantage especially when you consider that a similar renewed proposal from another participating group based in Toronto, developed with the assistance of the Economic Development staff at the direction of the Chairman, was discussed at length between the EDC General Manager and the committee.

Attached to these comments, in part, are the salient arguments presented by EAHF in the renewed proposal.

The Board of Directors of the Edenvale Aviation Heritage Foundation would encourage the Councillors to review the arguments attached and reflect on this disparity prior to casting their vote.

Attachment (1)

Edenvale Aviation Heritage Foundation
Lancaster Deaccession Proposal Updates Based on
City Staff Evaluation of the EAHF Proposal

This paper reviews the Staff evaluation of EAHF and discusses updates and additional information recently developed.

It has been several months since the original proposal was submitted and formed the basis for the Evaluation. During that period of time, EAHF has been able to gain a better understanding of the intricacies of the process and as a result significantly enhance the original proposal to a greater degree of maturity.

Each of the evaluation comments are listed separately followed by a discussion of the updated position of the Foundation. This will be followed up with new project developments and capabilities under separate headings.

A. "EAHF established in 2017"

The fact that EAHF was officially formed in 2017 does not detract from the fact that the leadership team have been involved in this type of activity for many years and brings this expertise with it to the Foundation.

B. "plans to use hangar space and facilities provided by the Edenvale Aerodrome."

In fact, a new 8,000 square foot hangar has been held in abeyance for the past 10 months waiting the conclusion of the selection process. This hangar is doubly insulated and can be used year round for restoration activity. This is not normally the case with other restoration organizations, the hangars are just too expensive to heat during the winter months. For example an 8,000 square foot hangar, (minimum size for a Lancaster), using propane would cost \$.046 per

square foot per day. That comes to +/- \$336.00 per day. A hefty sum if you want to be open to the public on a frequent schedule.

This Edenvale facility will be used for the first 2 to 3 years as a new purpose built hangar is being constructed. More on this building follows.

C. "Edenvale Aerodrome would also provide seed funding toward the restoration and display project."

Financing is probably the single most important factor in a restoration. A study of the main factors contributing to the failure of restoration projects is the inability of the organization to acquire enough money either through fundraising or government grants to cover both overhead and restoration costs. Such expenses as heat, lights, water, property tax and sometimes rent, consumes most of the funds raised leaving little left over for the actual aircraft restoration and maintenance.

The Edenvale group is the only organization that does not suffer under these circumstances. With all of the infrastructure costs absorbed by Edenvale Aerodrome, 100% of the \$480,000 budget goes directly towards funding the aircraft rebuild.

As an example, the B.C. Aviation Museum reported that they have \$200,000 cash on hand, out of which they plan to include the transportation costs. Actual costs obtained by EAHF to transport the aircraft from Edenvale to Victoria comes in at \$141,600. They did not state where the remainder of the funding would come from. They reported that they have a small operating budget and rely on outside resources to assist with the restoration. Their aim is to restore FM104 to an airworthy standard. That being said, the sample that follows portrays the difficulty and expense involved in doing so.

In the UK there is a Lancaster that is 100% complete to wartime configuration. The engines are fully operable as is all other systems. They regularly do taxi runs with the aircraft to raise O & M funds. They have set out on a venture to refurbish the Lancaster to airworthy condition. This fully functioning aircraft as compared to FM104s current state, their budget is still 3.5 million British Pounds. That amount

is equal to \$ 5,000,000 Canadian dollars. An enormous sum for any organization.

The #SaveTheTorontoLancaster group has chosen to go the publically funded route with 40% Federal, 33% Provincial and 27% Municipal contributions. These fund are allocated as 23.6% for operations and restoration and 76.4% for building and infrastructure. Estimated cost to build a suitable hangar runs at a minimum of two million dollars. If these figures are accurate, the City of Toronto's share would be \$540,000. The City has stated that Toronto does not have a budget for restoring objects like the Lancaster. This can hardly be considered a secure funding model.

D. " complete the restoration work by 2024."

This date was chosen as it coinsides with the one hundreth anniversary of the RCAF. Recognizing the fact that Base Borden is considered to be the birthplace of the Air Force and is just a short distance from Edenvale and it's wartime relationship with Borden, the Lancaster would be a seminal feature during the celebration of this event.

E. "aircraft displayed outdoors during the summer."

This position has been changed to one of keeping the Lancaster on permanent display indoors year round. A new facility designed specifically around the aircraft has made this possible and is elaborated upon in another discussion.

F. "the Foundation does not have":

"a collection"

At the time of the original proposal, there was one fighter aircraft on display at the Aerodrome. Since that time the Foundation has made application to the Minister of National Defence for a donation of three additional former RCAF aircraft that would be restored and placed on display. The aircraft acquisition committee of the Foundation are sourcing other aircraft that could be made available. The eventual aim is to put together a collection that would compliment the Lancaster.

"membership"

As time has passed and word has spread with respect to the Lancaster descession and the EAHF involvement in the process, volunteers have been coming forward wanting to get involved. Due to the fact that Simcoe County has a large community of retired Air Force personnel, and these form the majority of the volunteers, the professional qualifications and experience on this type of aircraft are exactly the type of volunteers required. As other projects have proven, it's not the number of volunteers that is the important factor but the expertise of the team that counts.

"or experience as an operating museum"

Two years ago Edenvale undertook an extensive study to determine the viability of creating a major museum attraction on the airfield. This study was conducted by the Edenvale Classic Aircraft Foundation. It should be noted at this point that ECAF has been operating successfully as a flying museum for the past thirty years. The leadership team of the Aviation Heritage Foundation are all members of ECAF as well and most have served as directors of that organization at one time or another. One member in particular currently serves as the Chairman of the Board of Directors of the Simcoe County Museum. Although the study was completed, other factors prevented it from gong forward at that time. All of the research, planning, operation, financing and marketing plans and documents from the study are on file and available to EAHF.

G. "it's chief advantage is a close relationship with the Aerodrome"

The Edenvale Aerodrome community are a closely knit group of aviation professionals and enthuasists that work closely together for the betterment of the Aerodrome as witnessed by the annual Gathering of the Classics, the largest fly-in of classic aircraft in Canada.

H. "has previously mobilized volunteers to restore a military airplane."

Restoration of historic aircraft is not a new venture for several of EAHF members.who have been in this type of activity since the 1970s. This type of experience testifies to the dedication of these members.

I. "and is where FM104 is currently stored."

Certainly the fact that the Lancaster is located at Edenvale and surrounded as it is by the expertise described above, bodes well for this set of circumstances. It would be difficult to duplicate this situation anywhere else in Canada. Especially so when you consider the financial implications and advantages as well.