Notes:

Bringing Life to Yesterdays PBY Catalina Heritage

THE CATALINA PRESERVATION SOCIETY

Welcome to our growing community of volunteers who provide quality educational tours, interactive exhibits and a safe and enjoyable experience for all our visitors.

Our Volunteers range from teens to retirees and all share a love of aviation and the PBY Catalina. Volunteers provide valuable assistance in a variety of area within the Society and out in the community.

We're very pleased you are joining us and look forward to working with you.

Sincerely,

Kathleen Hart

Volunteer Committee Chair

IN THIS BOOKLET YOU WILL FIND:

Welcome .....p. 2
About the Society .....p. 2
Membership.....p. 4
Volunteering at the Society.....p. 5
Becoming a Volunteer .....p. 5
What to Expect..... .....p. 6
Volunteer Opportunity .....p. 7
Training..... .....p. 6
PBY Catalina Brief History .....p. 9
PBY Catalina CF-UAW—RCAF 11024 .....p. 10—11
PBY Catalina History.....p. 12
Roles of the PBY Catalina.....p. 13
Emergency Operation of the Landing Gear (Main Wheels).....p. 14
Emergency Operation of the Landing Gear (Main Wheels).....p. 15
Emergency Operation of the Landing Gear (Nose Gear).....p. 16 - 17
Emergency Operation of Floats.....p. 16 - 17
F.A.Q. ..... p. 18
Contact Information .....p. 19

Contact Information

TCPS President	president@pbycatalina.com
TCPS Vice President	admin@pbycatalina.com
TCPS Treasurer	treasurer@pbycatalina.com
TCPS Secretary	secretary@pbycatalina.com
TCPS Newsletter Editor	newsletter@pbycatalina.com
TCPS Forum Moderator	forum@pbycatalina.com
TCPS Ask an Expert	pbyexpert@pbycatalina.com
TCPS Volunteer Coordinator	volunteer@pbycatalina.com

The Catalina Preservation Society
#7 - 9800 McDonald Park Rd.
North Saanich, British Columbia
Canada, V8L 5W5

www.pbycatalina.com

Charitable Registration # 11906-5019-RR001

F.A.Q.

Q: Do I have to be a Member of the Society to Volunteer?

A: Yes, it is Society policy that all volunteers must be members of the Society.

Q: How do I become a Member of the Society?

A: Membership in the Society is available ONLINE ONLY at www.pbycatalina.com

Q: Are memberships and Donations Tax Deductable?

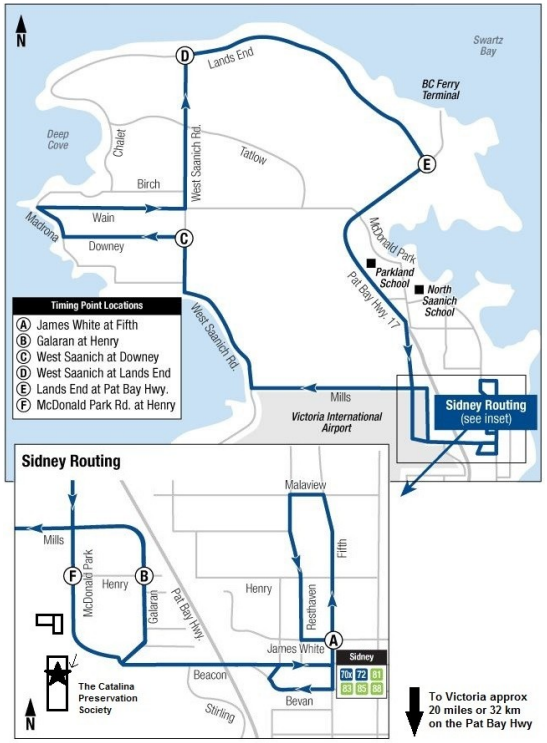
A: Yes, the Society emails a PayPal Membership or Donation receipt at the time of payment

Q: Are Student Memberships Free?

A: Yes, Student membership in the Society is free until the age of 19 years

Q: Can I get to the Society office with Victoria City Transit?

A: Yes! City Transit drops off just across the street. Follow the city bus map on the right



ABOUT THE SOCIETY

In November of 2010 Robert Dyck bought PBY CF-UAW from Buffalo Airways in Yellowknife, NT, Canada. With Russ Popel as his FO they flew the Catalina home to Victoria.

In 2011 a group of six aviation enthusiasts began The Catalina Preservation Society as the supporting organization for PBY-5A C-FUAW.

TCPS Founding Directors

Robert Dyck - Retired Commercial Pilot - PBY Canso Owner
Derwyn Ross - Retired Commercial Pilot
Raymond Williams - AME
Charles Ellsworth - Retired Commercial Pilot
James Vissers - Active Commercial Pilot
Gordon Wirth - Retired Commercial Pilot - Lawyer

Our Goal

To purchase and preserve C-FUAW in the fine airworthy condition it is in today.

Our Mission is to
Stimulate the imagination of a broad audience by showcasing PBY Catalina C-FUAW to the public "Bringing Life to Yesterdays PBY Catalina"

Our Vision is to "Inspire the imaginations of all by allowing everyone the opportunity to view, tour, crew or pilot C-FUAW helping in its preservation for all to enjoy

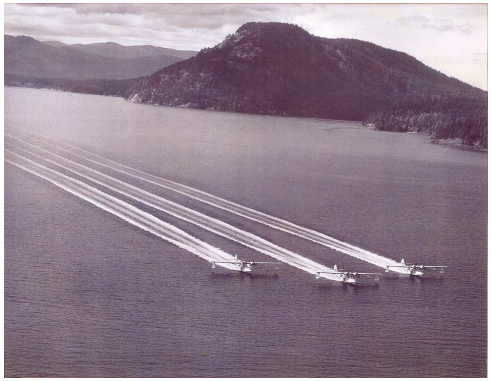
Membership

TCPS has three ONLINE Membership options to choose from.

1. Youth - is a non voting membership good to the age of 19
2. Yearly - Membership is a generous commitment of your time
3. Lifetime - commitment to TCPS is a noble gesture

As a member, you can enjoy:

- Participation as a valuable Volunteer
- Free Admission to TCPS Sponsored Events
- Participation in our Special Members nights
- The PBY Chronicle Newsletter
- An opportunity to hear Guest Speakers
- Use of our reference library
- A voice in our Future
- The satisfaction the you are directly supporting the preservation of an integral piece of aviation history.



Where your membership dollars go:

The Society is run mostly by Volunteers, all work is completed by dedicated members who kindly volunteer their time. Your membership dollars go to support:

- Aircraft acquisition and maintenance
- The purchase of machine shop equipment
- Establishing and maintaining a support infrastructure for flying and maintaining our PBY.
- Building and ground maintenance and much more.

EMERGENCY OPERATION OF LANDING GEAR

(Nose Wheel)

f. Unlock nose wheel doors by pushing door lock handle aft, (located on the starboard side and forward of bulkhead 1) thus releasing the door lock pins.

g. Insert hydraulic hand pump handle or emergency “DOWN-LATCH” lever handle in the aft end of the starboard door torque tube, (located aft of bulkhead 2) and push inward (counter clockwise) rotating the torque tube and thus opening the nose wheel doors.

h. Lock torque tube in “DOOR OPEN” position by swinging locking link inboard over the lug on the torque tube end fitting. Insert pin and retain with safety pin.

i. Remove aft nose wheel cover plug and insert emergency lever through the hole. Strike the end of the up-latch sharply to unlatch the nose gear.

j. Attach the emergency lever to the torque tube between the packing nut and the jack fitting, so that the ratchet pawls fit into the teeth of the jack fitting. Using the lever as a ratchet, force the gear into the down position. To lock, use a slow, heavy push.

k. Remove the forward plug of the wheel well cover to examine the down -latch, and use emergency “DOWN LATCH” lever to determine if the down –latch is locked. If it is locked the red collar on the lever will not extend above the hole in the cover, and the oleo strut will be vertical and against the down bumper.

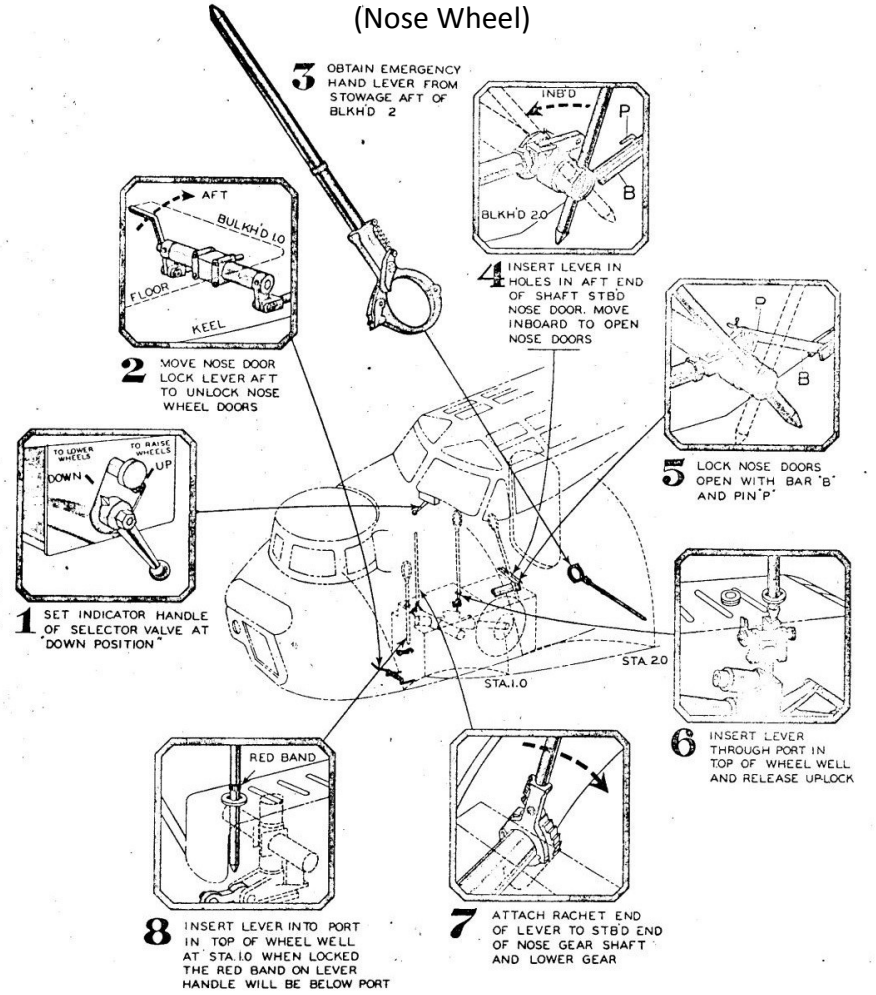
EMERGENCY OPERATION OF THE FLOATS

a. TO LOWER FLOATS
   1. Remove hand crank from stowage on the starboard side of the bulk head below engineer’s seat.
   2. Engage crank in the socket marked “FAST” in the center of the bulk head below the engineer’s seat and crank counter clockwise.

b. TO RAISE FLOATS
   1. Insert crank in socket marked ”FAST” and turn clockwise until load gets to heavy to operate easily. To raise the remainder of the distance, move crank to “SLOW” socket and continue to turn clockwise until floats are latched in the up position.

EMERGENCY OPERATION OF LANDING GEAR

(Nose Wheel)



Emergency Lowering of Nose Landing Gear

Figure 43—Float Crank Ready to Operate

Volunteering at the Society

All volunteers are members of TCPS, thereby having ownership and pride in all that is accomplished.

The strength of our Society is in its volunteer team. To that end we attempt to match your interests with the necessary function to effectively operate the Society. There is a wide variety of interesting opportunities for all volunteers to exercise their current skills and to develop new skills. Projects large and small can develop leadership, patience and organizational skills. Office tasks and operational duties can engender much appreciation for their worth to any organization.

Becoming a Volunteer

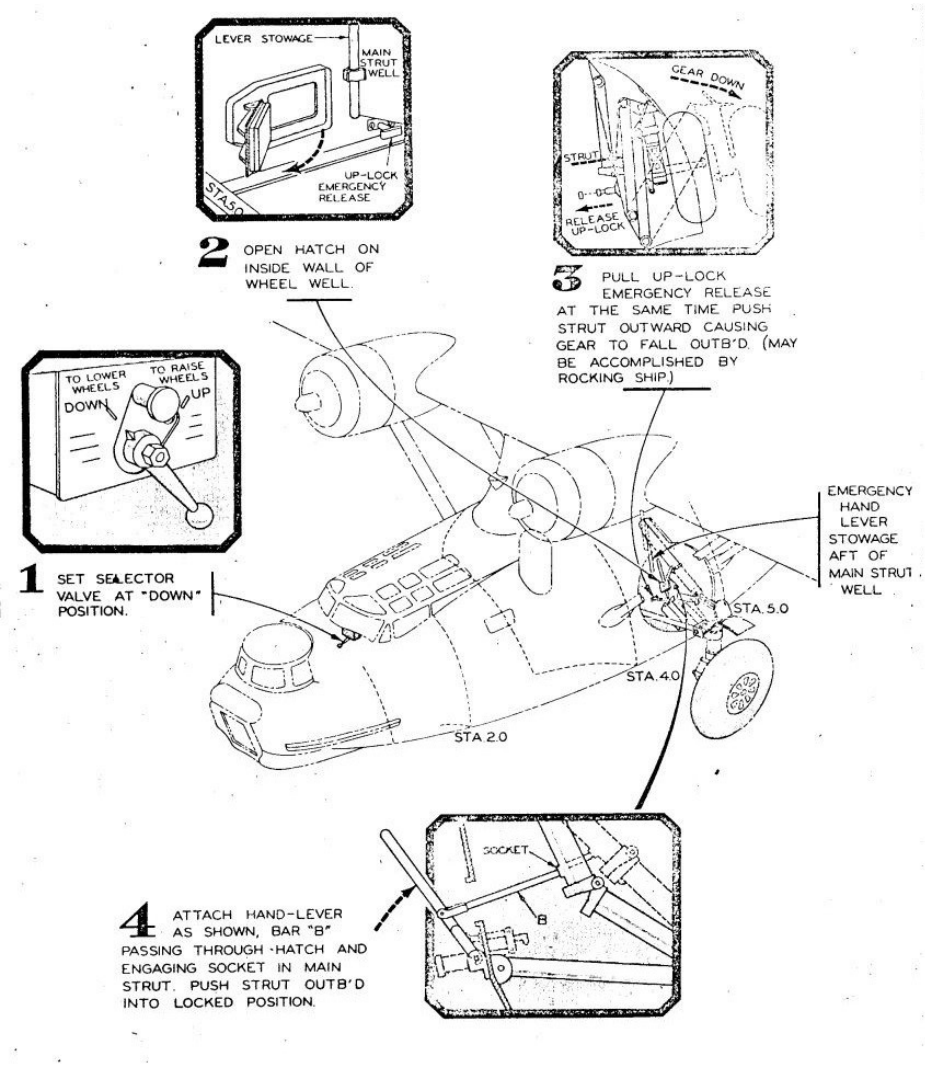
To become a volunteer with TCPS you must first become a Society Member and then complete the following steps:

1. Submit the Volunteer Application Form
2. Have a brief in-person interview with the Volunteer Coordinator
3. Attend a General Orientation which includes an overview of the Society, its history, policies and procedures.
4. Discussion on the position applied for, a tour of the Hanger and Aircraft if available

Some volunteer positions require commitment of time on a regular basis, while others have a more flexible schedule.
For persons who cannot give regular hours to the Society, there is also the possibility of working as a spare when the regular volunteer is unavailable.
Different jobs require different skill sets and even physical ability.

What you can expect from the Society

Opportunities for everyone to apply their talents and skills.
Training and encouragement to participate in new and different activities and functions
A friendly, safe , non-discriminating environment.
And always a friendly Thank You for the generous commitment of your valuable time.

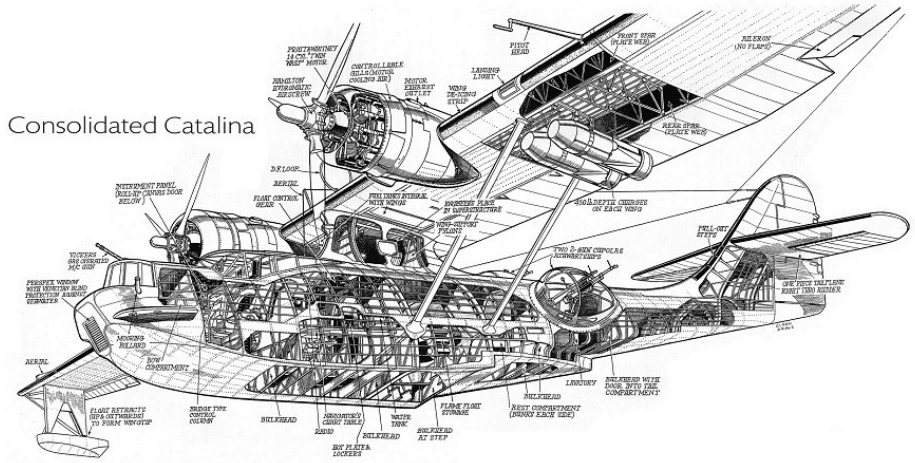


Emergency Lowering of Main Landing Gear

PBY Catalina 5A

EMERGENCY OPERATION OF LANDING GEAR (Main Wheels)

a. If gear fails to lower when handle is pushed down, check hydraulic pressure gage. If gage shows above 1000 lbs pressure, return handle to “UP” position and repeat attempt to lower gear. If gear does not lower on the second attempt, leave gear handle locked in the “DOWN” position.
b. Release the main wheel up locks by pulling out the “T” handle at the main wheel wells and turn handle 1/4 turn.
c. Work gear down by rocking the airplane approximately 14 degrees to each side.
d. Use the emergency “DOWN-LATCH” lever to straighten out the main support struts and latch the gear in the down position. To do this, first insert the emergency “DOWN-LATCH” lever through access door provided in the side wheel well, and engage the handle end of the lever over the bolt provided on the auxiliary keel. With handle end of the lever supported by the bolt, guide the outboard end of the lever into the strut socket located just above the pivot point in the strut.
e. Push firmly on the leaver to straighten out the strut and the gear will latch down. Repeat same operation for gear on opposite side.



Volunteer Opportunities:

Operation

a. Event admission and sales
b. E-Gift shop, E-sales, displays and inventory management
c. Facility: Hanger and display upkeep, information management and technical support

Educational Programs

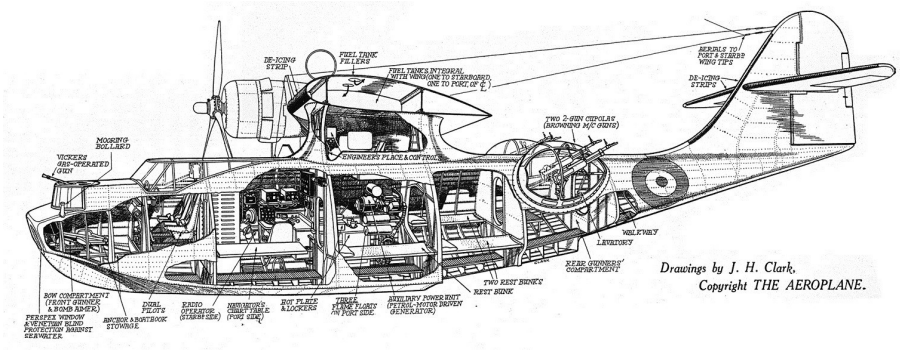
a. Tour Scheduling
b. Tour Guides / Group Guide
c. Event displays
d. Event planning and promotion
e. Library, research and archives
f. Ask an Expert research

Board Committees

a. Fundraising, Planning and implementation, writing proposals
b. Marketing, development and distribution of PR material
c. Membership promotion, database management
d. Newsletter, writing, layout and distribution
e. Volunteer, training, job matching
f. Website, design and content update

Projects

a. Archive for historical research
b. Display planning, designing, construction and upkeep
c. Aircraft restoration, repairing and refinishing



TRAINING

The Catalina Preservation Society encourages you to attend an orientation and training program in preparation for joining our Volunteer community .

Roles of The Consolidated PBY Catalina

During WWII, PBY's were used in Anti-submarine Warfare, Patrol Bombing, Convoy Escort, Search and Rescue and Cargo Transport.

- Catalina's destroyed or shared in destroying about 40 submarines
- Located the Japanese invasion force heading to Midway

Black Cats.

In Dec 1942, the Untied States Military deployed a full squadron of ASV radar equipped PBY's to operate at night in the Solomon Islands. This "Black Cat" squadron (VP-11) painted its aircraft black except for a squadron insignia that began as a basic cat outline. The Black Cats participated in search, strike and gunfire spotting missions, taking off at about 2230 each night and returning after daybreak.

Dumbo

Other Catalina's were equip for air-sea rescue and were known as "Dumbo's," after the Disney cartoon character. Each Dumbo carried a doctor and pharmacist's mate.

Formal operations began in January 1943 and by 15 August 1943 at least 161 aircrew had been rescued by these aircraft. Dumbo missions were often very hazardous, taking place close to enemy airspace, but did much to improve aircrew morale. The Dumbo's came to be heavily escorted and fiercely defended by grateful fighter pilots.

THE CATALINA HISTORY AND SPECIFICATIONS

PBY DEFINITION: P- Patrol; B-Bomber; Y-Manufacture Identification

The PBY Catalina was the standard maritime patrol plane for Canada, England, United States, Australia and other Allied countries serving in every maritime theater of WWII.
Designed by Isaac M. Laddon and manufactured by Consolidated Aircraft, the PBY wartime exploits are legendary. A Catalina located and shadowed the Bismarck until it was finally sunk. Catalina's from Midway carried out night torpedo attacks on approaching Japanese troop transports. It rescued 56 seamen from a sinking US Navy ship.
In reality though, the Catalina was much too slow to make an effective bomber however, it was an effective antisubmarine platform as well as a versatile patrol and rescue aircraft.

The design for the PBY came from a Navy competition for a flying boat suitable for patrolling the vast reaches of the Pacific.
The Catalina's design is based on the successful P2Y Flying Boat and made its first flight on March 21, 1935.
The first amphibious variant the PBY-5A flew on November 22 1939.
Manufactured in the USA and under licence by Canada and Russia in greater numbers than any other flying boat.
Numbers vary but an approximate total of *4,000* *(1)* PBY Catalina's variants were built in North America of which 730 PBY Catalina's and PBY-5A's were built in Canada by Boeing Vancouver and Vickers Aircraft in Cartierville Quebec.
In Canada a total of 254 Catalina's and Cansos were used by RCAF units in the Home War Establishment. They served in both EAC and WAC and one squadron operated overseas for about a year-and-a-half from bases in Iceland and Scotland. *(2)*

(1) RCAF - http://www.rcaf-arc.forces.gc.ca/v2/equip/hst/canso-eng.asp
(2) Canadian Wings - http://www.canadianwings.com

SAFETY AND SECURITY PROCEDURES

TCPS Volunteers are expected to observe and follow all safety and security polices or the Society and are encouraged to report Unsafe conditions to the Society Staff.

Please Note: There are two ***FIRE EXTINQUISHERS*** stationed in the Hanger. The **MAIN** station is located **LEFT OF THE STAIRWAY** and the **SECONDARY** station is located ADJACENT to the **FLAMMABLE STORAGE LOCKER.**
The **FIRST AID KIT** is stationed on the wall **BESIDE THE STAIRWAY**

1943 PBV-5A RCAF # 11024

CF-UAW