

# Restored planes a labor of love for Markhamite

By DEANNA SIMPSON

A local businessman is aiming to provide Markham aviation buffs with next summer's entertainment.

Markham resident Allan Rubin, owner of the newly-formed International Vintage Aircraft (IVA), plans to bring restored World War II-era planes to the Markham Airport on Hwy 48.

The local airbase is also owned by Rubin.

IVA is a privately-funded company, which holds as its goal: "to give respect to the aviation of the past and to ensure that it is preserved, because without (the past aviators') accomplishments, we couldn't reach our goals."

The preservation of these aircraft is the heart and soul of the company. For now, restoration facilities are located at the Hamilton Civic Airport, in an authentic 1940's RCAF building, which itself has been made to look as it once did.

Inside the building, retired aeronautical engineers, mechanics and aircraft tradesman work on the aircraft, while alongside these craftsmen are young aviation enthusiasts who learn techni-

ques first-hand.

The company has acquired six aircraft "and numerous parts and pieces." Rubin insists that the planes will not be left to gather dust, but will be made airworthy and used in flying shows at the local base.

One project, a 1932 Miles Hawk, was owned by Sir Alfred Beit, a South African. This British built aircraft flew from Mildenhall, England to Melbourne, Australia in a record-setting time for 1939.

While it remained in Australia, the Second World War broke out and the plane was put into the Royal Australian Air Force.

Subsequently, the aircraft deteriorated, until Rubin recognized it as the oldest Miles Hawk in existence.

It has since been restored to its original condition, and will receive its certificate of airworthiness this winter.

Another aircraft, a Beech C45H, has already been completed in the United States Navy color scheme.

These historical aircraft all contain an amount of history in them.

After they are restored, Rubin says he will not sell

them but may trade them for other historical, unairworthy aircraft, in order to keep the cycle of restoration going.

Ongoing communications with such countries as the USSR, Germany, Portugal, Yugoslavia, China and South Africa are aimed at unearthing more historical claims.

After restoration, the aircraft will be identified with its original country, regardless of the nation's religious or political beliefs.

Sometimes the aircraft are unattainable, because of their rarity and the sentimental feelings of their owners.

Says Rubin: "One curator at an aeronautical museum likened (selling a particular aircraft) to 'selling my soul'."

Rubin is a member of Canadian Warplanes Heritage, the Confederate Air Force, the Historical Aviation Society, the Warbirds of America, and the Airport Managers Conference of Ontario.

His involvement in these organizations and IVA are "because aviation is dear to me. I'll give as much as I can to leave a significant number of aircraft as part of our history and country."



Restoring vintage airplanes is a passion for local aviation buff Allan Rubin. Here, he discusses with woodworker Ray Pacey the craftsmanship put into a 1932 Miles Hawk aircraft that is being restored under a program initiated by Rubin. When restored, the craft will perform at airshows. — Deanna Simpson

All costs of restoration are absorbed by IVA, because the owner claims that commitment to aviation history is personal.

"It's a science which should

not be bordered by countries," he says.

The Markham Airport is trying to attain museum status, and some restorations will eventually be moved to the local base, as well.

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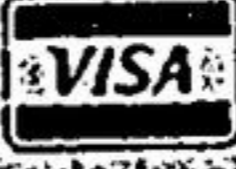
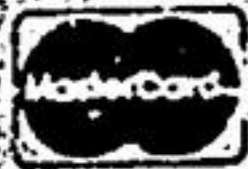
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