



Request for Proposals (RFP)

(Non-binding Consecutive Negotiations)

CF-100 Canuck Mk. III B (Serial #18126)

Aircraft Restoration Project – Full Static Display

Submission Deadline: July 5, 2019

4:30pm (MST Calgary)

1. About the Museum

Our Mission

To provide a rich understanding and appreciation of the evolution of flight by telling stories related to our collections that provide inspiration to current and future generations.

The Hangar Flight Museum provides a community place and historical resource in Calgary. The history of aviation is closely tied to Canada's development as a nation and to Calgary's development as a vibrant, international city. Our Museum tells this history, expands and inspires visitors' knowledge of the stories surrounding aviation's role in immigration, oil and gas exploration, war and civilian pleasure travel. Many roadways in Calgary are named after renowned aviators such as McKnight, McCall, Barlow and Palmer – who, after serving their country in wartime, went on to develop civilian passenger and transport aviation.

The Museum is a civic partner of the City of Calgary and a large part of our collection is owned by the City. We are honoured to be entrusted by the City and others who have donated artifacts to us with the stewardship of our collection for the benefit of Calgarians and visitors from around the world.

2. The Restoration Project

CF-100 Canuck Mk. IIIB Aircraft Restoration

The Hangar Flight Museum is requesting proposals to restore the City of Calgary owned CF-100 Canuck Mk. IIIB (Serial #18126) to the recognized and accepted museum quality static display restoration standard.

The CF-100 Canuck has been displayed outdoors since the 1960's and over time has deteriorated due to the elements and has corroded from the inside out. Field examination of the aircraft revealed numerous examples of localized, aggressive corrosion, perforations throughout the airframe and severe incidences on the upper wing services. The nose and landing gear are in poor condition due to severe corrosion. Tires and other rubber components are deteriorated due to ultraviolet damage and general exposure to elements.

3. Project Deliverables

Full Static Display – Non-Flying

The following describes our interpretation of static display restoration:

- The airframe, engines (non-flyable), and major components of the aircraft are restored and installed to represent a completed aircraft for the viewer while still maintaining the historical integrity of the aircraft. However, all systems may or may not be installed or operable.
- Aircraft artifact shall be restored and conserved so as to foster accurate public interpretation of the displayed item. This is achieved by accurately representing the aircraft by maximizing both historical integrity and structural integrity, both workmanship and conservation techniques shall, to the greatest extent feasible, incorporate procedures, methods and materials in use of for the aircraft at the representative date of the aircraft.

It is recognized that resource limitations may prevent the aircraft from being fully restored as original manufactured. However, where deviations from the ideal are necessary, such deviations must be reasonable, justifiable, fully documented and approved by The Hangar Flight Museum (HFM).

- a.) Before restoration commences, all available drawings, maintenance and parts manuals will be provided by the HFM.
- b.) The work shall be carried out off-site and will be inspected by a member of the HFM selection team, to ensure the site is adequate for the project.
- c.) The restoration process shall be documented with before, during, and after photographs. The documentation shall also have a written detailed account of all work done.
- d.) Historic research shall also be carried out by the HFM on the aircraft so there is a good understanding of its past to decide on the final colour scheme of markings which it will be finished in.
- e.) Where possible, every effort should be made to use original materials and fabrication methods in the restoration process.
- f.) All parts used in the restoration must be documented, these must be marked and stored in the restoration area, where they will remain until used on the project, or kept spares after the project is completed.
- g.) If parts are obtained from other aircraft, every effort should be made to identify said aircraft with the airframe time on that aircraft.
- h.) People used for the restoration project should have an aviation background with skills in the accepted aircraft repair and maintenance practices.

4. Mandatory Requirements

a. Insurance (Commercial General Liability)

FIVE MILLION DOLLARS (\$5,000,000.00)

b. Insurance (Professional Liability)

TWO MILLION DOLLARS (\$2,000,000.00)

c. Workers' Compensation Board

Verification from the Worker's Compensation Board that the Preferred Proponent has an account in good standing with the Workers' Compensation Board.

d. Valid Business License

Confirmation that the Proponent is in possession of a valid business license.

If the above mandatory requirements from the Proponent are not received by the HFM by the deadline of July 5, 2019, the Proponents submission will be disqualified.

In addition, bonding or other security requirements may be required by The Hangar Flight Museum (or per City of Calgary Civic Partner requirements) to secure performance of the Project Deliverables.

5. Agreement or Contract Term

The Hangar Flight Museum intends to enter into an Agreement for the provision of the Project Deliverables (Section 3). The Agreement will be confirmed between the HFM and Proponent by August 28, 2019, as per the submission schedule specified in Submission Details (Section 10).

The Agreement will be for a term agreed upon between The Hangar Flight Museum and the Proponent. Projected timeline to complete the project with costing must be defined as part of the Project Deliverables and

to ensure performance is met. Once the Agreement has been established all Proponents that submitted proposals for the project will be informed.

The term of the Agreement may be extended upon the deadline with both parties agreeing. This must be mutually agreed upon and documented in writing.

6. Presentations or Interviews (if applicable)

The Hangar Flight Museum may invite highest rated Proponent(s) to participate and present their proposal to the Selection Committee.

7. Project Cost and Timing

No budget amount for this RFP will be specified to ensure that prices are competitive. Proposals shall include the estimated project time commitment and final budget, including contract fees to be negotiated with the selected Proponent.

8. Improper Influence

No Proponent shall discuss or make any communications regarding the Request for Proposal with any member of the Board of Directors of The Hangar Flight Museum, and/or representatives of the Selection Committee prior to the award of the Proposal.

9. Inspection

The CF-100 Canuck is available for inspection and examination by the Proponent. The Proponent must schedule an inspection with The Hangar Flight Museum point of contact. Proponents cannot inspect the aircraft at any other time without Museum staff present. If there are questions by the Proponent as a result of the inspection, they will be shared with other proponents.

10. Submission Details

The Hangar Flight Museum is not under any obligation whatsoever to select a Proponent and may modify the terms of or cancel this Request for Proposal at any time for whatever reason(s) and without liability to the Proponents or anyone else.

Proponents are solely responsible and without recourse to The Hangar Flight Museum for their own expenses in preparing and submitting a proposal and for otherwise participating in the Request for Proposals process.

It is the responsibility of Proponents to ensure that they include all the components of the Request for Proposal package, including all appendices and subsequent addenda.

The Hangar Flight Museum will make reasonable efforts to deliver copies of all questions and answers related to the Request for Proposal to the individual Proponents via e-mail, but inadvertent failure to do so will not invalidate the Request for Proposal process unless so decided by The Hangar Flight Museum. Inquiries will be received up to 3 days prior to the closing date and time.

Amendments to proposal submissions may be made prior to the closing date and time. Amendments must be submitted in writing.

All Proponents are required to provide the following information with their submissions, and in the order that follows:

1. A corporate profile of their company outlining its history, philosophy and target market.
2. Team Composition – a complete listing of all key personnel who will be assigned to this project.
3. A description of the company’s understanding of the Project Deliverables including timelines, and how these will be achieved.
4. List at least three (3) aircraft restoration projects your company has completed that best reflect your work and relevancy to this project.
5. A detailed proposal of what will be delivered by the Proponent, including the expected outcomes and benefits to The Hangar Flight Museum.
6. Provision of a pricing methodology that includes the components outlined in Section 3 Project Deliverables with a time allotment for each identified task, and component pricing for each task, which shall form the basis for payments to the selected Proponent.
7. Mandatory Requirements as listed in Section 4.

Where two or more independent firms are cooperating in the submission of a proposal, the proposal shall be submitted in the name of one firm that shall be considered by The Hangar Flight Museum to be the prime contractor. Firms other than the prime contractor shall be identified in the proposal as subcontractors. The proposal must identify all subcontractors, their qualifications, and their respective roles in the project. Negotiation during proposal evaluation, award and execution of the contract, and all contract payments shall be between The Hangar Flight Museum and the prime contractor.

Submission Schedule

Request for Proposal issue date	May 27, 2019
Deadline for Questions from Proponents	June 6, 2019
Deadline to post responses to Questions	June 13, 2019
Deadline for Issuing Addenda	June 20, 2019
Closing Date and Time for Submissions	4:30pm (MST Calgary) on July 5, 2019
Presentations or Interviews (if required)	July 19, 2019
Target Effective Date for Agreement	August 31, 2019

Submission Instructions

Three (3) hard copies of Request for Proposal marked “CF-100 Canuck Restoration” addressed to:

Selection Committee
c/o Brian Desjardins, Executive Director
The Hangar Flight Museum
4629 McCall Way NE
Calgary, AB T2E 8A5

And one (1) digital version – preferred format PDF – by email to execdir@thehangarmuseum.ca.

Must be received on or before 4:30pm (MST Calgary) on Friday, July 5, 2019.

All submissions, other than proposals withdrawn prior to the opening of proposals or late proposals, become the property of The Hangar Flight Museum and will not be returned to sender. Late submissions will be returned unopened.

11. Evaluation Criteria

Proposals shall be evaluated to determine the best value offered to The Hangar Flight Museum against conformance to the deliverables.

- a.) A corporate profile of their company outlining its history, philosophy and target market.

10 points

- b.) A description of the companies understanding of the Project Deliverables, and how these will be achieved.

10 points

- c.) A detailed proposal of what will be delivered by the Proponent, including expected outcomes and benefits to The Hangar Flight Museum.

10 points

- d.) Team Composition – a complete listing of all key personnel who will be assigned to this project.

10 points

- e.) List at least three (3) aircraft restoration projects your company has completed that best reflect your work and relevancy to this project.

10 points

- f.) List three (3) references with contact information that The Hangar Flight Museum can contact to validate your work.

10 points

- g.) Provision of pricing methodology that includes the components outlined in the Project Deliverables with time allotment for each identified task, and component pricing for each task, which shall form the basis for payments to the selected Proponent.

10 points

TOTAL POINTS = 70

12. Presentations or Interview (if required)

The Hangar Flight Museum may invite the highest rated Proponent(s) to participate and present their proposal to the Selection Committee.

Final selection will be based on how the Proponent and its proposal can achieve the project goals and deliverables as outlined.

Proponents should be aware that The Hangar Flight Museum may elect to award one or more of the components to a Proponent, and that more than one Proponent may be engaged to carry out specialized elements of the project.

13. Acceptance and Rejection of Proposals

Proposals which contain qualifying conditions or otherwise fail to conform with the requirements of the RFP may be disqualified or rejected. The Hangar Flight Museum may, however, in its sole discretion, reject or retain for its consideration Proposals which are non-conforming because they do not contain the content or form required by the RFP.

14. Contact

The primary contact for the Request for Proposal is:

Brian Desjardins
Executive Director
The Hangar Flight Museum
execdir@thehangarmuseum.ca
403-250-3752 x106

**The Hangar Flight Museum
4629 McCall Way NE
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www.thehangarmuseum.ca**