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## Hello Visitor,

Welcome to the January edition of the CAHS National Newsletter.

## CAHS National News

### 2019 CAHS Convention Call for Presentations

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We are pleased to announce the call for presentations for the 2019 CAHS Convention in Ste Anne de Bellevue, Montreal, Quebec. The convention will take place 22 - 25 May. There will be a tour of the [Montreal Aviation Museum](#)

and other local aviation attractions, a banquet, and the opportunity to meet others who share your passion for aviation. Persons wishing to present at the convention should review the [Call for Presentations at this link](#), and fill out the form no later than 31 January 2019. Those selected will be advised by the end of February. We look forward to hearing from you.

### CAHS Journal Complete Set

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**Special Offer** – purchase a complete set of the CAHS Journals (from the first issue in 1963 to the 2017 issues) for a special price of \$325 (postage included). This would make a great gift for an aviation literature collector, for a young person with a budding interest in aviation history, or for a local school, public, or museum library.

**CLICK HERE** to download the order form.

## CAHS 2019 Calendar

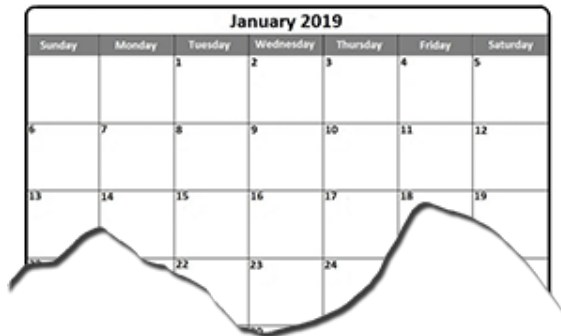
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Do you wish you had received one of the CAHS 2019 calendars for Christmas? Good News! There are still copies of the stunning, full colour, and bilingual 2019 calendar available to purchase for \$15 each plus shipping. This 13-month calendar features 13 full colour aviation artworks by talented artists within the CAHS membership.

To download the order form, **CLICK HERE**.

Please email the completed order form to [treasurer@cahs.ca](mailto:treasurer@cahs.ca), or return by mail to:

Canadian Aviation Historical Society,  
P.O. Box 2700, Station D,  
Ottawa, Ontario,  
Canada K1P 5W7



## Time to renew your membership!

This is the time of year to renew your CAHS membership, or buy a membership as a gift for a friend or family member. We welcome all renewing members and new individual members who comprise our CAHS family. Welcome also are new and renewing Museum Members who support our organization. Keep in mind our May 22-25, 2019 convention in in

Ste Anne de Bellevue, Montreal, Quebec, especially if you have never attended one before. It is always

informative, stimulating and a chance to meet with fellow members from across Canada. Mark your calendars now! We hope 2019 will see new members and museums join our ranks.

**MEMBERSHIP RENEWAL**

Our *CAHS Journal*, included with your membership, remains Canada's premier publication of Canadian aviation history. Our online newsletter provides a means of sharing information from your CAHS chapters and museums. Your contributions of news, articles and photographs are always welcome. Let's keep in touch!

## Donations

The CAHS is working hard with our Journal editor and our webmaster on some special initiatives to get the Journal production caught up and the newly developed website



launched. We would greatly appreciate your financial help with these undertakings. Donations are welcome and can be made online through **Paypal** or can be mailed in by downloading and mailing **this form**.

## CAHS Chapter News

### Chapter Meetings

| Chapter       | Date    | Location                                 |
|---------------|---------|--|
| Calgary       | 16 May  | Southern Alberta Institute of Technology |
| Manitoba      | 6 June  | 17 Wing Chapel                           |
| Montreal      | 16 May  | Pointe Claire Legion Hall                |
| New Brunswick | July    | Moncton Flight College                   |
| Ottawa        | 30 May  | Canada Aviation and Space Museum         |
| Regina        | 16 May  | Eagles Club                              |
| Toronto       | October | Canadian Forces College                  |
| Vancouver     | 27 May  | Richmond Cultural Centre                 |
| Medicine Hat  | 13 May  | Patterson Armoury, Medicine Hat          |

### In the News

#### Trip to National Air Force Museum of Canada among highlights of a rewarding 2018

Report and photos by Gord McNulty, CAHS Vice President

Blue skies prevailed as a group of Canadian Warplane Heritage Museum members and supporters enjoyed a visit to the National Air Force Museum of Canada ([www.airforcemuseum.ca](http://www.airforcemuseum.ca)) at 8 Wing CFB Trenton on 21 Sept.

Our tour began with an overview of the base, originally conceived in 1929 as part of a work relief plan, by Major Bill March, RCAF Historian, with the Directorate of History and Heritage, and a CAHS member. Bill's presentation was followed by NAFMC Executive Director Kevin Windsor, who succeeded Chris Colton after Chris retired in June after 16 years of dedicated service.



The fuselage of Avro Lancaster Mk. X KB882 at NAFMC.

The restoration of Lancaster Mk. X, ex-RCAF KB882, is among the museum's largest undertakings. A photo reconnaissance version of the Lancaster, KB882 was transferred to the NAFMC in the fall of 2017 from Edmundston, NB where it had stood at the entrance of the airport since 1964. The City of Edmundston selected the NAFMC for a full restoration after an agreement with the Alberta Aviation Museum fell through due to the initial costs of dismantling and shipping the aircraft.

KB882 flew 11 operations with 428 "Ghost" Squadron, wearing the Squadron code NA-R, before hostilities ended in 1945. In 1956, it was taken out of storage, modified for photo reconnaissance, and delivered to 408 "Goose"

Squadron at RCAF Station Rockcliffe, ON. The most notable modification to KB882 was a 40-inch extension ahead of the cockpit to house additional camera and radar equipment.

For the next eight years, KB882 flew a wide variety of photo mapping, intelligence gathering and photo reconnaissance assignments, including surveillance of numerous Soviet ice stations. It was also tasked to conduct photo and intelligence gathering during the Cuban missile crisis in October, 1962.

The aircraft will be restored in the attractive scheme that it wore in during its post-war service, to recognize RCAF crews who flew Cold War missions from 1946 to 1964. The NAFMC plans to complete the restoration by 2024, the 100th anniversary of the RCAF, and house the aircraft in a new building.



A view from the mezzanine at NAFMC of the rebuilt Halifax Mk. VII, NA337, the museum's pride and joy.



Rebuilt Halifax Mk. VII NA337, shown at its dedication at the National Air Force Museum, Trenton, Nov. 5, 2005.



A large and appreciative throng of supporters enjoyed the dedication of the Halifax at NAFMC.

It will be exciting to display the Lancaster as an ideal complement to the museum's famous Halifax Mk. VII, ex-

RAF NA337. The Halifax, officially unveiled in 2005 after a 10-year recovery and restoration project, is displayed in an extension that showcases an aircraft representing Canadian aircrew who served in Halifax operations.



Avro Anson Mk. II at National Air Force Museum of Canada.



The museum's Anson Mk. II, completed in 2017 after a seven-year restoration, is another fine display. The fuselage and assorted parts of this aircraft were acquired with the assistance of Byron Reynolds, of the Reynolds-Alberta Museum in Wetaskiwin, AB, in October 2005. The serial number of this aircraft isn't known, as it was only a steel frame with two Jacobs engines when it arrived at the museum from a farmer's field in Wetaskiwin.



The NAFMC chose s/n 7207 to display the aircraft in honour of its local history. It was taken on strength with the RCAF in January 1942 and placed with No. 3 Bombing and Gunnery School at Picton, ON. At 11:00 hours on 28 June, 1942, during a mutual instrument training flight, the Anson was observed to do a stall turn, then loop and strike Lake Ontario north of Waupoos Island, 16 km east of Picton.

Sergeant William Craig Rodger (RAF) and Sgt. Raymond Cecil Evans Brown (RAF Volunteer Reserve), were killed. The aircraft was recovered from the lake and officially struck off strength on 26 July 1943 by No. 6 Repair Depot at RCAF Station Trenton.



Canadair Sabre Mk. V at National Air Force Museum of Canada, restored as it appeared at CFB Chatham NB in 1960.

The museum's Canadair Sabre Mk. V, ex-RCAF 23257, stands proudly in the 16-acre RCAF Memorial Air Park, wearing the colours it displayed when it appeared on the ramp at RCAF Station Chatham, NB, in 1960. It had previously been painted in Golden Hawks colours. The Sabre is one of those classic aircraft that looks great in many different paint schemes.



Lockheed CP-140 Aurora 140102 being reassembled at NAFMC.



In September, the NAFMC made the news with another major acquisition as a Lockheed CP-140 Aurora, s/n 140102, arrived at Trenton. The fuselage and other components were shipped from 14 Wing Greenwood, NS, by truck in a five-day trip. Number 102 was retired from RCAF service in 2015, dismantled by IMP Aerospace and offered to the museum in 2017. It's being reassembled for future display in the Memorial Air Park. In fact, the wings arrived on Sept. 13, a few days before our visit. The restoration team has taken a break over the winter but they will be back in the spring to complete re-assembly of the Aurora. Most of the useable parts were removed by IMP to help maintain enough spare parts to keep the current Aurora fleet flying.



Beech Expeditor 3TM, s/n1560, in the restoration compound at NAFMC.



The restoration team has also completed a Beech Expeditor 3TM, s/n1560. It is currently in the back restoration compound awaiting paint. Once painted, it will join the collection in the Air Park. The NAFMC acquired the ex-RCAF aircraft in 2013 after it was discovered in Portage la Prairie, MB, where it had been on a pedestal in front of a recreation centre. It likewise had been dismantled, loaded on a flatbed truck and driven back to Trenton.

A remarkable year for the museum culminated on November 20 when a CH-124 Sea King, s/n CH12405, landed at Trenton to join the collection. The first four Sea Kings in service in Canada were built by Sikorsky at its factory in Connecticut, but no. 124 was the first of 37 to be built in Montreal.

Six RCAF aircrew flew the Sea King on a six-day flight from 443 Maritime Helicopter Squadron in Patricia Bay, BC, to Trenton. They stopped in places such as Penticton, BC, Medicine Hat, AB, Winnipeg, and Green Bay, Wisconsin. The addition of a Sea King, officially retired in December after 55 years of exceptional service with the RCN and RCAF, is yet another reason to celebrate the success of the NAFMC.

Not to be forgotten, certainly, is the ongoing restoration of the Hudson Mk. VI, ex-RCAF FK466, acquired by the NAFMC in 2010. Chris Colton gave a comprehensive presentation on the Hudson to the Toronto Chapter in April and there isn't any doubt about the significance of this project as the museum looks forward to an exciting future.

Our thanks to the museum staff for an excellent outing and to Clare Short of the CWHM Volunteer Committee, who organized the bus trip.



Canadair Sabre Mk. V 23257 at National Air Force Museum of Canada, Oct. 20, 2013.



National Air Force Museum of Canada Sabre Mk. V 23257, Trenton, Oct. 20, 2013.

## **Five New Members for Canada's Aviation Hall of Fame**

By John Chalmers  
CAHS Membership Secretary

At the annual gala induction dinner and ceremonies for Canada's Aviation Hall of Fame in 2019, five individuals will be recognized for their contribution to Canadian aviation and be inducted as Members of the Hall of Fame. The annual event will be held on May 16 at Montréal's Pierre Elliott Trudeau International Airport (YUL).

The venue for the annual celebration of achievement in Canadian aviation, on May 16, is Bombardier's Centre de finition Laurent Beaudoin (Laurent Beaudoin Completion Centre), 200 Côte-Vertu Ouest, Dorval, Québec.

Honoured this year are two fighter pilots of the Second World War who post-war continued in aviation development for the rest of their lives. Also honoured are three individuals whose accomplishments in civil aviation have made advancements in the industry from the design and development of aircraft to building airlines.

The 2019 inductions will be the 46th annual celebration of aviation accomplishment and will bring to 237 the number

of Canadians who have been installed as Members of the Hall. Canada's Aviation Hall of Fame is located at the Reynolds-Alberta Museum in Wetaskiwin, Alberta, seen below.



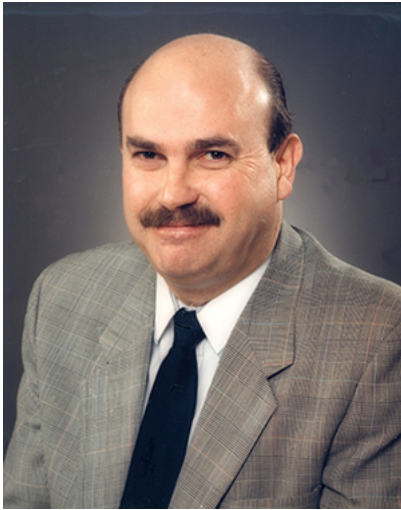
**These are the inductees to Canada's Aviation Hall of Fame in 2019.**



**David Charles Fairbanks, DFC**

Born in Ithaca, New York, in 1922 and raised in the United States, David Fairbanks enlisted in the Royal Canadian Air Force in early 1941, earned his pilot's wings and instructed in Canada before being posted to the U.K. He quickly established himself as an outstanding leader, and flying the Hawker Tempest fighter, he achieved 15 victories. He commanded 274

Squadron Royal Air Force before being shot down just before VE-Day, and three times was awarded the Distinguished Flying Cross. Post-war he finished his degree in the U.S., then returned to Canada, working for Dominion Bridge and Sperry as well as rejoining the air force in the RCAF Auxiliary. In 1955 he joined de Havilland Canada as a test pilot. It was in this role that David contributed to the development and market success of that firm's STOL (Short Take Off and Landing) technology products up to the DHC-7 turboprop airliner, commonly known as the Dash 7. For his work in this field, he was posthumously awarded Canada's oldest aviation award, the Trans-Canada (McKee) Trophy in 1976. David Fairbanks died suddenly at the age of 52 in 1975, having left an indelible mark on the evolution of Canada's aviation industry.



### **John Peter Holding, P.Eng.**

John Holding was born in 1943 and educated in the U.K., where he acquired a highly comprehensive and practical education in aeronautical engineering at the English Electric component of British Aerospace. That was followed by a master's degree in aeronautical engineering from Manchester University in 1967. After 17 years in British aerospace industry, John was recruited to join Canadair in the development of the Challenger twin-engine jet aircraft. For the next 25 years he was a force for innovation and production engineering covering every project undertaken by Canadair/Bombardier and its wholly owned subsidiaries. The scope of John's involvement in Canadian aerospace, both for his company and the industry as a whole, would be hard to overstate. His career culminated in his role as Bombardier's Executive Vice-President for Integrated Product Development and Planning for New Commercial Aircraft Programs. Post retirement, John Holding has served as a board member and chairman for Canada's Aviation Hall of Fame. He continues to work to further aerospace engineering innovation in Canada and abroad. The recipient of several distinguished awards, John's international recognition was complemented with an Honorary Doctorate, which he received from the University of Montreal in 2001 for outstanding achievements in aerospace.



### **Barry Paul Lapointe, O.B.C.**

Born in Vancouver BC in 1944, Barry Lapointe graduated with honours from the British Columbia Institute of Technology in the Aircraft Maintenance Engineering in 1966. After two years in the aviation industry, Barry founded Kelowna Flightcraft, now known as KF Aerospace. He has been responsible for the development over 48 years of an aerospace engineering and flight services organization based in

Kelowna, British Columbia. He has built Kelowna Flightcraft into one of the largest Maintenance, Repair and Overhaul operations in the world, with adjuncts dedicated to military training, charter operations and commercial delivery. In 1974, he launched KF Air Charter and from 1976 to 2015 KF operated nearly 20 aircraft carrying cargo daily across Canada for Purolator and Canada Post. Today, nearly 80% of the pilots who obtain their air force wings each pass through the doors of the KF training facility at Portage La Prairie, Manitoba. Barry earned his pilot's licence at age 16 and by 21 held a commercial pilot's licence. Chairman and CEO of KF Aerospace, Barry Lapointe has 17,000 fixed wing flight hours, and in 2016 he added a helicopter licence to his qualifications. Among his many awards, in 2015 he received the Order of British Columbia.



**James McGregor "Greg" McDougall**

Greg McDougall, the CEO of Harbour Air, based in Richmond, British Columbia, was born in 1955 in Santa Barbara, California. Greg began flying in 1975 and co-founded Harbour Air in 1982. His name has become synonymous with excellence in water-borne operations both in Canada and internationally largely through his company. It is now the largest floatplane organization in the

world, operating scheduled service from Vancouver, Nanaimo, Victoria, Sechelt, Comox, Whistler and the Gulf Islands in BC. Greg began the firm as a modest charter operation after being laid off from his job as a commercial pilot. He has taken Harbour Air from its original limited scope to a scheduled carrier serving the coastal area of British Columbia and Washington. Flying as a pilot himself during steady expansion of the company, he now has over 8,000 hours in his log book as a pilot and his company operates from 10 bases. Both Greg McDougall and Harbour Air have received many awards for management, service, environmental responsibility and contributions to air safety. Harbour Air is a stalwart supporter of the British Columbia Aviation Council, and Greg himself was named as Tourism



Employer of the Year in 2014 by the Tourism Industry Association of Canada.



**William Philip "Bill" Paris, C.M.**

Born in Ottawa, Bill Paris (1919-2010) devoted his entire life to Canadian aviation. As a fighter pilot in the Royal Canadian Air Force, he served with distinction with 152 Squadron Royal Air Force in North Africa as a Spitfire pilot in combat, and later as a test pilot. Following the Second World War, Bill was a flying instructor in Canada and subsequently made his mark with

the Royal Canadian Flying Clubs Association, of which he was Secretary-General Manager for over 20 years and President for the last five years of its existence. Bill was heavily involved with Transport Canada in the evolution of the regulatory regime governing general aviation in Canada and the reinstatement of the Webster Trophy competition for achievement in Canadian aviation. He was a founding director of the National Air Museum Society and later served as president, making the case for a proper home for the then National (now Canada) Aviation and Space Museum. One of his best-known accomplishments was the management of the technical aspects of the Great London to Victoria Air Race in 1970. He was recognized for his efforts both internationally and in Canada, including investment as a Member of the Order of Canada in 1989.

For further information and tickets, contact Canada's Aviation Hall of Fame at:

Telephone: 780-312-2084

E-mail: [cahf2@telus.net](mailto:cahf2@telus.net)

Web site: [www.cahf.ca](http://www.cahf.ca)

The induction gala is also a fund raiser for the Hall and a portion of the ticket cost (usually half) is issued as a charitable donation receipt.

## **Historian Needed for Canada's Aviation Hall of Fame**

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CAHS National Membership Secretary, John Chalmers, has served as Historian for Canada's Aviation Hall of Fame for the 10 years, but is retiring from the post this summer. The search is now on for a replacement.

"I have always described the work as ranging from very interesting to outright fascinating!" says John. "It has exposed me to a broad sector of aviation history and accomplishment in Canada, but the greatest personal reward has been getting to meet and know the individuals who have contributed so much to our aviation heritage. Our annual gala dinner and induction ceremonies are truly memorable as Canada's premiere celebrations of achievement in aviation."



*Astronaut Dave Williams was the featured speaker at the 2018 induction ceremonies for Canada's Aviation Hall of Fame. Seated left to right as newly-inducted Members of the Hall are Iain Bogie, representing his late father, John Bogie; Gen (Ret'd) Paul Manson, Dr. John Maris and Dr. Greg Powell. (Rick Radell photo)*

Canada's Aviation Hall of Fame offices and its displays of some 250 individuals and organizations that have been honoured by the Hall are located at the Reynolds-Alberta Museum in Wetaskiwin AB. The position of Historian is a part-time job done independently at home, with monthly

meetings in Wetaskiwin. With e-mail and internet access, the function of the position can be carried out at a distance, working with other committee members and production personnel.

Proven skills in research and oral and written communications are vital to the job. A stipend is offered as payment, with some volunteer work expected.

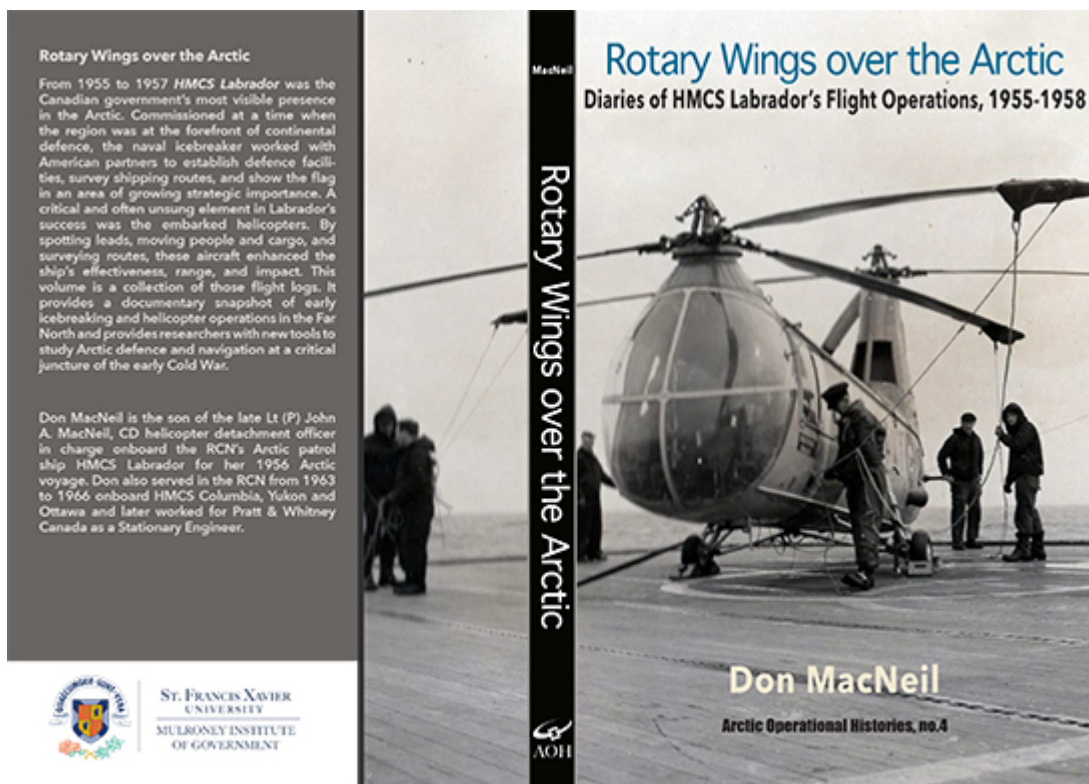
Further information for anyone interested in applying for the position can be obtained by requesting it from chairman of the Operations Committee of the Hall of Fame, Dave Wright, at [davidewright@shaw.ca](mailto:davidewright@shaw.ca). See [www.cahf.ca](http://www.cahf.ca).



*Displays of those honoured by Canada's Aviation Hall of Fame are integrated with the aircraft at the aviation hangar of the Reynolds-Alberta Museum. (Chalmers photo)*

## **Rotary Wings Over the Arctic**

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A version of *Rotary Wings Over the Arctic* is now available as a free e-book download from [this link](#).

Author's note: The university had left out the navigational charts for the 1956 operations which are now in the Appendix and help you follow the ships location day by day. I also suggest that readers read the operational history of the ship, also available on the web site, and that before reading *Rotary Wings* they print the navigation charts and the end notes.

From 1955 to 1957, HMCS Labrador was the Canadian government's most visible presence in the Arctic. Commissioned at a time when the region was at the forefront of continental defence, the naval icebreaker worked with American partners to establish defence facilities, survey shipping routes, and show the flag in an area of growing strategic importance. A critical and often unsung element in Labrador's success was the embarked helicopters. By spotting leads, moving people and cargo, and surveying routes, these aircraft enhanced the ship's effectiveness, range, and impact. This volume is a collection of those flight logs. It provides a documentary snapshot of early icebreaking and helicopter operations in the Far North and provides researchers with new tools to study Arctic defence and navigation at a critical juncture of the early Cold War.

*Don MacNeil is the son of the late Lt (P) John A. MacNeil, CD helicopter detachment officer in charge onboard the RCN's Arctic patrol ship HMCS Labrador for her 1956 Arctic voyage. Don also served in the RCN from 1963 to 1966 onboard HMCS Columbia, Yukon and Ottawa and later worked for Pratt & Whitney Canada as a Stationary Engineer.*

## Canadian Aviation Moments

The **Canadian Aviation Moments** were submitted by **Dennis Casper** from the **Roland Groome (Regina) Chapter** of the CAHS. **Spoiler alert** - if you read any further than each question, you will find the answer to the questions directly below. Good luck and have fun!

### The Canadian Aviation Moments questions and answers for January are:

**Question:** Why did the 1936-1944 RAF/RCAF (Royal Air Force/Royal Canadian Air Force) flying training sequence of instruction state that aerobatics were prohibited when Tiger Moths were set up for night flying?

**Answer:** "The reason for this was the battery providing power to the lights was situated on the floor of the front cockpit, immediately in front of the control column. This meant that any undue maneuvers would slop battery acid around, making the instructor quite uncomfortable."

**Source:** *CAHS Journal* – Spring 2010 – Letters – Page 5

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**Question:** What personnel in the RCAF were under-appreciated by the general population during World War II?

**Answer:** "It is generally conceded that during World War II, it took ten persons on the ground to keep one person in the air. The general population has under-appreciated those who worked tirelessly to keep the air-craft flying in all capacities as the 'glory' was directed to the aircraft flying crews. The ground staff deserves more recognition by historians. Their training was just as rigorous as was the

aircrew's. Ground staff consisted of everything from engine mechanics (fitters) to airframe riggers, instrument fitters, administration, armourers, vehicle mechanics, drivers, cook, service police and other various trades and occupations."

**Source:** *CAHS Journal* – Spring 2010 – Page 16

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**Question:** During its five-year life, the British Commonwealth Air Training Plan involved how many schools and units and how many sites (not including relief fields)? What percentage of the pilots, navigators, bomb aimers, air gunners, and wireless operators of the Commonwealth Air Forces were trained under the British Commonwealth Air Training Plan?

**Answer:** "During its five year life, The Plan involved 360 units and schools at approximately 230 sites not including relief airfields. Canada had virtually unlimited space, good flying conditions and was a safe distance from the conflict in Europe. It was one of the largest aviation-training programs in history and was responsible for training nearly half the pilots, navigators, bomb aimers, air gunners, and wireless operations of the Commonwealth Air Forces."

**Source:** *CAHS JOURNAL* – Spring 2010 – Page 16

## Research Request

My name is Roger Gunn and I am researching a book on three WW1 pilots, one of whom is Donald MacLaren. Do you or any of your members know his relatives and how I might contact them? Perhaps one of your newsletter readers might. They can contact me at [roger.gunn@shaw.ca](mailto:roger.gunn@shaw.ca).

Thank you

Roger

## Skyward

## Stonewall ("Stoney") JACKSON



(November 15, 1932 - December 26, 2018)

The CAHS regrets to advise you of the passing of CAHS member Stoney Jackson, former Victoria Chapter President.

Stonewall "Stoney" Gerald Dewar Jackson - passed away peacefully at his home in Brentwood Bay, British Columbia on December 26, 2018 at age 86. He was born in St. Thomas, Ontario on November 15, 1932, son of the late Richard Alexander Dewar Jackson and Eva Mae Jackson (née Rogerson). Stoney joined the Royal Canadian Air Force at age 18 and served with distinction for more than two decades in both Europe and Canada, prior to retiring in Victoria. He was a lifelong, enthusiastic supporter of Scouts Canada, and a regular, long-time volunteer at the BC Aviation Museum. Stoney is predeceased by his wife June Jackson and his brothers Roger, Bruce, and Winston.

Cremation has taken place and interment will be held on Friday, January 11th, 2019 at 11:00 am at the Hatley Memorial Gardens (2050 Sooke Road, Victoria). The family wishes to thank Lisa Dighton and Willy Burrows for the special care and support they provided to Stoney over the past several months, and asks that - in lieu of flowers - donations be made to: Scouts Canada (re: Camp Barnard), 505 Marigold Road, Victoria, BC V8Z 4R5.

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## **Kenneth Churm**

The CAHS is saddened to learn of the passing of long time Toronto Chapter Member Kenneth Churm (CAHS #4228). Ken served on Lancasters in the postwar RAF. In Canada he was a valued band member of RCAF Reserve Squadron 411 based at Downsview. Ken was also instrumental in obtaining the use of the Simonds Auditorium at the College for Toronto Chapter meetings. At the time of publishing, no word of a memorial service has been received.

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## Vintage Wings of Canada

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Canadian Warplane Heritage Museum  
Commonwealth Air Training Plan Museum  
Comox Air Force Museum  
Great War Flying Museum  
The Hangar Flight Museum  
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Royal Aviation Museum of Western Canada  
Secrets of Radar Museum  
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