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Hello Visitor,

Welcome to the June edition of the CAHS National Newsletter.



CAHS National News

2018 CAHS National Convention and AGM in Calgary highly successful

By Gord McNulty, CAHS Vice President



Calgary came through with flying colours as host of the 55th Annual CAHS National Convention and AGM May 30-June 3. About 80 CAHS members and supporters thoroughly enjoyed an outstanding program featuring superb presentations, rewarding tours and traditional events such as the awards banquet, book sales, raffles and much more. Glowing reviews are exemplified by National Treasurer Rachel Lea Heide, who rightly described the conference as “a home run,” and Bill Zuk, of the Winnipeg Manitoba Chapter, who ranked the Calgary convention with the “best of the bunch.”

All of the attendees appreciated Calgary’s traditional hospitality and the Sheraton Cavalier Hotel, an ideal choice that offered excellent value in service, facilities and staff. Full credit is due to hard-working Convention Chair Bert Furlong and his Convention Committee. Choosing the theme

of "Aviation Then and Now," they achieved a remarkable success with the full support of the National Executive.

After a National CAHS Board meeting on May 30, the Convention opened with a fascinating 'Ice Breaker' session, featuring Paul Gies, president of the [Avro Museum](#). Paul outlined the museum's long-standing and ambitious project to build a flying 60% scale replica of the Avro Arrow, known as the Arrow II. The aircraft is currently under construction at the Springbank Airport. It is hoped that it will be flying five years from now.

In-depth presentations moved to full gear on May 31. What a lineup of speakers! Will Chabun of the Regina Chapter covered the history of RCAF Station Saskatoon. The story of F/L Herb Briggs, DFC, based on his dramatic and moving war diaries, was told by lifelong aviator Fred Petrie. Vancouver Chapter President Jerry Vernon explored "The Mystery of TCA Flight 3," the loss of Lodestar CF-TDF with 15 fatalities north of Vancouver in 1947.

The history of the Saskatchewan Government Air Services smoke jumpers was covered by James Winkel of Saskatoon. Robert Galway of Toronto then presented on the "Places, Planes & Pilots of the Red Lake Gold Rush." Aeroballistic testing of the Avro Arrow was reviewed with expertise by David Waechter. (www.innerscale.com) Next, in "That Lucky Old Son," Mark Cote discussed a book of that title about the courageous Bomber Command service of his father, F/O Leonard E.J. Cote. The day concluded with another successful AGM, including announcement of a new chapter in Medicine Hat, led by Roger Beebe. Everyone savoured renewed opportunities to connect with old and new friends throughout the convention.

On June 1, we enjoyed a tour of the Viking Air hangar at Calgary International Airport where final assembly of the Twin Otter Series 400 is completed. Plant manager Cody Reinbold and staff gave a much-appreciated overview of Viking's impressive accomplishments in delivering Twin Otters to customers around the world. Cody outlined Viking's proven record of meeting the challenges presented by operators seeking different versions of the Twin Otter ranging from a Chevy to a Cadillac. We were also updated

on Viking's recently announced plans to rebuild 11 Canadair CL-215 waterbombers to CL-215T standard. We viewed two CL-215s that served with the Northwest Territories awaiting conversion at Viking.

The nearby [Hangar Flight Museum](#) was our next tour. The museum offers a rich exhibit of military and civil aircraft, including a Lancaster Mk X, FM136; a Barkley-Grow T8P-1; a DC-3; a North American F-86 Sabre; a Vampire Mk III; an Anson Mk II, a Sopwith Triplane and more. An Avro Canada CF-100 Mk 3 and a McDonnell CF-101B Voodoo are displayed outdoors.

Presentations resumed that afternoon with Bill Zuk's colourful "Finding Amelia Earhart in Canada," and "Canadian Fighter Pilots in the Korean War," outlined by 400 Squadron historian Carl Mills. The story of the Norwegian Flying Training Schools in Canada was covered by Bill Cameron, "now 89 years old and holding." National Secretary Jim Bell wrapped up with a complete overview of 403 "City of Calgary" Squadron.

On June 2, we were thrilled to visit the Bomber Command Museum of Canada in Nanton. Highlights included two run-ups of all four engines of Lancaster Mk X FM159, the museum's showcase. One ground run was done specifically for the CAHS. Museum Co-ordinator Karl Kjarsgaard discussed plans to recover, rebuild and display RCAF Halifax HR871 that crashed off the coast of Sweden in 1943. Karl then fired up one of the museum's eight Bristol Hercules engines for the CAHS. He almost disappeared at one point in clouds of smoke. He did a second run-up later.

Richard de Boer, Calgary Chapter President, outlined ongoing restoration of the City of Calgary's de Havilland Mosquito that was flown by Spartan Air Services. Andy Warrell discussed the project in detail. Nanton's CF-100 Mk 3 made an especially distinctive outdoor display. A CT-133 Silver Star is displayed outdoors as well. We then returned to Calgary for the traditional banquet.

CAHS President Gary Williams presented two longtime CAHS stalwarts, Hugh Halliday and Jerry Vernon, with the Bill Wheeler Volunteer Service Award for their many significant contributions. The dual presentation was very well-received

and we thank Jerry and Hugh for their dedication. The dinner presentation, the story of Calgary's Fred McCall, a member of Canada's Aviation Hall of Fame, was given by keynote speaker Shirlee Smith Matheson, author of *Maverick in the Sky: The Aerial Adventures of WWI Flying Ace Freddie McCall*, and several other aviation books.

The convention concluded with two presentations on June 3. Richard Goette discussed Air Defence Co-Operation during the Cold War. Allan Snowie told of his "A Nation Soars" adventures leading a 38-member contingent with 7/8th-scale Nieuport 11 replicas in a five-month flying circus that brought the Vimy story home to Canada. Allan was the team leader of the biplanes that flew over Vimy Ridge on April 9, 2017. (vimyflight.ca). Allan's inspiring presentation ended a memorable convention on a suitably high note.

We are already fastening our seat belts for the 2019 Convention to be held in Montreal, organized by the National CAHS with support from the Montreal Chapter.



All sessions of a wide range of topics were well attended at the 2018 CAHS convention in Calgary. (Chalmers photo)



CAHS national secretary Jim Bell, speaking to the convention at the AGM. (Chalmers photo)



A visit to the Viking hangar where final assembly takes place for Twin Otters provided the opportunity to see aircraft under construction and the finished product. (Chalmers photo)



Conventioneers at the Viking assembly hangar with a newly-completed Twin Otter. (Chalmers photo)



A Silver Dart replica flies overhead at the Hangar Flight Museum in Calgary. (Chalmers photo)



A convention tour included a visit to the Hangar Flight Museum with an opportunity to speak to volunteer guides about the collection. (Chalmers photo)



A Waco biplane is among the fine aircraft on display in the Hangar Flight Museum. (Chalmers photo)



A Dakota DC-3 with skis and wheels is one of the aircraft housed in the tent hangar at the Hangar Flight Museum. (Chalmers photo)



The tent hangar accommodates the Museum's Lancaster bomber, one of two in Alberta. The other is at the Bomber Command Museum at Nanton. (Chalmers photo)



At every engine run-up of the Lancaster at the Bomber Command Museum of Canada, volunteer fire fighters from Nanton are on duty. (Chalmers photo)



Karl Kjarsgaard, a director of the Bomber Command Museum, addresses the conventioners before the Hercules engine of a Halifax bomber is started up on its mobile engine stand. (Chalmers photo)



With an RCAF T-33 Silver Star in the background, CAHS conventioners and museum visitors gather around for the noisy run of the mighty Hercules engine. (Chalmers photo)



The workshop of the Bomber Command Museum of Canada provided an appropriate setting for presentations about aircraft preservation and restoration. (Chalmers photo)



A re-enactor in authentic kit added authenticity to the Lancaster at Nanton, now with Dambuster call letters for the summer in honour of the 75th anniversary of the famous Dambuster raid of the Second World War. (Chalmers photo)



Conventioneers and other visitors to the museum lined up to tour the historic Lancaster bomber. (Chalmers photo)



Paul Gies, President of the Avro Museum, spoke about a planned 60 per cent scale flyable replica of the Avro Arrow, called the Arrow II. Following the convention on the closing day, Paul hosted a tour of the museum's shop, as seen here, at the Springbank Airport, where the project is under construction.



Cody Reinbold at the Viking Air facility in Calgary points out details of the company's newest Twin Otter. (J. Bell photo)



Complete and painted is a Twin Otter at the Viking Air facility. (J. Bell photo)



Karl Kjarsgaard fires up a 1,650 hp Bristol Hercules engine at the Bomber Command Museum for convention attendees. (G. McNulty photo)



Holy smoke! Karl Kjarsgaard practically disappears in a burst of smoke as the noisy Bristol Hercules engine roars to life at the Bomber Command Museum. (G. McNulty photo)



CF-100 Mk 3 #18152 makes an impressive display at the Bomber Command Museum of Canada. (G. McNulty photo)



Bolingbroke 9987 painted as a Blenheim Mk IV of No. 18 Sqdn. in memory of Barry Davidson, a Calgary pilot shot down on July 6, 1940. (G. McNulty photo)



Bolingbroke 9987 of the Whereatt collection restored as a Blenheim IV in memory of Barry Davidson, a Calgary pilot downed in a No. 18 Sqdn. Blenheim July 6, 1940. (G. McNulty photo)



Convention attendees inspected a Canadair CL-215 slated for conversion to CL-215T standard at Viking Air. (G. McNulty photo)



Canadair CL-215 C-GBYU, in Northwest Territories colours at Viking Air awaiting upgrade. (G. McNulty photo)



Hangar Flight Museum Barkley-Grow #8, CF-BQM, has a long and colourful history. Roy Staniland, a Museum founding member, donated it for restoration and preservation. (G . McNulty photo)



CF-100 Mk 3 # 18126, at the Hangar Flight Museum, flew with 440 Squadron at Bagotville. Converted to a Mk 3 dual control trainer in 1955, it was assigned to No. 3 OTU at North Bay. (G. McNulty photo)



On loan from DND, Hangar Flight Museum CF-101B Voodoo served with 416 (Lynx) Squadron in Chatham NB. (G. McNulty photo)



James Winkel, speaking on his presentation about Saskatchewan smoke jumpers. (Chalmers photo)



David Waechter gave a presentation about aeroballistic testing of the legendary Avro Arrow. (Chalmers photo)



Convention chairman Bert Furlong makes a point from the podium while keeping the proceeding on time. (Chalmers photo)



Bill Zuk gave a presentation about Amelia Earhart, which enlightened his audience about her many accomplishments, connections to Canada, and place in aviation history.
(Chalmers photo)



Vancouver CAHS chapter president Jerry Vernon speaks to the convention. (Chalmers photo)



Andy Woerle was one of the presenters in sessions held at the Bomber Command Museum of Canada, speaking about the Mosquito being restored at the Museum. (Chalmers photo)



Bill Cameron spoke about the Little Norway training facility in Ontario during the Second World War. He has donated his huge collection of warbird models that he built to The Military Museums in Calgary. (Chalmers photo)



Carl Mills spoke of "Canadian Fighter Pilots in the Korean War" as his session in the program. (Chalmers photo)



Fred Petrie based his session on the wartime diaries of F/L Herb Biggs DFC. (Chalmers photo)



National president Gary Williams serves also as president of the CAHS Regina chapter. (Chalmers photo)



Jerry Vernon spoke about the 1947 crash of TCA Flight 3, a Lodestar aircraft lost with 15 on board, and not found for half a century. (Chalmers photo)



Jim Bell presented a session on the history of RCAF 403 City of Calgary Squadron. (Chalmers photo)



Mark Cote speaks to the convention about the wartime service of his father, recounted in Mark's book, *That Lucky Old Son*. (Chalmers photo)



National treasurer, Rachel Lea Heide, presents her treasurer's report at the AGM. (Chalmers photo)



Richard de Boer, CAHS Calgary chapter president and president of the Calgary Mosquito Society, speaking at the Bomber Command Museum of Canada, about how the Society was formed to save and restore a Mosquito and a Hurricane. (Chalmers photo)



Richard Goette presented his session on air defence cooperation between Canada and the United States during the Cold War. (Chalmers photo)



Robert Galway delivered a session about the "Places, Planes and Pilots of the Red Lake Gold Rush." (Chalmers photo)



Shirlee Smith of Calgary was the banquet speaker. Author of several books of aviation history, she spoke about famed Calgarian pilot, Capt. Freddie McCall. (Chalmers photo)



President Gary Williams, left, with Will Chabun, who spoke about RCAF Station Saskatoon, and is seen receiving the award for the C. Don Long Best Article Award in the CAHS Journal. (J. Bell photo)



Hugh Halliday, left, president Gary Williams, and Jerry Vernon. Hugh and Jerry were recipients of the Bill Wheeler Volunteer Service Award for their long-standing support and contribution to the CAHS. (J. Bell photo)



After being "white hatted" by the 2018 convention committee at the dinner banquet, and re-elected by acclamation, the CAHS executive members are shown left to right: Jim Bell, secretary; Rachel Lea Heide, treasurer; John Chalmers, membership secretary; Gord McNulty, vice-

president, and Gary Williams, president. (Angie McNulty photo)



Allan Snowie, giving the last formal presentation of the convention, provided a stirring account of the Vimy Flight project, for which he was team leader, to do a flypast over Vimy Ridge in France on the 100th anniversary of the great battle of the First World War. (Chalmers photo)



An overview look at a convention session at the Sheraton Cavalier Hotel. (J. Bell photo)

CAHS Chapter News

Chapter Meetings

Chapter	Date	Location
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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

New Members in the Hall of Fame

By John Chalmers,
CAHS Membership Secretary



Seated for a group photo are Members of the Hall of Fame at the 2018 inductions are: front row, left to right: Kathy Fox (inducted in 2016); Max Ward (1974); Russell Bannock (1983); George Miller (2015); Robert "Bud" White (1974); and featured guest speaker, Dave Williams (2012). Back row, left to right: John Maris (2018); Paul Manson (2018); Robert Deluce (2017); Iain Bogie, representing his father, John Bogie (2018); Rosella Bjornson (1997); Greg Powell (2018); Jim McBride (2015); Barry Marsden (2009); and Danny Sitnam (2017). (Gary Watson photo. SKIES magazine)

Four new Members were inducted into Canada's Aviation Hall of Fame at the annual dinner and ceremonies, held this year at the Sunwest Aviation hangar at the Calgary International Airport on June 7. Their induction brings to 232 the total number of individuals who have been so honoured for their contributions to Canadian Aviation.

Bush pilot, airline builder and entrepreneur, the late John Bogie, was represented by his son, Iain. When in failing health earlier this year, John was installed as a Member of the Hall at a special ceremony held for family and friends in Ottawa on February 10. John died on April 5, 2018.

Pilot and military leader, General Paul Manson, began his career with the RCAF and retired as Chief of the Defence Staff. In active retirement, he was instrumental in raising funds for building the new Canadian War Museum in Ottawa.

Test pilot Dr. John Maris began his career as a pilot with the RCAF. He left the air force holding the rank of major, to devote full time his company, Marinvent Corporation, which he serves as president and CEO.

Dr. Greg Powell, internationally recognized for his work as an emergency medicine physician, was a co-founder of STARS – the Shock Trauma Air Rescue Service. Originally based in Calgary, STARS now operates 11 helicopters from six bases in the three prairie provinces.



Lively pre-dinner music by a dozen members of the Calgary Fiddlers helped set the tone for a fine evening of tribute to Canadian aviation. (John Chalmers photo)

Close to 500 people were present for the gala event, which included some uniquely Calgarian flavour. The four honorees were each presented with a cowboy hat in a White Hat Ceremony that included the Calgary Stampede Queen and three Stampede Princesses. Pre-dinner music was provided by the Calgary Fiddlers. The program for the evening began with a rousing start provided by the pipes and drums of the 16-member Calgary Police Service Pipe Band.



Western colour was part of the induction gala when the 2018 honorees received a fine Smithbilt cowboy hat in a traditional Calgary

White Hat Ceremony, and raised their hands to pledge that they would spread the Calgary brand of hospitality and friendship before receiving their hats from the 2018 Calgary Stampede Queen and Stampede Princesses! Calgary Stampede vice-president, Steve McDonough at right, administered the oath. (Chalmers photo)

Astronaut Dr. Dave Williams served as guest presenter and featured speaker. Special recognition was given to Max Ward, founder of Wardair Canada, and to Bud White, who set a Canadian high altitude record with a CF-104 Starfighter. They are the two living original members of the Hall, inducted in 1974.



A colorful and stirring start to the formal dinner and induction program was provided by the pipes and bands of the Calgary Police Service Pipe Band, led by Pipe Major Stephanie McSween. (Troy Nixon photo)

As Wetaskiwin, Alberta, is home to Canada's Aviation Hall of Fame, for several years it has been the practice of the city council of Wetaskiwin to proclaim inductees to the Hall as Honorary Citizens. In an informal presentation during the induction celebrations, new Members of the Hall are presented with a commemorative plaque and a certificate of proclamation.



Paul Manson, left, receives his commemorative plaque and certificate as an Honorary Citizen of the City of Wetaskiwin from deputy mayor and councillor, Alan Hilgartner. (Chalmers photo)



When inducted to Canada's Aviation Hall of Fame, members receive a certificate, medal, lapel pin and miniature medal. Shown left to right at the 2018 induction ceremonies are: Iain Bogie, representing his father, John; Paul Manson, John Maris and Greg Powell. (Gary Watson photo. SKIES magazine)



At the induction gala, a STARS Airbus BK117 helicopter, attended by a STARS pilot and paramedic, was one of several aircraft on display in the banquet area and in the

*adjacent hangar bay for the Hall of Fame celebrations.
(Chalmers photo)*



Shown with his certificate of induction is new Hall of Fame member Greg Powell. At left is Hall board chairman, Rod Sheridan, with guest speaker Dave Williams at right. (Gary Watson photo. SKIES magazine)

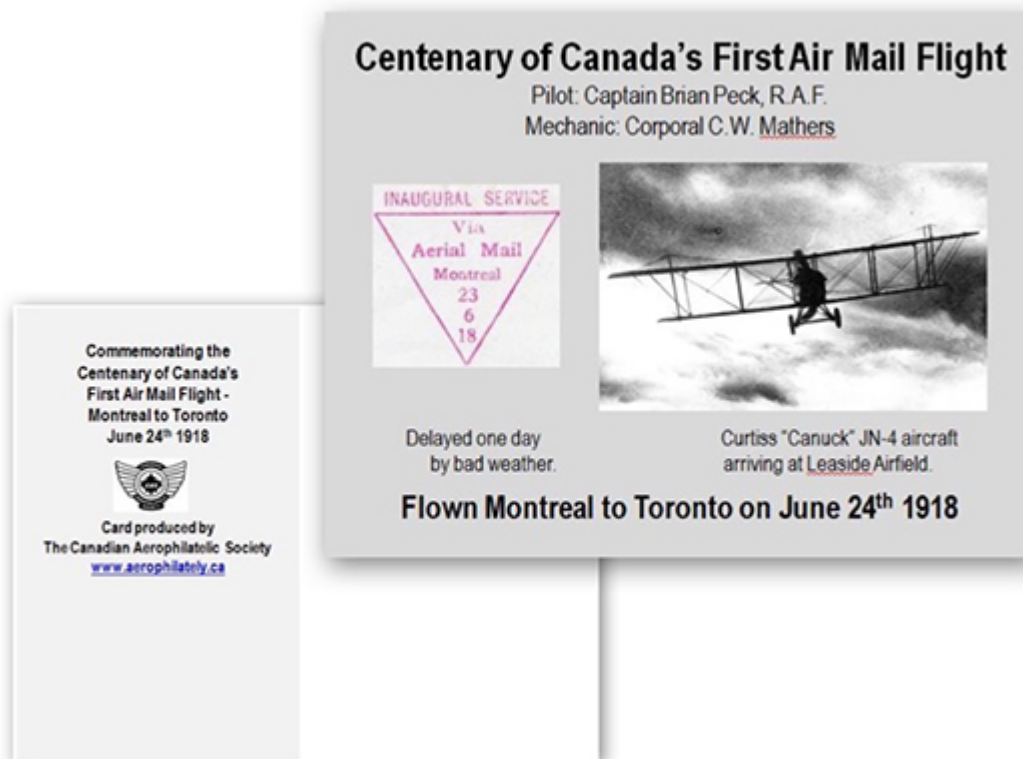


Hall of Fame board member, Denis Chagnon, again served as M.C. for the induction gala, keeping the program running exactly on time with enough minutes to spare at intermission for the final few minutes of the Stanley Cup final game to be shown on the huge video screens! (Chalmers photo)



With the Sunwest Aviation hangar converted to a banquet hall, three of the company's aircraft – two Challenger jets and a Piper Navajo between them – were placed behind the stage, contributing to the aviation ambience. (Chalmers photo)

Wings Over Leaside: June 30, 2018 100th Anniversary of Canada's First Airmail Delivery



A celebration will be taking place for the hundredth anniversary of Canada's first airmail delivery at the RAF's Leaside Aerodrome, right opposite The Leaside Pub, on June 30, 2018. It is recommended that you make a reservation at the Leaside Pub well in advance at (416) 467-8682, if you plan to visit the pub on the day of the event.

Displays

We'll have representatives of governments, Canada Post, The Canadian Aeronautical Society, The Canadian Aerophilatelic Society (with gifts of commemorative postcards), the Royal Air Force and the Royal Canadian Air Force. Jeremy Hopkin will display photos of the historic event and other memorable happenings at the airport all those years ago, while the Great War Flying Museum, from Cheltenham will show what a wonderful job they're doing preserving, rebuilding and flying vintage planes.

Model Planes

We also invite airplane modellers to bring along any vintage or other interesting models for display. We already have a 1/24 scale model of the original Curtiss JN4 Canuck

(nicknamed Jenny) which delivered the mail – built in Canada and used to train allied pilots in WW1.

Old Mull Scotch

There's quite a story behind the flight from Montréal to Toronto. Not only was there mail on board, but some illicit cargo, crates of Old Mull Scotch for a wedding – Montreal was wet but Toronto was dry.

Reception for Special Guests

We'll have a reception invited guests at 2pm.

Wings Over Leaside

At 3.30pm we have a special surprise for the people in the neighbourhood – a tribute to all the pilots who trained at the aerodrome many of them killed in training and in the war. We have managed to arrange to have a flyby of a **Sopwith 1 1/2 Strutter** from the Great War Flying Museum. Pilot Kees Van Berkel will show off this wonderful old plane – a stalwart in the First World War – 6,000 of them were built.

Old Fashioned Variety Show

4pm–7pm

Climax Jazz Band and Canadian Forces' Sweetheart (95 years young) Dorothy Rose will perform songs from the twenties with her usual pizzazz.

Leaside Proud

A pleasure to be part of the joyful celebration of a historic moment in Leaside's and Canada's colourful history.

Forgotten Cub Aircraft – A Brief History (part 2)

Cameron Price, a member of the Ottawa Chapter, presents Part 2 of a brief two-part summary of his continuing research into the relatively little-known story of Cub aircraft production in Hamilton. Cameron made his first trip to Library and Archives Canada (LAC) on May 30 to research the massive photograph collection of the late Jack McNulty of Hamilton, a longtime CAHS member. Cameron's interest in Hamilton-produced Cubs was undoubtedly shared by Jack. He also met recognized historian Terry Judge, CAHS President in 1990-91, at LAC.

To quote Cameron in a post on Forgotten Cub Aircraft Oublie, "I was able to review Jack's notebook master index of all Canadian-registered aircraft sequenced by their CF civilian marking. This enabled me to quickly determine that 43 Cub Aircraft J-3C (35) and L-4B (8) have vintage photographs available. I also discovered one image for CF-BIV (Leslie) taken in Vancouver in November 1956...Overall, a very productive day."



Piper J-3 CF-BIV cn C-1127, on skis, with the famous Cub logo on the fin, photographed in Hamilton 21-1-39 (Jack McNulty Coll).

On April 25, 1946 an explosion and fire at the fabric and paint factory destroyed three aircraft, including 160C and 161C, according to my analysis. Continued competition with the Hamilton Aero (flying) Club and less than anticipated demand for small civilian aircraft started to take its toll. As well, the City of Hamilton realized that the Cub Aircraft lease commitment was costing the city much more in operating costs. Hamilton wanted to expand its housing community onto the land occupied by the airport and there was no room for needed runway expansions.

To make matters even worse for Cub Aircraft, 1947 saw their first year of a financial deficit. Increased demand for civilian aircraft was not to materialize, forcing Cub Aircraft to

broaden its manufacturing capability to include Cub washing machines, venetian blinds and radios for imported British automobiles.

Although Cub Aircraft continued to be manufactured at Hamilton into late 1948, it was decided around November 1946 to start using US Army surplus L-4 fuselages instead of the truss welded fuselages manufactured at the Hamilton factory. Starting with aircraft 233C (and an earlier 207C prototype) the model name was changed to the L-4B Prospector. Without confirmed orders, many completed Cub Aircraft were used in the flying school, such as 215C until sold on May 7, 1947. One such aircraft, 234C, was put into storage for almost three years until a buyer was found in September 1949.

Desperate times meant desperate measures to try to save Cub Aircraft. On December 16, 1948, R. L. Gibson signed a contract to acquire the manufacturing rights, tools and parts for Stinson aircraft from Consolidated Vultee Ltd. for an astounding three million dollars. This might have been his last act of defiance? Rumours surfaced and on February 21, 1949, the Cub Aircraft Corporation Ltd. shareholders voted to change the company's name to Transvision-Television (Canada) Ltd. when it merged with General Radionics Ltd. In the same factory where hundreds of Cub Aircraft were expertly assembled and manufactured, the company was now relegated to manufacturing black and white television sets, car radios, small washing machines and venetian blinds.

Glenn R. White, the Piper salesman at Cub Aircraft, took over all aircraft repairs, maintenance and issuance of C. of A. renewal certificates at his Trans Aircraft Company. Due to the sudden and drastic demise of Cub Aircraft, it appears that all of its history and records were expunged. The lack of any preserved documentation helped to inspire me to embark on this project to recognize the accomplishments of the Cub Aircraft Corporation Ltd. Company and its employees. In 1952, the very last Cub Aircraft, C-250, a J-3C-65 was assembled from spare parts at Leavens Bros. in Toronto.

As a denouement to this story, in 1969 a voluminous report was issued by an Ontario Royal Commission into the bankruptcy and collapse of Atlantic Acceptance of Hamilton. Within the report, both ARCAN and Cub Aircraft boards of directors were cited with questionable business practices. In my research, I wonder how much this suspicious activity contributed to the failure of Cub Aircraft Corporation Ltd.

About the Author:

Cameron Price is a retired IT professional who has always had a fascination with aviation since he was a youngster in Hamilton. The lack of any integrated documentation for Cub Aircraft Corporation Ltd has prompted him to embark on a research project and the production an e-book. His primary focus will document all of the post-war manufactured Canadian Cub Aircraft.

Cameron Price

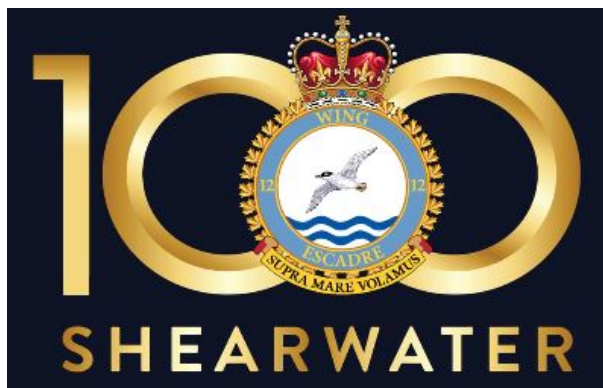
Forgotten Cub Aircraft Oublié

Link to Facebook Group

Cub Aircraft Corp. Ltd Historian
(613) 482-9823

Repository: Archive@ForgottenCubAircraft.com

Shearwater Celebration



From August 1-3, RCAF 12 Wing Shearwater in Nova Scotia will celebrate its centennial. This information is stated at the at the RCAF web site:

12 Wing Shearwater is the centre of naval aviation in Canada. Home of the CH-124 Sea King helicopter, 12 Wing supports the Navy with up to nine helicopter air detachments for international and domestic operations.

Shearwater's varied and colourful history reflects the evolution of flying in Canada and indeed the growth of Canada's Air Force. 12 Wing Shearwater is one of the oldest military airfields in Canada, second only to Canadian Forces Base (CFB) Borden.

Shearwater was originally created as a sea base in August 1918, when the small promontory in Halifax harbour's Eastern Passage, known as Baker's Point, became United States Naval Air Station Halifax. It subsequently became an air station for the Canadian Air Force, the Royal Canadian Air Force (RCAF) and the Royal Canadian Navy (RCN).

With the integration of the Armed Forces in 1968, Shearwater became a CFB and finally, an Air Command Wing and lodger unit supported by CFB Halifax. Shearwater has been a home for Canada's air squadrons for the past 80 years, providing continuous service longer than any other Canadian military air base. By virtue of its coastal location, Shearwater has been inextricably linked to the air and sea approaches to Atlantic Canada. In fact, it was the threat by sea that the original "raison d'être" for the base that continues today.

For information about the centennial events, see: www.shearwater100.com.

[AJ Bauer's bailout from a Sabre](#)



W/C AJ "Arnie" Bauer
June 64 – June 66

The family of Group Captain (Ret'd) AJ Bauer was most appreciative and grateful to the CAHS for the report with photographs on the Celebration of Life for AJ in the May Newsletter. We would also like to tell the story of one especially memorable occasion in AJ's life for the history books, his rather harrowing bailout from a Canadair Sabre after an engine failure over Germany in December, 1954. Nancy Blair, one of his daughters, mentioned the episode in a Lives Lived tribute published in The Globe and Mail on May

22. As Nancy recalled, AJ found himself "falling head first with his legs tangled in the parachute lines. He landed upside down in a pine tree. The following night he attended a dance on base with Bette, his dancing none the worse for the bailout, Bette later reported."

Here is AJ's description of the bailout as he wrote in a 1978 letter to John Churchill Down, a prominent BBC broadcaster:

30 December 1978

John Dunn, BBC

Regrettably, I am not normally a listener to your late afternoon program on BBC 2. However, on Friday, 29th December, having closed down my office somewhat earlier than usual, I listened as your guest (whole name and position I did not catch) unfold a story of a 'miraculous' recovery from a hopeless situation in a Bristol freighter aircraft.

As a military pilot, I found the account intriguing. Although my background is mostly jet fighter flying, I am acquainted with the Bristol, in that the Royal Canadian Air Force in Europe, with which I was serving in 1954, was equipped with Bristols. I recall clearly that the engine noise was deafening for cabin passengers, and my memory holds that one could peer down through a gap in the fuselage floor and watch the countryside passing by below.

For all her noise and primitive air-conditioning, the Bristol served us very well indeed.

At the conclusion of that particular episode on your Friday program, you invited listeners to report to you any "strange story" in their experience. That invitation prompts this letter.

In 1954, I was attached to an RCAF Squadron equipped with F-86 Mark V Sabre aircraft. On 30th December, 1954 (24 years ago today, I note), I was flying an aircraft that had a sudden and total engine failure. I was flying at about 20 thousand feet at the time, above unbroken cloud, topped at about 10 thousand, which extended (as I had been briefed earlier) down to the hilltops. My geographical position was over the 'Pfalz' area of central Germany, near Kaiserslautern.

Of course, in a single-engine aircraft, such a failure as that I experienced is most drastic, and if engine power cannot be regained, the pilot is obliged to eject from his crippled aircraft and use his parachute to survive.

This I proceeded to do, having had time to make radio calls to my control tower, to determine that I was over a mountainous area and that there was every likelihood that the aircraft would impact in an unpopulated area and, in fact, having had time to review the ejection procedure manually to prepare myself for the forthcoming experience.

I lowered my ejection seat, placed my heels in the stirrups on the base of the seat, jettisoned the cockpit canopy, then consciously pushed my head back against the head-rest, ensured that my spine was vertical, and squeezed the ejection triggers on the arm rests. With a loud "bang", the aircraft was yanked suddenly and irretrievably from me, and I was tumbling very rapidly. My arms were secure, (I was still grasping the ejection handles), but because my heels had slipped off the stirrups, my legs were flailing uncontrollably.

In preparing to eject and in calling Base, I had sacrificed some 10 thousand feet of altitude, and was now in cloud. Many improvements have now been incorporated in the ejection sequence for modern aircraft and much of the sequence is now an automatic ejection, but in 1954, my next steps were to separate the ejection seat from myself, and then pull the parachute ripcord.

This I proceeded to do. First, I unfastened the harness buckle that kept me in the seat and of course I expected the seat to leave me, whereupon I would be able to perform step two (i.e., open the parachute).

But the seat was apparently reluctant to leave. I was aware that I was tumbling but not with the degree of initial violence. I re-checked the seat harness, and saw that it was, in fact, free-the shoulder straps and leg straps were unrestricted. The "capture" I was experiencing seemed to come from below, from the "pan" of the ejection seat-my (back-pack) parachute was apparently free of the seat-back, but of course was not yet deployed.

Aware that the earth and I were fairly soon due to meet, I pushed vigorously with my feet (in the stirrups of the ejection seat) and my arms (against the arm rests) and suddenly was free.

Now of course, ideally, in time one should separate from the ejection seat by some distance before pulling the chute rip-cord. However, I knew that I had lost much valuable height struggling for freedom from the seat, and the "one thousand and one, one thousand and two, one thousand and three" routine went through my mind in a flash and I believe now that I deployed the parachute almost immediately, the seat separated from me.

My body was then jerked very abruptly and, despite the disorientation (I was still in cloud), I was delighted to realize that the chute had opened. However, my delight was short-lived when I became aware that my right leg was captured by chute shroud lines (the lines connecting the parachute canopy itself with the pilot's harness), and that the ejection seat had been caught in the shroud lines up near the canopy.

Obviously, this was not a very satisfactory situation from the point of view of the forthcoming contact with the ground. I would be landing on one leg, with the other stretched toward the ejection seat which, with all its sharp edges, would almost certainly do me damage as we came to rest together on terra firma.

It occurred to me that I might free the seat from the shroud lines and permit it to fall free, so I proceeded to "crawl up" the lines toward the seat. However, when very close to reaching the point where the lines were entangled in the seat stirrups, I slipped and my subsequent situation was even more distressing than that I had held earlier: both legs were now entangled in shroud lines and I was hanging head down; in other words, to see the chute canopy I looked down to my feet. To make matters somewhat worse, I became aware that the canopy area had been significantly reduced by the number of shroud lines gathered in by the seat.

My only hope was to minimize very serious injury on contact with the earth and I planned to pull as firmly as I could on

the shroud lines holding the seat just before the moment of impact. I hoped to effectively bring "up" my head and shoulders and also expected that the seat would not continue its descent directly onto my body. (I reckoned that the open part of the canopy would serve as a "deflection" purpose. That, because of the still inflated portion of the chute, I would, in fact, not be able to pull the seat onto my body if I deliberately tried to do exactly that.)

My plan was all set; I was still in cloud, and I was aware that the impact would occur very soon. Suddenly the ambient light was reduced significantly (a sign of breaking out of cloud) and I prepared to put my plan into action.

The next awareness I have is that I was suspended in a tall fir tree: the open portion of the chute had very neatly been captured by the top of "my" tree and the canopy, now deflated but still containing the ejection seat, was draped down around the top of the trees. I was still captured by the legs, of course, but realized immediately that all I had to do now was to free my legs, unfasten the parachute harness, and slide down the tree.

After I'd tested my strength, I proceeded to do exactly as intended, and found myself on a woodman's path. I could hear ammunition exploding as my aircraft burned on a hill across from my location.

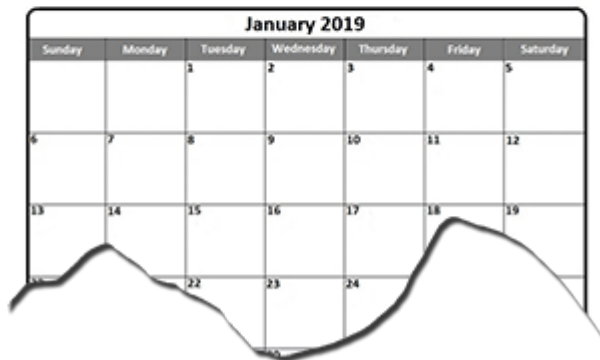
Apart from bruising of my calves (from the tumbling) some minor facial scratches from tree branches, the only injury I suffered was a slight puncture wound in my right leg caused, I believe, by a small "stubby" screwdriver we pilots carried with us at that time, to open and close panels on the aircraft during preflight inspections.

It was determined by a Board of Inquiry that the engine failure was caused when the turbine portion disintegrated. No conclusion was drawn regarding the reason I could not gain instant seat ejection, although I believe after all the years of hindsight, that the emergency pack on which we used to sit may somehow have been the culprit: as I clung to the tree, having freed my legs, I unstrapped the emergency pack and, finding it amazingly light in weight, I realized it was empty. The fully inflated life raft which it had contained, was discovered later, some distance from my

eventual landing position. It had obviously come free at some time during the sequence, and probably at the instant of my separation from the seat.

This account has, in the retelling, become much longer than it ought to be, but I thought that you might be interested in reading it and, in view of the anniversary of the occasion, I did not hesitate very long before determining to write to you.

CAHS 2019 Calendar



The CAHS has partnered again with our amazing Canadian aviation artists to produce a stunning full colour bilingual 2019 calendar. These will make beautiful gifts, so stock up now! To learn more about the gifted artists involved, [click here](#).

To download the order form, [CLICK HERE](#).

Please email the completed order form to treasurer@cahs.ca, or return by mail to:

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P.O. Box 2700, Station D,
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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 June are:

Question: The F-35 Lightning II – Canada’s Next Fighter is considered a 5th Generation Fighter and the CF-18 Hornet is considered a 4th generation fighter. What is the difference between a 4th generation fighter and a 5th generation fighter?

Answer: “Three key capabilities distinguish a 5th generation fighter from a 4th generation fighter: Interoperability: A unique combination of stealth, long-range high resolution sensors, a comprehensive self-defence suite, and secure high-capacity networks that allow aircraft to communicate with one another and share data in a secure environment. Sensors/data fusion: A system that consolidates tactical information from the sensors and off-board sources to provide pilots with a clear understanding of the tactical situation at a glance. Very low observable stealth, advanced sensors and secure data-link that mean a 5th generation aircraft can accomplish more in a mission with fewer supporting assets. Furthermore: 4th generation aircraft cannot be upgraded to a 5th generation aircraft.”

Source: *RUSI Warning Order* – Mar/Apr 2011 – Issue 2 – Page 6

Question: What was the DEW Line? How much did it cost in money and lives? When was it approved by the US and Canadian Governments and when was it declared technically ready?

Answer: “The most northerly of the three lines of electronic sentinels,” for NORAD “was THE Distant Early Warning Line, or DEW Line for short. The governments of Canada and the U.S. approved its construction in 1954. Minister of National Defence at that time, Ralph Campney, announced that the DEW line would be built above the Arctic Circle. The U.S. bore complete financial responsibility for the line.” “The six

Main stations were placed roughly 500 statute miles apart." "Twenty-three Auxiliary stations were placed 100 statute miles apart and used the same equipment as the Main Stations." "Twenty-eight Intermediate stations (gap fillers) were placed roughly 50 miles apart and used only AN-EPS/23 transmitters." "On May 15th 1957, the DEW Line was declared technically ready. It cost in excess of 500 million dollars to build. It was costly in human terms as well, with the loss of 30 lives."

Source: *Air Force Revue* – Spring 2008 – Page 32

Question: What did F/L Bill Baggs, an RCAF Typhoon pilot, do during WWII that possibly made him the envy of the Canadian Navy?

Answer: "Early in May of 1945 as the war was ending, Bill and a Canadian major in the Intelligence section took Bill's jeep on a reconnaissance of Wilhelmshaven harbor as no one seemed to know what was going on. Bill drove along the wharf to have a good look at the German cruiser Nurnberg when suddenly the captain, Helmuth Gressler, came down the gangway and asked Bill to come aboard and accept the surrender of his ship. Bill, like all of on the continent at that time, and his buddy had had a few shots of magic elixir and felt quite bold. On deck they were surrounded by over 700 of the ship's crew to witness the surrender by the Captain. Bill received the captain's 7.65 mm Mauser automatic pistol and the huge swastika flag from the stern of the ship, as well as a few incidental items."

Source: *Airforce Revue* – Spring 2008 – Page 20

Research Request



The NB Military History Museum received this crest recently. Does anyone know what the abbreviation on the crest means? There's a Saint John Branch of the Canadian Air League, but where does the letter R fit? Thanks for your help!

Harold Wright

saintjohnheritage@yahoo.ca

From Will Chabun:

The good folks at the Regina Flying Club have asked me to poke around and see if there is any way to confirm their contention that the club is the oldest more-or-less continually operating one in Canada and possibly the Commonwealth.

The club was formed in 1927 and operated without a break until the outbreak of the Second World War, when almost all private and club flying was suspended. Many of its members became instructors, maintainers or administrative staff at the wartime 6 Elementary Flying Training School at the Regina airport.

Postwar, the club resumed operations in 1946 and has operated since then.

Can any other flying club in Canada match that?

If you can help, send a message to cahsregina@hotmail.com

Skyward

Hawkshaw, J. Knox, PEng

Published Date: May 12, 2018 Event Date: May 11, 2018



HAWKSHAW, J. Knox, PEng Born December 11, 1924 beloved husband of Barbara and father of Anthony and Michael left us on May 8, 2018. Family, friends and colleagues of Knox recall the energy and enthusiasm he brought to life. Growing up in rural Ontario and as an Air Force pilot during WW II he

developed a determination to make life and things better for all of those around him. As a post-war student he studied engineering and graduated from the University of Toronto then started a forty-year career with Field Aviation Incorporated as an aeronautical engineer during which he shared his knowledge and expertise with people in over sixty countries. As a recipient of the McCurdy Award he was recognized by his peers as one of Canada's pre-eminent engineers. An avid sportsman, Knox enjoyed boating, fishing, camping and hunting with a group of life-long friends. As a craftsman he built and repaired boats, designed and built violins and radio-controlled model airplanes often receiving awards for the quality of his workmanship. As a person he embodied loyalty and integrity - traits acknowledged and appreciated by everyone who met or worked with him. Knox's vitality was contagious. He will be missed. His contributions made the world a better place and his passing makes the world a lesser place. He is survived by his wife Barbara (Patrick), his sons Anthony (Robin) and Michael (Karen) and five grandchildren and eight great-grandchildren. He was predeceased by his sisters Aulda Wood (Wally) and Thelma Carter (John) and his brother Allin

Hawkshaw. The family requests that in lieu of flowers that a dedication donation be made to SickKids Foundation at The Hospital for Sick Children in Toronto.

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