

## CANADIAN AVIATION HISTORICAL SOCIETY



[www.CAHS.ca](http://www.CAHS.ca)

**Hello CAHS,**

Welcome to the October edition of the CAHS National Newsletter.

### CAHS National News

#### From the home office of the president

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I have good news and sad news for you. First the sad news. I am so sorry to say that this will be one of the last newsletters published by our editor, Lisa Ruck, who is retiring. Lisa has been a constant, dependable, and fantastic editor. We will miss her dedication and passion for everything she does for the CAHS. On behalf of every member and supporter of the CAHS, I thank her for bringing us the stories and updates every month. We are now working to find someone to take over as newsletter editor.

The good news is that our appeal for financial support has been embraced by so many of you and we are getting closer to a solid financial position. We aren't fully airborne yet but, the sky is looking a lot clearer than it did just a short time ago.

Many chapters have been conducting their meetings via Zoom video, and the Regina Chapter for one, has been recording them and placing them on the CAHS national website. What a great way to share the many chapters presentations with everyone.

Please continue to stay safe and healthy. We will make it through COVID-19 with everyone working together,

following the health guidelines, and looking after ourselves, our families and our friends.

Gary Williams  
National President  
CAHS

## **From the Desk of the Treasurer - Need for Your Continued Support**

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The CAHS Executive is extremely grateful for everyone who has come forward in the past couple of months with renewals and donations to help the CAHS maintain its capability to operate. Your generosity is so encouraging and is helping us keep up with immediate financial commitments. Nevertheless, looking just months down the road, we are still in financial need. The CAHS has maintained 100% of its operations on the Journal, the website, the e-newsletter, and the behind-the-scenes administration - all of which incur costs. The income sent to the CAHS for renewals and donations this spring and summer was less than 50% of what was received by the CAHS in 2019 over the same period of time. Unfortunately, this decrease in income over our first and second quarters continues to affect our ability to carry out our operations for the rest of the year, especially on our largest cost – printing and mailing all the quarterly journals scheduled for production this year.

We ask our members who still need to renew for 2018, 2019, and 2020 to do so as soon as possible. You can renew online (paying with your credit card or PayPal) at the following link: [www.cahs.com/membership](http://www.cahs.com/membership). If you would prefer to mail a cheque or credit card number for your renewal or donation, you can download the PDF version of the membership form here or the donation form [here](#). If you choose to mail your renewal, we ask that you email our treasurer ([Rachel Heide](#)) for her home address, which will ensure quicker processing of your renewal. You may also email her to inquire as to your membership status.

Donations are also an important part of our funding streams. We would greatly appreciate it if you could consider donating to the CAHS to help us maintain our bills, website, and Journal production. You can donate online at our website (paying with your credit card or PayPal) at the following link: [www.cahs.com/donations](http://www.cahs.com/donations). Do you know of a corporation that would be interested in, or is in a position to, support the CAHS through a Corporate membership or a sponsorship donation? It would be greatly appreciated if you could reach out to your corporate donor network and advocate supporting the CAHS financially. More information about corporate membership is available at the link [www.cahs.com/sponsorship](http://www.cahs.com/sponsorship).

Christmas is just two weeks away. Do you have some aviation enthusiasts on your shopping list? Perhaps they would be interested in a Canadian aviation art calendar for 2021? Or perhaps an aviation history book? The CAHS has items for sale that serve as fundraisers for the CAHS, but are also at great/discounted prices for you. Please see the sales we are highlighting in the newsletter below. Our full sales offerings can be viewed on our website at [www.cahs.com/shop](http://www.cahs.com/shop) and [www.cahs.com/store/c55/cahs-aviation-art-calendars-and-other-publications](http://www.cahs.com/store/c55/cahs-aviation-art-calendars-and-other-publications).

Thanks again for your support of the CAHS, especially as we try to find ways to continue our operations and Journal production during the added mental and financial stress of COVID-19.

Cordially Yours,  
~Dr Rachel Lea Heide  
CAHS National Treasurer

## **CAHS 2021 Calendar**

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Good news... COVID didn't cancel the calendar! Thanks to the generous art contributions from amazing artists within our membership, we are able to continue our annual aviation art calendar series. This calendar would make a wonderful Christmas gift! Are there aviation enthusiasts on your shopping list who would love to



The Desert Air Force - L'Air Force du désert  
Oil on Canvas (huile sur toile) 20 x 30" (50.8 x 76.2 cm) • © 2000 Ronald Wong (website - www.romaldwong.com)



In the opening, the Polish fighters were Brewster Buffalo and Supermarine Spitfires that were part of the rest of North Africa in their Spitfires. The Polish Fighting Team (PFT) consisted of 5 Polish fighter squadrons, of which approximately 100 Polish pilots were deployed in the Desert Air Force, most of them in March 1943 and attached to 145 Squadron. During its two months of operations, the Polish pilots had claimed a total of 20 German and Italian aircraft shot down.

Dans ce tableau, les pilotes de chasse polonais combattent Buffalo et Supermarine Spitfires qui font partie de l'escadron de chasse dans l'Afrique du Nord. Les pilotes polonais ont abattu un total de 20 avions allemands et italiens.

## 2021 OCTOBER

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
25	26	27	28	29	30	31
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21

receive an aviation-related gift? Please consider giving them a copy of the 2021 CAHS Aviation Artists' Calendar. This 13-month calendar features 13 full colour aviation artworks by talented artists within the CAHS membership. And the price of \$20 with shipping is hard to beat!

**Order deadline is 15 November** to ensure delivery before Christmas.

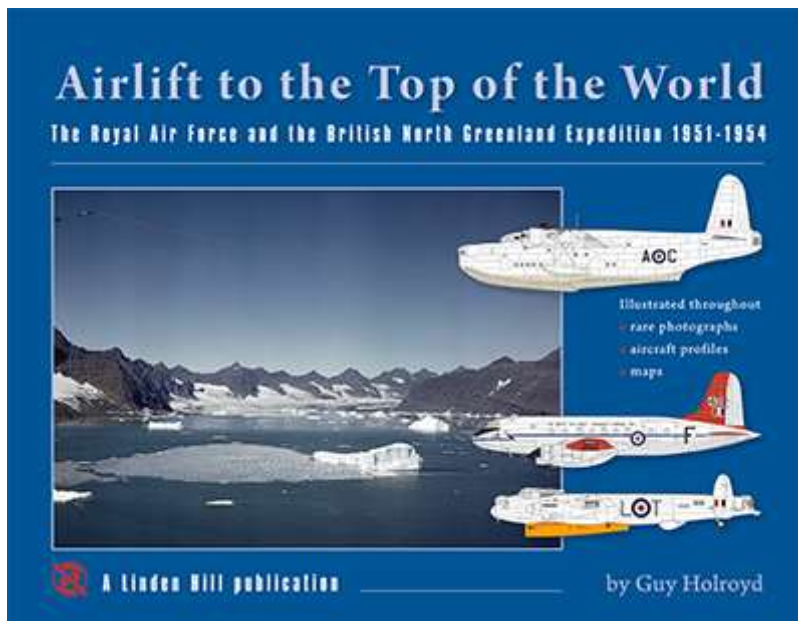


To download the order form, [CLICK HERE](#).

Please email the completed order form to the CAHS Treasurer at the address indicated on the form, or return by mail to:

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

[Airlift to the Top of the World](#)



Check out our latest CAHS-supporting discount book offer, *Airlift to the Top of the World*, a well-written account, accompanied with illustrations throughout, covering a relatively little-known RAF operation in the High Arctic in the early 1950s. The story opens with the involvement of Danish Naval Air Service (later Royal Danish Air Force) Cansos in Greenland and includes a few other Canadian connections further on.

**Limited time offer** – Please place your orders by 15 November 2020.



Publisher, Linden Hill, has extended to us a limited time offer to sell this new book at a discount in Canada as a fund-raiser for the CAHS.

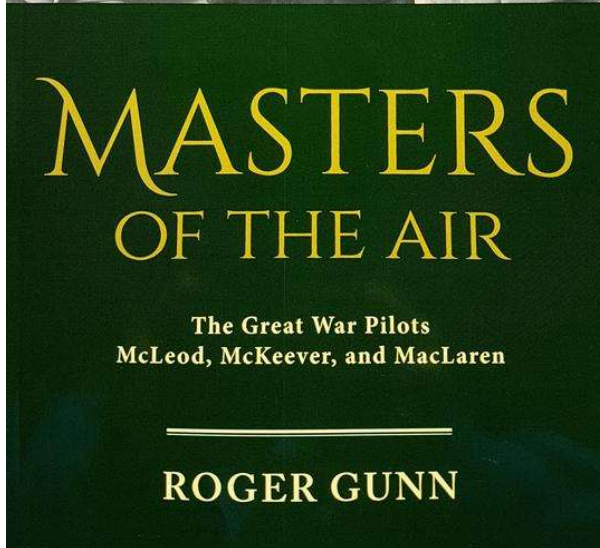
The publisher's retail USD retail price is \$26 (about \$34 CAD, not including shipping or any other import costs if purchased directly from their online site).

We are offering this book for \$27.00 CAD (GST included) plus \$5.00 shipping a single copy, or \$6.00 shipping for two copies, in Canada.

Read [Fred Hutcheson's review of the book here](#)



## ***Masters of the Air: The Great War Pilots – McLeod, McKeever, and MacLaren***



Author Roger Gunn has kindly arranged with his publisher, Dundurn, for us to be able to sell his book at a discount as a fund-raiser for the CAHS.

The publisher's retail price is \$24.99 plus GST (plus shipping if purchased online).

We are offering this book for \$21.00 (GST included) plus \$17.00 shipping per copy in Canada.



**Limited time offer** – Please place your orders by **20 October 2020**.

Alan McLeod, Andrew McKeever and Donald MacLaren were daring and talented pilots. Although decidedly different from one another - in personality, in the planes they flew, and in their contribution to the war effort – they shared a passion for flying and a strong sense of duty. One hundred years after they flew and fought for king and country, author Roger Gunn brings these three men to life in *Masters of the Air*, detailing their development as pilots, their battles in the air, and their near-death experiences.

## CAHS Chapter News

CAHS Manitoba's next meeting, on **Thursday 29 October at 7 pm CDT**, will feature chapter secretary Bill Zuk, who will speak on the history of Atlantic crossings by air. Bill's story began a decade ago, when the first of a series of journeys to Canada's Maritime provinces led to visits to the places where aviation history was made in the transatlantic era where aviators tested their frail aircraft against the dangers of the North Atlantic crossing. The locations included St. John's Newfoundland, where Alcock and Brown had triumphed over a collection of adventurers who also wanted to win the Daily Mail £10,000 award. In trying to retrace their steps to find Lester's Field, the small unprepared strip where the pair had taken off, I found it was not marked on any map, but a day of sleuthing finally led to a modern day Royal Canadian Legion that stands on the same ground. Trips to other Newfoundland sites were just as unusual from Trepassey where Curtiss NC Flying Boats made the first flight across the North Atlantic, albeit in a series of hops in 1919. The small outport and harbour was also where the Friendship later set off in 1928 with the first woman to cross the Atlantic on board, a virtual unknown aviatrix, Amela Earhart. In 1932, Earhart returned to fly solo from Harbour Grace, Newfoundland to Ireland. Other famous flights took me to Gander where the RCAF carried out wartime ferry missions, to the less well known Cartwright where Italian General Balbo had set down after a formation flight across the Atlantic and even Dildo (yes, Dildo) which was the end point of an aerial crossing by the massive Dornier DO.X. There were other trips to New Brunswick to St. John to trace where Amelia's newspaper had come from- more about this curio later. Prince Edward Island led me to where CFB Summerside, now gone, was an important waypoint much like Gander had become, especially on 9/11. Stay tuned for more stories of the men and women who flew the North Atlantic. Bill's bio is below.

The [meeting poster is here](#). This meeting will be online only. To attend, you must sign up at [www.bit.ly/CAHS-MB](http://www.bit.ly/CAHS-MB), no later than three hours before the meeting, so that we can send you the link. Our events are free and open to CAHS members and everyone interested in Canadian aviation history.

Our next meeting will be Thursday 26 November at 7 pm CDT.

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Please [visit our website](#) to see what's been going on since the last newsletter. You can find information on Chapter events and meetings in the [Chapters](#) area, or visit the [Newsflash](#) page for quick links to all site updates, including the latest Journal issues available to non-members, a personal account of air travel during the early stages of the Coronavirus Pandemic, and those for each of our nine Chapters.

## In the News

### Historic Canuck to be Revived

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Story and photos by John Chalmers,  
CAHS Membership Secretary

Anyone visiting the small Alberta city of Wetaskiwin (pop. 13,000) can't miss seeing the historic and preserved water tower that is the city's predominant landmark. Built in 1906-07, the 150-foot high tower is Canada's oldest functioning municipal water tower.

Like the water tower, aviation is an important aspect of Wetaskiwin. Dozens of small hangars are located at the city's airport, and the runways are active with light aircraft. Adjacent to the airport is the Reynolds-Alberta Museum with its large collection of historical aircraft and home to Canada's Aviation Hall of Fame.

At the airport are the facilities of Historic Aviation Services, Inc. (HASI), operated by Byron Reynolds. He is a nephew of the late Stan Reynolds, an RCAF pilot of





Beaufighters and Mosquitos during the Second World War. Stan's vast collection of farm machinery, automobiles and aircraft comprised the basis of the museum that bears his name. He was installed as member of the Order of Canada in 2000, and became a member of Canada's Aviation Hall of Fame in 2009. Byron has been involved for many years in bringing life back to historic aircraft through restoration. Most recently, the RCAF Hawker Hurricane at Calgary's Hangar Flight Museum was restored under his direction

and made its debut at the museum in November 2019. (See "A Hurricane Comes Home" in the CAHS online newsletter of December 2019)



HASI now has another aircraft from The Hangar Flight Museum at the facility for restoration. It is an Avro CF-100 Canuck, at left, on display for

decades outdoors in Calgary, with weather taking its toll. Moved to Wetaskiwin in November 2019, the jet aircraft is now dismantled for rejuvenation. It is expected to be returned to its home in the summer of 2023 after restoration.

"We are excited to preserve this aircraft for future generations," says Museum executive director, Brian Desjardins, who saw an immediate response to a call last year for funding to restore the aircraft. "It was amazing to see donations come from all across Canada and funding support from the City of Calgary and the Government of Alberta. We raised \$400,000 in less than a year!" The aircraft is owned by the City of Calgary, which contributed \$240,000. The Government of Alberta

provided \$25,000, and individual donations totalled \$135,000. Of the funds raised, most will go towards restoration and \$40,000 is to be spent on a new exhibit telling the story of the CF-100.



CF-100s began service with the RCAF in 1953 and continued in service with the Canadian Armed Forces until 1981. Powered by twin Orenda jet engines, the CF-100 is

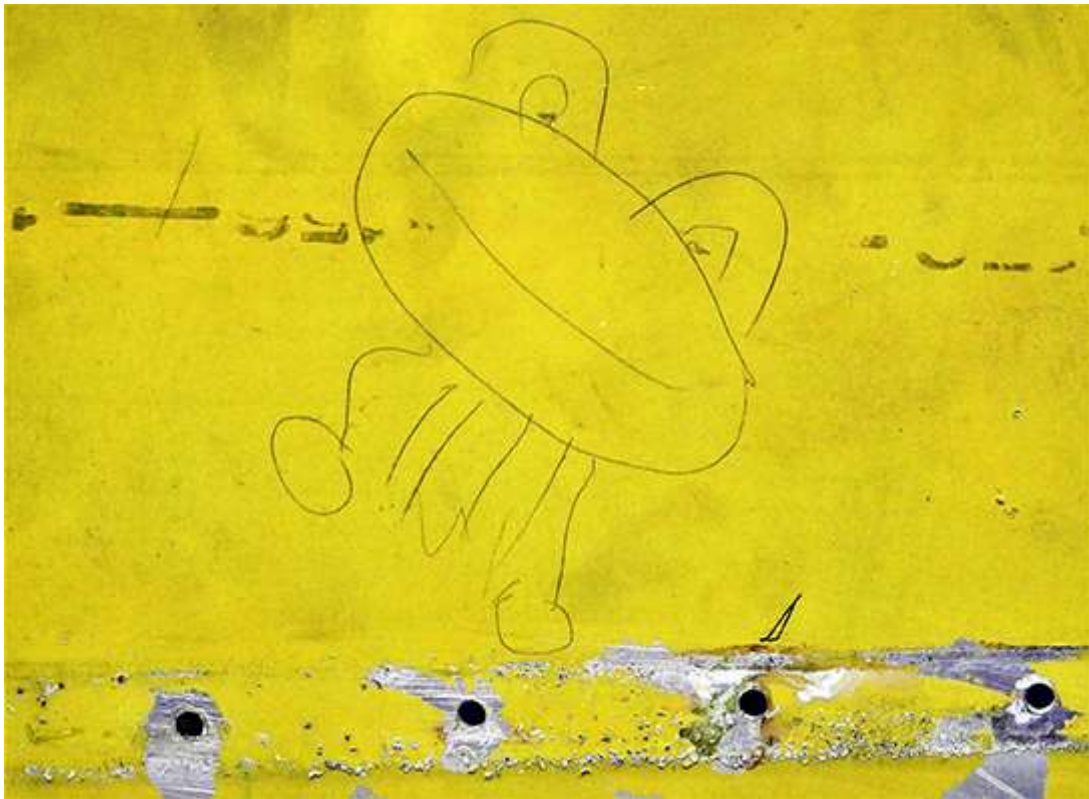
the only Canadian-designed fighter to enter mass production, and served as a well-armed interceptor/fighter aircraft capable of supersonic flight in a dive. Calgary's Canuck is #18126.

Byron Reynolds, seen above at far right, welcomed visitors from The Hangar Flight Museum in Calgary to his shops on September 29 to see progress on the restoration of the museum's CF-100. In the foreground is a plexiglass panel from the Canuck's cockpit.

Shown with both wings of the CF-100 is Byron Reynolds' son, Ted, who removed the wings from the aircraft prior to it being transported to Wetaskiwin. Named for his great-grandfather, Ted is fourth generation in the



family to be involved in aviation. An aircraft built and flown by Ted's great-grandfather hangs suspended in display at the Reynolds-Alberta Museum. The appearance of the Canucks' wings belies their actual condition, as weathering and corrosion necessitate that new skins be installed.



Hidden art scratched into the primer of a wing was revealed when a section of the outer skin was removed! Created by an unknown worker who helped build the aircraft, this artistic gem will go back into hiding when new exterior skin is installed.

Shown here is one of the internal fuel cells of the CF-100. As the aircraft is being restored for static display, there is no need to re-install the fuel cells, but at least one will be retained and inflated for a new exhibit with the aircraft when it returns to the museum in Calgary. Now dismantled, components of the Canuck are housed in three buildings of Historic Aviation Services Inc. at the Wetaskiwin airport.







Visitors from the The Hangar Flight Museum in Calgary look over one of the Rolls-Royce Orenda turbojet engines from their CF-100. Like the rest of the aircraft, the engines suffered from exposure to weather. As the aircraft won't fly again, the engines will not be reinstalled, which would just add to the Canuck's weight, but one will be dressed up for display with the aircraft.



Avro CF-100, #18126, was the 26<sup>th</sup> Canuck built by A.V. Roe Canada and completed January 27, 1953. It first served with No. 440 RCAF Squadron at Bagotville, Québec, in 1953, one of the first to

be put into service, and is now one of the oldest surviving Canucks in the world. A total of 692 CF-100s were built in Canada. Years ago, this aircraft was painted black to resemble the livery of the first CF-100 prototype in 1950. In restoration, the aircraft will be restored to its original silver colour, and is believed to be the last surviving dual control variant of the Canuck.



The visit of representatives of The Hangar Flight Museum provided the first opportunity to check on the progress of the restoration project. Shown here is the CF-100's fuselage, with the tail assembly appearing at left rear bearing #18126.



Yes, they really are smiling after checking the progress of their classic and legendary CF-100! Left to right are Byron Reynolds; Liam O'Connell, Rob

Ballantyne and John Melbourne of the CF-100 restoration committee, and Brian Desjardins, executive director of The Hangar Flight Museum. During these troubled times in the COVID-19 pandemic, masks are worn even in restoration shops! Any having or knowing of CF-100 components that may be of interest to the Museum, can let Brian know by writing to [execdirector@thehangarmuseum.ca](mailto:execdirector@thehangarmuseum.ca).

**Canadian Bushplane Heritage Centre:  
National showcase in Sault Ste. Marie**



Story and photos by Gord McNulty, CAHS Vice President



Beech 18 CF-UWE is the gate guardian at the Canadian Bushplane Heritage Centre



Aviation enthusiasts visiting Sault Ste. Marie, ON are certain to enjoy what is billed as the only museum dedicated to preserving the story of Canada's bushplane and forest fire protection heritage.

The CBHC ([www.bushplane.com](http://www.bushplane.com)) was founded in 1987 by a small group of volunteers at the downtown waterfront home of the original Ontario Provincial Air Service (OPAS) from 1924 to 1991. It has grown to become one of the three leading tourist attractions in Sault Ste. Marie.

Twenty-nine vintage aircraft, including exhibits of special significance such as the Beaver, Otter, a rare Husky, Norseman, Fox Moth, CL-215 and more, are displayed in a remarkable and informative collection.

The annual Bushplane Days Festival is a popular attraction. Check out an online video historical review of the festival on the museum's excellent website. The



CBHC is looking forward to celebrating the 25<sup>th</sup> Festival on the third weekend in September, 2021.

Outstanding films are a feature of the CBHC, a Museum Member of the CAHS. On a recent visit in early October, our socially distanced tour group enjoyed "Wildfires! A 3D Adventure," an action-packed production illustrating the crew of a Canadair CL-415 of the Ontario Ministry of Natural Resources battling a raging forest fire.

The presentation underlined the hazards of water bombing and the skill of the aviators. It was filmed during an especially difficult summer in Ontario, involving more than 300 fires.

A wide range of exhibits including a tribute to Dr. Roberta Bondar, Canada's first female astronaut and a Sault Ste. Marie native, a gift shop and a children's flight centre are also offered. Mitch Carson of the museum staff noted the centre has added 6,000 square feet of space to host more events, and remodelled its display area, main entrance and offices.



In highlighting some of the aircraft collection, visitors invariably begin with the outdoor Beech 18 "gate guardian," CF-UWE, displayed on a pedestal. It was flown by Frontier Air Service and is an ex-RCAF Expeditor 3T. Another twin Beech, CF-MJY, formerly with Spartan Aero

Services and previously a C-45H with the USAAF, is displayed in the museum. It was donated by Springer Aerospace.



A famous example of the DHC-2 Beaver, CF-OBS, stands out in resplendent yellow OPAS colours. The second Beaver built, CF-OBS was the first of 44 bought by the OPAS.



CF-OBS is shown with the float-mounted roll-top tanks that allowed water to be dropped in a deluge, rather than in a trickle from bags that had previously been used to combat fires. The system was so successful that by 1960 all Beavers and Otters of the Provincial Air Service had



been fitted with tanks. The Otters were also fitted with larger belly-mounted roll-over tanks.



An attractively restored Fairchild F-11 Husky is a prime attraction. CF-EIR looks good in the colours of Island Air of Campbell River, B.C. It was the last of 12 of these bushplanes, with the distinctive upswept rear fuselage, that were built.

The flying career of CF-EIR ended when it crashed near Cooper Bluff, BC, in 1976. It was obtained by the CBHC

from the Western Canada Aviation Museum in 1994 in a trade.



CBHC has two examples of the Noorduyn Norseman. CF-BFT, on display, a Norseman Mk IV, has serial #17. The CBHC purchased it from Aeropac Flying Services in the Northwest Territories. The museum also has CF-AYO, the prototype Norseman. It starred in the movie "Captains of the Clouds," with Jimmy Cagney. CF-AYO was lost in a fatal crash in Ontario's Algonquin Park in 1952.





The museum's DHC3-Otter, C-FODU, impressive in OPAS colours, was purchased by the service in 1960. It was damaged in a forced landing north of Moosonee in 1986 and restored by CBHC volunteers after a 10-year effort.



The prototype DHC-2 Mk III Turbo Beaver, CF-PSM-X, is displayed in its attractive de Havilland Canada livery. It was donated to the museum after a long career as a DHC demonstrator.



A replica de Havilland D.H.83C Fox Moth has been one of the longest-running projects. C-FBNI dates back to 1992, when local dentist Dr. Ken Chessman decided to build a "memorial" Fox Moth for his father, RCAF Captain S.A. Chessman, who flew the type for Parson's Airways in Kenora in 1946.

A derelict fuselage was purchased from vintage de Havilland restorer and CAHS member Watt Martin, of Grand Valley, ON. However, it wasn't airworthy, so a new fuselage was built from donated hardware and new wood



materials. George Neal, fellow de Havilland expert and CAHS member, provided enough materials to further project. Used wings were rebuilt and the tires were made in England.

A Gipsy Major IC engine was secured in a trade by John Lalonde, the restoration project lead. The engine has since been up and running and the aircraft has been outside at times. In 2017, John Lalonde and the restoration team were fittingly recognized by the province of Ontario for their significant contribution in preserving aviation history.



The museum's D.H.89 Dragon Rapide, C-FAYE, certainly catches the eye. Built in England in 1944, the "Lady Faye" was purchased in 1976 by George Lemay of Calgary, overhauled in England and imported into Canada. It was given the registration of an earlier Rapide, CF-AYE.

The aircraft was thoroughly overhauled in 1982, and flown in Alberta and southern B.C. until 1990. It was purchased by the CBHC in 1995 from the estate of Lemay, with assistance from the Northern Ontario Heritage Fund.



A Stinson Reliant, CF-BGN, in Green Airways colours, was part of the OPAS fleet from 1937 when it was sold to Red Lake, ON-based Green in 1948. CF-BGN was burned in a grass fire set by vandals and restored by museum volunteers.



A Bell 47D, CFT-ODM, is displayed in the configuration of one owned by the Ontario Lands and Forests in 1953. The first helicopter to be owned by a government agency in Canada, it was donated by Canadore College in North Bay.



Prized replicas include a Silver Dart and a Fokker F.VIIb-3m Tri-Motor. The "Friendship" was built for the 2009 movie "Amelia," starring Hilary Swank in the lead role.

A Fairchild KR-34, C-FADH, is a rarity with a historic place in the collection. Built in 1930, the biplane was flown by Fairchild president Hubert Passmore before its purchase by OPAS the following year. Originally registered C-FADH, it flew with OPAS until 1944, when it was the first aircraft for the fledging bush airline, Air-Dale Ltd.

The aircraft was written off in 1948, but the wreckage was retrieved for restoration by a group of Air Service engineers. The restoration was completed in 1984, in time for the 60<sup>th</sup> anniversary of the Ontario Provincial Air Service, when the aircraft made its first flight in 36 years. It was registered as C-FADH when the original registration was no longer available. It is the only KR-34 in airworthy condition.

Larger aircraft include a Canadair CL-215 water bomber that was purchased by France's civil defence agency and was part of a larger fleet to fight forest fires in southern France and Corsica. Registered F-ZBBT, it recorded 20,331 water bombing operations. It was retired in 1996 and donated by Bombardier Aerospace.





The museum displays a Saunders ST-27, C-GCML, in Voyageur Airways livery. One of only 12 built, it was donated by Voyageur of North Bay, ON, in 1994.



The museum's Grumman Tracker, in "Conair Firecat" colours, represents Trackers that were modified for firefighting by Conair of Abbotsford, BC and flown by the Ontario Natural Resources ministry. This aircraft was originally a U.S. Navy example that Conair brought out of surplus before donating to the museum.



A colourful Republic RC-3 Seabee, CF-DKG, was donated by Air-Dale Flying Services. It was originally flown by Georgian Bay Airways.

There's much more in the museum, as outlined in its comprehensive website. A visit to the CBHC offers a rewarding experience for everyone and is highly recommended.

Most of these photos were taken on a visit to the museum that I enjoyed in May, 2014. Conditions for photography were best at that time. The museum's floor plan, regarding the positioning of the aircraft, has remained largely intact through the years.

## **Avro Arrow**

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In the month that marks the Avro Arrow's being rolled out to the public for the first time (4 October 1957), the CAHS is pleased to share two links about this significant and fascinating piece of Canada's history:

[After decades of failed searches, the 'holy grail' of Avro Arrow artifacts uncovered at the bottom of Lake Ontario](#)

CAHS Ottawa meeting with guest speaker Palmiro Campagna, **Avro Arrow: For the Record**  
[youtu.be/fdxum2OiBeQ](https://youtu.be/fdxum2OiBeQ)

## **Globe and Mail video on vintage “flying newsroom”**

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Kudos to *The Globe and Mail* for producing a lively three-minute video on “Canada’s first flying newsroom,” the D.H.89 Dragon Rapide CF-BBG. Well-illustrated with 36 images, the video neatly describes an aircraft that enjoyed a brief period in the limelight flying reporters to far-flung mining camps and other destinations where news was breaking. The grand dreams ended, sadly, when the Dragon Rapide was destroyed in a fire less than three months after entering service in 1937. Nine years later, the Globe introduced a Grumman Mallard to revive the tradition. This must-see video makes a strong impression in telling the story of a unique chapter in Canada’s aviation history.

[youtu.be/qVo\\_FFLBgSM](https://youtu.be/qVo_FFLBgSM)

## **A 60-second flight plan**

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By Crystal Sissons



How do you tell the story Elsie Gregory MacGill (1905-1980) in 60 seconds? What do you focus on? How do you make it happen? How do you ensure that it represents a solid piece of historical research that is both accurate and engaging?

These are some of the many questions that ran through my mind when I was approached by Historica Canada to be one of the consultants for the new Heritage Minute which



would feature her story. It was an exciting prospect to say the least, given the notoriety of the Heritage Minutes, but could it do her justice?

The proposed plan was to focus on MacGill's work as chief aeronautical engineer at Canadian Car and Foundry's plant (now Bombardier Incorporated) in Fort William, Ontario (now Thunder Bay, Ontario). To make the project more manageable, the plan was to target her work on the Hawker Hurricane, where MacGill led the engineering team in the retooling of the plant to produce these fighter aircraft. This was necessary to achieve mass production which was demanded by the needs of the Second World War.

**READ MORE** on the CAHS website.



Resources:

Link to English Minute:

[www.youtube.com/watch?v=stnMHGw8qkQ](http://www.youtube.com/watch?v=stnMHGw8qkQ)

Link to the French Minute:

[www.youtube.com/watch?v=qWZR5v79W6k&ab\\_channel=HistoricaCanada](http://www.youtube.com/watch?v=qWZR5v79W6k&ab_channel=HistoricaCanada)

To purchase a copy of *Queen of the Hurricanes: The Fearless Elsie MacGill* in paper, e-book or audio book see: [Second Story Press](#).

*\* The following news articles are gathered from the Internet, and are provided for your interest. They are not reviewed to the same standard that Journal articles are reviewed, and may contain errors of fact, style, or grammar.*

[Farewell to the father of the modern RCAF](#)

## Canadian Aviation Moments

The **Canadian Aviation Moments** were submitted by **Dennis Casper** from the ***Roland Groome (Regina) Chapter*** of the CAHS. Good luck and have fun!

**The Canadian Aviation Moments questions and answers for September are:**

**Question:** What unit has the motto Per Ardua Ad Astra and what does it mean?

**Answer:** "The name of the RCAF may have changed, but the commitment, endurance, and readiness to serve the country's needs that marked its past achievements persists. It is enshrined in the RCAF motto: "Through Adversity to the Stars"."

**Source:** *The Nova Scotia International Tattoo 1999* – Page 15

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**Question:** Who proposed to the War Office in England that Royal Flying Corps squadrons could be raised and trained in Canada? When was this proposal made and was the Government of Canada in favor of this proposal at this time?

**Answer:** "Meanwhile, Canada's minister of militia, the mercurial Sir Sam Hughes had been won over to the view that Canada should participate in an air-training scheme; no longer was the airplane the creation of the devil, Hughes now saw it as vital to winning the war. In September 1916, Hughes was in England, where he made an offer to the War Office to raise and train Royal Flying corps squadrons in Canada and place them at the disposal of the Imperial Government."

**Source:** *Dancing In The Sky* – Page 32

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**Question:** How many RCAF flying squadrons were there overseas? How many of them were heavy bomber squadrons?

**Answer:** “These RCAF units were governed by RCAF regulations, procedures, and chains of authority. Eventually there were forty-seven flying squadrons overseas, including fourteen heavy bomber squadrons.”

**Source:** *NO PROUDER PLACE* – Page 47

## Skyward

### Farewell to the father of the modern RCAF

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By Emily Lindahl

(Published online by the RCAF, October 14)



On October 14, 2020 the Royal Canadian Air Force said goodbye to one of its most influential leaders. Referred to as the father of the modern Canadian Air Force, Lieutenant-General William (Bill) Carr, CMM, DFC, OSTJ, CD was born on March 17, 1923 in Grand Bank, Newfoundland before it was a part of Canada. He was 97 years old.

In a military career spanning from 1941 to 1978, he received his wings from legendary flying ace Air Marshal Billy Bishop. Beginning with his first Spitfire flight with 542 Squadron over enemy territory, to serving as the Deputy Chief of Staff (Operations) for NORAD Headquarters Colorado, to commanding the United Nations air transport operation in the Congo, LGen Carr was a pilot with a remarkable number of flying hours over the course of his aviation career. He understood the importance of air power, and experienced first-hand the effects of technological advancements.

As a former Deputy Chief of the Defence Staff, he was responsible for identifying how the amalgamation of the services had negatively impacted the aviation arm. He saw the need to “create a consolidated organization to properly administer all military aviation in Canada.”

On September 2, 1975, his efforts paid off and Air Command was created. With its headquarters in Winnipeg, Manitoba, and Lieutenant-General Carr as its first commander, Air Command controlled all air assets within the Canadian Armed Forces.

His impact extended beyond his years of service. In August of 1993, LGen Carr was invested as Honorary Colonel of 412 (VIP) Squadron, and the Royal Canadian Air Force instituted the Carr Award in recognition of his role and impact on Canadian military aviation. In the Village at Griesbach, Alberta (in Edmonton), a former military site, streets are named after eight veteran airmen with connections to the region, of which LGen Carr is one. In 2001, at a ceremony held in Ottawa, Ontario, he was inducted as a Member of Canada's Aviation Hall of Fame.

Lieutenant-General William Carr was predeceased by son David and wife, Elaine, and he leaves behind daughter Virginia (Baldwin), and son Peter, along with their families. Bill Carr was a long-time member of the CAHS. A funeral is planned for Ottawa on October 24.

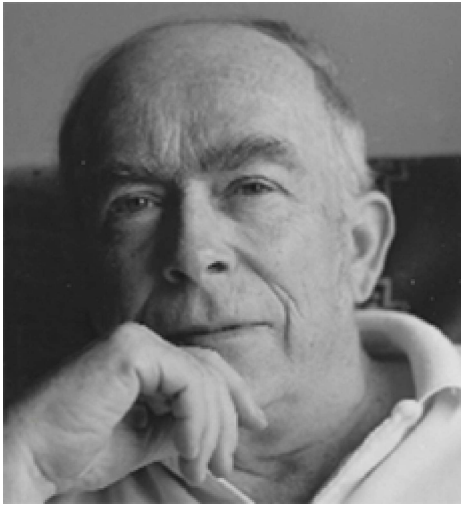
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Bill Carr was a long-time member of the CAHS and the Ottawa chapter. A funeral is planned for Ottawa on October 31. Arrangements can be seen when you [click here](#). The Memory Project carries a story about LGen Carr where you can hear him speaking or read a transcript of his talk when you [click here](#).

## **TAYLOR, Stewart Kenneth**

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Stewart Taylor of St. Thomas, passed away at the St. Thomas-Elgin General Hospital on September 29, 2020 in



his 90<sup>th</sup> year. Stewart was born in Toronto, Ontario on July 4, 1931, son of the late Clara and Kenneth Taylor. Beloved husband of the late Marion Taylor (2012). Dear brother-in-law of Barbara and Leonard (2015) Morley and Barry and Patricia (2018) Fry. Caring uncle of Gregory Fry (Nancy). Stewart was a world

expert on WWI Canadian Pilots and enjoyed people and thrived by having stimulating conversations. Cremation has taken place and Stewart's ashes will be scattered in the Old St. Thomas Church Scattering Garden. A heartfelt thank you to the dedicated and caring staff at Caressant Care Retirement Home. In lieu of flowers, donations would be appreciated to Animal Aid of St. Thomas. Williams Funeral Home, 45 Elgin Street, St. Thomas.

Peter Kilduff, President Emeritus, League of World War I Aviation Historians wrote "Stewart Taylor was an internationally prominent researcher, writer and well-regarded expert on Canadian airmen in World War I. Over four decades he wrote scores of articles for aviation historical journals in Canada, the UK and the USA. An early and long-time supporting member of the US-based League of World War I Aviation Historians and its quarterly journal *Over the Front*, Stewart wrote 15 articles for that publication from 1986 to 2006. During that time he was a three-time recipient of The League's prestigious *Thornton D. Hooper Award* for Editorial Excellence for articles that appeared in 1986, 1994 and 2003 issues of *Over the Front*. He was a valued friend of mine for nearly 40 years and will be greatly missed."

Stewart joined the Canadian Aviation Historical Society as member # 642 in 1966. The *CAHS Journal* (Vol. 34, No. 4, Winter 1996) contained the article "John Roy Allan: Handley-Page Pilot" by Stewart. At the end of his article the following paragraph compiled by the Journal's Editor, Bill Wheeler, provided a brief summary of Stewart's exemplary efforts to record Canadian aviation history.

"Stewart K. Taylor is a retired commercial artist and, for most of his life, a devotee to World War 1 flying. He has researched the lives of Canadians who flew with the RFC, RNAS, IAF and the RAF during WW1 and was named Official Historian for World War I Flyers in 1973. Stewart is a long-time member of the CAHS, the former Cross and Cockade (US) and the League of World War 1 Aviation Historians."

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## Gaynor Williams

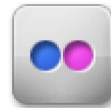
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The CAHS was saddened to learn of the passing of Gaynor Williams, CAHS Ottawa Chapter member from 2003-2013.

To read more about his incredible life, please [click here](#).

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