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CANADIAN AVIATION HISTORICAL SOCIETY



www.CAHS.ca

Hello,

Welcome to the September edition of the CAHS National Newsletter.

CAHS National News



NEWSFLASH!

For those of you who did not make it to London this year (great time, guys, thanks again!), the 2018 Convention and AGM is in Calgary from May 30 to June 3. Our host hotel will be the Sheraton Cavalier. They have a free airport shuttle, lots of free parking and a great meeting space. The staff is friendly, knowledgeable and very helpful. We know you will all enjoy your stay.

We are working on tours, a special location for the opening night meet and greet and of course speakers, speakers,

speakers! So, keep your eye on the newsletter; there will be more news soon.

See you in Calgary in 2018,
The 2018 CAHS AGM Committee

CAHS Chapter News

Chapter Meetings

Chapter	Date	Location
Calgary	17 Oct.	Southern Alberta Institute of Technology
Manitoba	26 Sept.	17 Wing Chapel
Montreal	17 Oct.	Pointe Claire Legion Hall
New Brunswick	19 Oct.	Fredericton
Ottawa	27 Sept.	Canada Aviation and Space Museum
Regina	17 Oct.	Eagles Club
Toronto	5 October	Canadian Forces College
Vancouver	30 Sept.	Richmond Cultural Centre
Medicine Hat	14 Oct.	Patterson Armoury, Medicine Hat

In the News

The North Atlantic Aviation Museum, Gander, NL

Report and photos by Gord McNulty

A brief opportunity to visit the North Atlantic Aviation Museum (www.northatlanticaviationmuseum.com) in Gander was among the highlights of a vacation trip to Newfoundland in late August. The museum, located directly across from our hotel, was to our surprise open until 7 p.m.

when our tour bus arrived in Gander around 5:30 p.m. The weather was overcast but at least rain held off.



Hudson Mark III at North Atlantic Aviation Museum, Gander, Aug. 23, 2017.



Close-up of Hudson Mark III at North Atlantic Aviation Museum. The aircraft is identical to the one that made the first successful trans-Atlantic crossing from Gander in November, 1940.

The museum's focal point is a rare Lockheed Hudson Mark III, believed to be one of only six in existence worldwide and the only intact Hudson in North America. The museum's Hudson, previously owned by Kenting Aviation in Toronto, was donated and flown to Gander on 17 May 1967. It was refurbished and mounted on a pedestal near the airport by volunteers who decided to erect a monument

to the crews of the Royal Air Force Ferry Command who were so vital to the Allied success. Volunteers at Gander's 103 Rescue Unit, Canadian Forces, painted Hudson BW769 as T9422 to commemorate the historic flight of BOAC Captain, later RAF Air Vice Marshal, D.C.T. Bennett, who made the first successful transatlantic crossing from Gander 10-11 November, 1940.



Canso CF-CRP completed more than 10,000 drops as a water bomber for the Newfoundland government. It was donated to the North Atlantic Aviation Museum in 1989.



CF-101B Voodoo, 101065, came to the North Atlantic Aviation Museum from National Defence HQ in Ottawa. The aircraft was used by 416 Squadron in Chatham, NB.

The aircraft collection includes a PBY-5A Canso water bomber in Newfoundland government colours. The Canso, CF-CRP, had been owned by Canadian Pacific Airlines, Trans-Labrador Airlines, Eastern Provincial Airways. It completed more than 10,000 drops as a water bomber for Newfoundland between 1966 and 1987 and was donated to the museum in 1989.

Other static aircraft include a CF-101B Voodoo, 101065,

and a Beech Expeditor 3NM, CF-VPK, currently on permanent loan from the College of the North Atlantic. A nicely refurbished Tiger Moth, CF-CPE, formerly RCAF 9693, is displayed inside the museum. This aircraft, affectionately known as "a Bag of Tricks" was purchased after its RCAF service by Jack James, a name synonymous with Gander International Airport which he served for almost half a century. Mr. James rose through the ranks to become the general manager and retired in 1984 after 20 years in that position.



Tiger Moth, CF-CPE, was known as a Bag of Tricks after RCAF service, and was owned by Jack James, longtime general manager of Gander Airport, who retired in 1984.

It's unfortunate that the Hudson and other outdoor aircraft are exposed to weather all year round. The museum is proposing to construct a hangar-style building to ensure the preservation of the Hudson. This facility will include interpretive tools such as a small theatre and activity/meeting rooms. It will be known as the Ferry Command Memorial Hall, creating a permanent memorial to the men and women of Ferry Command, including some 500 who gave their lives in active service.

If interested in donating towards this cause, please contact

the museum, a registered Canadian charity that issues income tax receipts for all donations. The museum's address is 135 Trans Canada Highway, P.O. Box 234, Gander, NL, A1V 1W6. Phone (709) 256-2923.



Atlantic Ferry Pilot Memorial at the North Atlantic Aviation Museum.



Beech Expeditor 3NM, later CF-VPK, is currently on permanent loan from the College of the North Atlantic.

The Silent Witness Memorial at Gander

A visit to Gander would not feel right for aviation

enthusiasts without taking time to see the Silent Witness Memorial, the outstanding monument commemorating the 256 people who lost their lives in the 12 December 1985 crash of an Arrow Air DC-8. Just after we had visited the North Atlantic Aviation Museum, we had time to take a taxi to quickly view the memorial in the fading light of day. Tour buses are not able to easily access the site to view the monument, located at the end of a rural road that descends through a forest into the site featuring a poignant sculpture and plaque overlooking Gander Lake.

Larry Milberry, who described a visit to the memorial in Volume 2 of *Air Transport in Canada* (pages 994-995), noted recently that it really was an emotional experience. He recalled slogging alone through chest-deep snow to get there. For my wife Angie and I, the approaching darkness seemed to add a melancholy note to our visit. It definitely was moving.

A few visitors were just leaving. Red, white and blue flowers and flags of the United States had been placed at the foot of a bronze plaque with gold lettering mounted on a granite stone dedicated to all who perished. The sculpture features an American soldier standing atop a massive rock holding the hands of a civilian boy and girl. Each child holds an olive branch indicative of the peacekeeping mission of the 101st Airborne "Screaming Eagles" on the Sinai Peninsula. The trio look to the future as they are surrounded by the hills and trees of the crash site.

It was unfortunate that we had to rush our visit but we were appreciative of having the opportunity to view this unforgettable memorial.

--- *Report and photos by Gord McNulty*



The Silent Witness Memorial at Gander, Nfld., Aug. 23, 2017.



The names of 248 passengers and eight crew members who perished are inscribed at The Silent Witness Memorial.



A plaque describing The Silent Witness Memorial at Gander.



A summary of the Arrow Air Crash is outlined on another plaque at The Silent Witness Memorial.

2017 Gathering of the Classics proves popular

The 2017 edition of the Gathering of the Classics at the Edenvale Aerodrome west of Collingwood, ON, once again provided plenty of action for aviation fans. This year's event was moved to the rain date of Aug. 13 because of unsettled weather and fortunately, the weather cleared nicely for an ideal day at the airport. A colourful variety of vintage, classic, homebuilt and experimental aircraft flew in and a large display of vintage automobiles attracted attention as well.

The Edenvale Aerodrome is the home of the Edenvale Classic Aircraft Foundation (www.classicaircraft.ca) which organizes the event. The many notable aircraft included two that were seen at the fly-in for the first time. An Aero L-29 Delfin of the ACER Cold War Museum, C-GDLG, painted in a striking red finish, took to the air. Both of the Cold War Museum's two Delfin trainers were originally in the Bulgarian Air Force. A Bucker Jungmann in Spanish Air Force colours, C-FEBU, made an impression after being named a Grand Champion in the Plans Built category at EAA AirVenture Oshkosh this year. Its winning form culminated a 12-year restoration effort. There were many other highlights and it's well worth checking Gus Curujo's website, www.gusair.com, for excellent coverage of this always-colourful event.

--- Photos and report by Gord McNulty



Two Harvards, shown arriving from the CHAA in Tillsonburg, were popular attractions at Edenvale on Aug. 13, 2017.



Boeing Stearman C-GSDK arrives at the Gathering of the Classics, Aug. 13, 2017.



Aero L-29 Delfin of the Cold War Museum at the Edenvale Gathering of the Classics, Aug. 13, 2017.



Veteran air show pilot Gord Price, 75, arrives at Edenvale in his Yakovlev Yak-50, serial no. 01, sponsored by the Dam Pub in Thornbury, ON.



Beautifully finished Bucker Jungmann C-FEBU in Spanish Air Force colours was a Grand Champion in the Plans Built category at EAA AirVenture in 2017.



Republic RC-3 Seabee, C-FGZX, restored as a Beeboyz Seabee with a GM LS2 engine, arriving at Edenvale Aug. 13, 2017.



Steen Skybolt C-GSLE was among the high-performance homebuilt aircraft at Edenvale Aug. 13, 2017.



Rene McKinnon, President of 427 (London) Wing RCAFA, enjoyed a ride in the ECAF Cornell at the Gathering of the Classics on Aug. 13, 2017.



Fairchild Fleet Cornell of the Edenvale Classic Aircraft Foundation, Aug. 13, 2017.



Fairchild 24W C-FEKC at Edenvale, Aug. 13, 2017.



Amphibious Cessna 170 C-GFOO at Edenvale Aug. 13, 2017.

Aviation History at Moncton Airport

*Story and photos by John Chalmers,
CAHS Membership Secretary*

When flying to New Brunswick on September 14, I landed at Moncton's Roméo LeBlanc International Airport to rent a car for the drive north to Miramichi in order to attend a celebration of the famed RCAF Golden Hawks. The aerobatic team's first home was nearby at the site of

former RCAF Station Chatham, now home to Miramichi Airport. But after getting the key to my car and being directed to the elevator for the underground parking garage, I was pleasantly surprised!



Near the elevator and next to a staircase leading to the upper level of the terminal is a sign inviting visitors to see the exhibit in the Don McClure Aviation Gallery at the top of the stairs, where this overhead sign is suspended.



How pleased I was to see what the Turnbull New Brunswick Chapter of the CAHS has done! In 2003, the chapter partnered with the airport to create the display gallery and

highlight aviation history in the Maritimes. The gallery is named for Don McClure (1923-2008), who was born in Moncton and inducted as a Member of Canada's Aviation Hall of Fame in 2002. McClure's induction citation reads: "His outstanding dedication to the advancement of flight training, coupled with his tireless efforts to teach and inspire the youth of Canada through the Air Cadet League, have been of major benefit to Canadians."



The image on the front of the first display case depicts a Douglas DC-3 of Maritime Central Airways flying over Hillsborough Bridge at Charlottetown, Prince Edward Island.



A corner display in the gallery features photos, documents and plaques on the walls, and a case houses memorabilia connected to aviation history.



This display case accommodates items related to the Royal

Canadian Air Force, with a squadron leader's uniform bearing pilot's wings, a ribbon of the Distinguished Flying Cross and other ribbons representing medals of the Second World War.



Five wall panels commemorate important aviation figures who were born in New Brunswick or have close ties to aviation in the province. All are Members of Canada's Aviation Hall of Fame and are depicted in portrait sketches by the late Irma Coucill, who created over 200 such images for the Hall. Left to right are New Brunswick aviation pioneer Walt Fowler; Wallace Turnbull, for whom the CAHS New Brunswick chapter is named; Al Lilly; Claude Taylor; and Don McClure, for whom the gallery is named.



A model of a de Havilland Mosquito, an important fighter-bomber of the Second World War, is one of several aircraft models hanging above the exhibits.



Battle of Britain



La Bataille d'Angleterre

July 10 to October 31 1940 / Du 10 juillet au 31 octobre 1940

**Honoring
New Brunswick Pilots
Who Flew in This Epic Battle**



Hawker Hurricane



Hart, John Stewart
S.I. (DTC) • Commandant d'aviation (DTC)
Honoreurs Ville natale - Acadie, NB

John Stewart Hart s'engage dans l'Armée en 1916. Il pilote des Spitfires avec l'Escadron no 602 de l'RAF, dans la bataille d'Angleterre. Le 12 octobre 1940, il abat deux compagnons de l'escadron no 602. Hart détruit un Junkers Ju 88, il perdrait également avoir abattu un ME109, mais cela n'est jamais confirmé. Le 29 octobre 1940, durant les derniers jours de la bataille d'Angleterre, Hart abat son premier ME109 confirmé. Hart vit actuellement (1999) à Naramata, en Colombie-Britannique et il est le seul Néo-Brunswickois vivant à avoir piloté un avion lors de la bataille d'Angleterre.

**En hommage aux
pilotes néo-brunswickois qui ont
participé à cette bataille épique**



Supermarine Spitfire



Harnett, Thomas
Wing commander (DTC) • Commandant d'aviation (DTC)
Honoreurs Ville natale - Moncton, NB

Enlisted in R.A.F in 1916. Flew Bristolons in a night fighter with 829th Central Squadron during the Battle of Britain. Harnett survived the Battle of Britain and went on to a very distinguished Air Force career. He passed away in Vancouver on April 26th, 1995.

Thomas Harnett s'engage dans l'Armée en 1916. Il pilote des Bristolons de chasse nocturne avec l'escadron Central 829 pendant la bataille d'Angleterre. Harnett survit à la bataille d'Angleterre et fait une brillante carrière dans l'aviation. Il meurt à Vancouver le 26 avril 1995.



Hamilton, Harry, "Hammy"
F.I. • Capitaine d'aviation
Honoreurs Ville natale - Oak Point, NB

Enlisted in R.A.F in 1916. On Aug. 28th, 1940, Hamilton's "late with credits", he shot down an ME109 in being his master of victories to 11.2 enemy aircraft destroyed, one probable, and one damaged. He was subsequently shot down by a ME109 and was listed as killed in action.

Harry Hamilton s'engage dans l'Armée en décembre 1916. Le 29 août 1940, il respecte son « rendez-vous avec le destin » et abat un ME109, ce qui porte sa liste de victoires à 11,2 avions ennemis détruits, un autre probablement détruit et un autre endommagé. Plus tard, il est lui-même abattu par un ME109 et est classé comme mort au combat.



Hewitt, Duncan A. "Dunc"
P.O. • Sous-lieutenant d'aviation
Honoreurs Ville natale - Saint John, NB

Enlisted in R.A.F in 1916. Failed to return from a mission gained on July 12th, 1940 and thus became the first Canadian to lose his life in the Battle of Britain. At the time of his death, P.O.Hewitt was flying Hurricanes with 503 Squadron.

Duncan Hewitt s'engage dans l'Armée en 1916. Le 12 juillet 1940, il ne revient pas d'une mission de combat. Il est le premier Canadien à perdre la vie durant la bataille d'Angleterre. À l'époque de son décès, le sous-lieutenant Hewitt pilote des Hurricanes avec l'escadron no 503.



Skanders, Kirkpatrick, "Pat"
F.I. • Capitaine d'aviation
Honoreurs Ville natale - Saint John, NB

Enlisted in R.A.F in 1916. Flew with 522 Squadron in the Battle of Britain. Skanders was killed in action on September 7th, 1940 when his Hurricane was shot down. He was 24 years old at the time of his death.

Kirkpatrick Skanders s'engage dans l'Armée en 1916. Il pilote des Hurricanes avec l'escadron no 522 durant la bataille d'Angleterre. Skanders est tué au combat le 7 septembre 1940 alors que son Hurricane est abattu. Il n'a que 24 ans.



Trucman, Alec Albert Gray
F.O. • Lieutenant d'aviation
Honoreurs Ville natale - Acadie, NB

Enlisted in R.A.F in March 1916. Flew Hurricanes with 875 Squadron R.A.F during Battle of Britain. Shot down in combat over Kentley on September 2nd, 1940 was listed as killed in action.

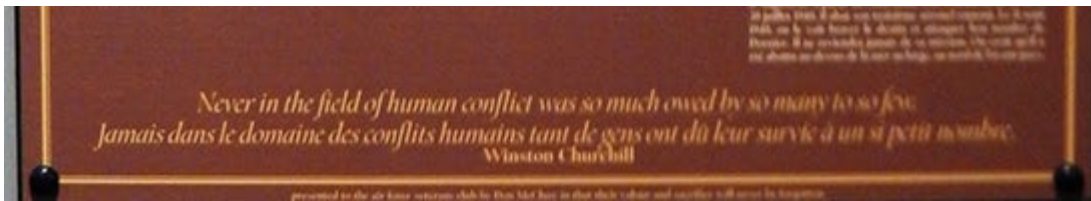
Alec Trucman s'engage dans l'Armée en mars 1916. Il pilote des Hurricanes avec l'escadron no 875 de l'Armée durant la bataille d'Angleterre. Il est abattu au combat au-dessus de Kentley le 2 septembre 1940. Il est classé comme mort au combat.



Wilson, Robert Ross, "Bob"
P.O. • Sous-lieutenant d'aviation
Honoreurs Ville natale - Moncton, NB

Enlisted with R.A.F in 1916. During the Battle of Britain, Wilson was flying Hurricanes with 503 Squadron and on July 19th, 1940 shot down by three enemy aircraft. Wilson's "late with credits" was 5th, 6th, 1940 when he was seen to attack a number of Germans. He failed to return from the mission and is presumed to have been shot down into the sea off North Foreland.

Robert Wilson s'engage dans l'Armée en 1916. Durant la bataille d'Angleterre, il pilote des Hurricanes avec l'escadron no 503 de l'Armée.



This display panel honours seven pilots from New Brunswick who flew in the epic Battle of Britain in 1940 during the Second World War.



A panoramic photo of early aviation and a timeline of aircraft development from 1909 to 2002 are among the wall displays.



Displays in the gallery are related to both military and civil

aviation. This display case houses uniforms and artifacts of Trans-Canada Air Lines.



Display cases in the gallery feature historic aviation photos on the backs and ends of the cases.



One of the aircraft in a display case is a "Faithful Annie," an Avro Anson, widely used during the Second World War to train navigators, and to train pilots on multi-engine aircraft at stations in Canada of the British Commonwealth Air Training Plan.



This photo on the back of a display case depicts a Fairchild Cornell at the Moncton Flying Club, an aircraft used for training pilots in civil and military flying programs.



Both battle dress and mess kit uniforms of the RCAF are preserved in this display case.



This photo on the back of a display case shows Avro York CF-HMU of Maritime Central Airways, on the apron of wartime RCAF No. 8 Service Flying Training School at Lakeburn, New Brunswick, circa 1949. The York was a transport aircraft derived from the famous and much better known Avro Lancaster bomber, likewise powered by four Merlin V-12 liquid cooled engines.



Digital cameras were invented for taking selfies! So here I am at the Don McClure Aviation Gallery prepared by the New Brunswick Chapter of the CAHS. The photo in the background shows Don McClure with a de Havilland DH 60

Gipsy Moth, 1941.

Seeing the exhibits provided a fine start to my New Brunswick visit. The Don McClure Aviation Gallery is an outstanding example of what the Canadian Aviation Historical Society can do in partnering with an appropriate public venue to provide visitors with opportunity to learn about our aviation heritage. "Don McClure was manager and owner of the Moncton Flying Club, as well as being an important aviation figure in New Brunswick. He preceded me as president of our chapter," says current president Jim Sulis, "and was a driving force behind creating the display. It was appropriate to name the gallery after him."

For more information about the New Brunswick CAHS chapter, see cahs.ca/chapters/new-brunswick.

** 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.*

History in the News

Check these recent newspaper stories for more fascinating stories about history past and present:

[Avro Arrow prototype found in Lake Ontario](#)

Museum News

[Montreal Aviation Museum completes construction/restoration of an historic aircraft](#)



Montreal, QC – September 11, 2017 - The Montreal Aviation Museum (MAM), announces the completion of a three-year construction/restoration project of an historic biplane from the late 1920's.

The Curtiss-Reid Rambler was a trainer airplane conceived in 1928 for the many emerging flying clubs throughout Canada, designed by Wilfrid Thomas Reid.

Reid had left Canadian Vickers in Montreal to form, in February 1928, Reid Aircraft. His first design with his new company was the Rambler, a largely conventional biplane design with fabric-covered wings being braced with Warren trusses and which could be folded back for storage. The fuselage was of steel tube construction covered in fabric with tandem seats for pilot and passenger (or student) in an open cockpit with a 120hp de Havilland Gipsy engine providing a maximum speed of 180 km/h (112 mph). The prototype (G-CAVO) was first flown on September 23, 1928.

The Rambler achieved fair success despite the depression years ahead with 36 examples being built, culminating in 1931 with the Rambler Mk III, using the more powerful Gipsy III engine. John C. Webster flew the Mk III prototype in the British King's Cup Air Race that same year.

It was an important aircraft in the early years of Montreal's aircraft industry and enjoyed success in both civilian and

military aviation. Between 1935 and 1942, 638 student pilots were trained on Ramblers including Verdun-born WWII leading Canadian ace George Beurling.

The project began in 2014 under the leadership of Patrick Campbell, Jake Wilmink and John Duckmanton. Many other volunteers from the museum also contributed their time and efforts to have this rare aircraft finished in time for the anniversary. There are no complete original Rambler aircraft existing in the world. Included with the MAM replica however, are some original parts such as the upper wing frames, the Cirrus engine and the wheels.

Jim Killin, the Executive Director of the MAM, commented, "We are extremely proud of our volunteers who spent countless hours over three years to finish this historic aircraft in time for Montreal's 375th anniversary and Canada's 150th. We hope to have her on display at Montreal's City Hall within the year."

The Montreal Aviation Museum, formerly known as the Canadian Aviation Heritage Centre, was founded in 1998 by Godfrey Pasmore. Located on the Macdonald Campus of McGill University in Ste-Anne-de-Bellevue (Montreal), QC, the MAM is a non-profit volunteer based organization dedicated to the preservation of Canada's rich aviation history with an emphasis on Quebec's role. It is Quebec's only civil and military aviation museum. The museum includes Canada's largest aviation art gallery, artefacts and memorabilia depicting our aviation history, flight simulators and other important aircraft including a Blériot XI, Fairchild FC-2, Fleet Canuck, Fairchild Bolingbroke (currently under restoration) and a recently acquired Noorduyn Norseman. For more information on the museum: www.mam.quebec / info@mam.quebec / 514-398-7948.

Additional information: Jim Killin, 514-398-7948



Montreal Aviation Museum acquires historic Norseman aircraft



Montreal, QC - August 26, 2017 - The Montreal Aviation Museum (MAM), announces the acquisition of an historic Noorduyn Norseman aircraft from Kuby's Aircraft of Kenora, ON.

The Norseman, a high-winged cabin monoplane designed by Robert Noorduyn of Montreal in the mid 1930's specifically for the northern climate, played a significant role in bush aviation operations beginning in the late 1930's. Due to its historical importance in Montreal's early aviation production industry, the Montreal Aviation Museum has been searching for this type of aircraft to add to its growing collection of historical aircraft. Jim Killin, the Executive Director of the museum, commented, "We are extremely excited about this wonderful opportunity, and once restored, the Norseman will be a welcome addition to our collection of Montreal related aircraft."

The Norseman, a rugged and versatile single engine aircraft, remained in production for almost 25 years with over 900 produced at the Noorduyn plant in Cartierville, QC (now Ville St-Laurent), and the Canadian Car & Foundry plant in Fort William, ON. Norseman aircraft are known to have been registered and/or operated in 68 countries throughout the world. The aircraft also served in the Royal Canadian Air Force and the United States Army Air Force.

The MAM's intention is to restore the aircraft for static display in the colours and markings of the first production

Norseman, registered as CF-AYO. This aircraft served with Dominion Skyways, an early commercial airline company whose President was Hartland de Montarville Molson. Jim Killin stated, "Our volunteers have a lot of work ahead of them as the aircraft will require significant restoration due to its condition and the condition of the parts we have acquired. Fundraising will also be an important aspect of this project, if we are to do the restoration justice."

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 September are:

Question: 414 Electronic Warfare Support (EWS) Squadron was reformed on Jan 23, 2009. When was it originally formed, what was its function then and when was it last disbanded? What is its nickname?

Answer: "The re-formation of 414 Electronic Warfare Support (EWS) Sqn was marked at a ceremony held Jan 23rd 2009 at Vintage Wings of Canada, near Ottawa. The unit, which is located in Ottawa but reports to 3 Wing Bagotville, Que, is responsible for providing electronic warfare support to Canadian Forces combat training. Nicknamed "Black Knight" Sqn 414 EWS Sqn traces its origins to WWII when it was a fighter reconnaissance squadron. It has existed in various forms since that time, and was last disbanded in 2002 when it was known as 414 (Combat Support) Sqn."

Source: *Airforce Revue Magazine* – Spring 2009 – Page 7

Question: The personnel in control tower at a training station (No. 4 FTS @ RCAF Stn Penhold) had to be more

vigilant than normal. What is an example of the process that was put in place that would stop the control tower from going into a panic when they saw an aircraft possibly in danger?

Answer: "Because we were a training station, the people in the control tower were required to be even more vigilant than normal as to what was happening on and around the airfield. One thing we practised was what to do in the case of an engine failure immediately after take-off. The instructor would chop the power down to near idle to simulate total power loss and would at the same time radio to the tower that our aircraft was "Cornfield." The tower, then, seeing the aircraft dropping back out of the sky, would refrain from the normal panic such a scene would normally cause, watch until we regained our upward motion, and life would go on as normal."

Source: *Airforce Revue Magazine* – Spring 2009 – Page 41

Question: What was the first aircraft to be flown by the RAF to have a retractable undercarriage, which was a comparative novelty in 1936? What was its function and what were 2 of its nicknames?

Answer: "The Avro Anson was known by a number of nicknames including "Faithful Annie" or "Flying Greenhouse." It was the first aircraft to be flown by the RAF to have a retractable undercarriage, which was a comparative novelty in 1936. In 1940, a Canadian government-owned company, Federal Aircraft Limited, was created in Montreal to manufacture the Anson for Canadian use. Nearly 3,000 Anson aircraft were produced and in the early days of the British Commonwealth Air Training Plan (BCATP), the Anson was the standard trainer for many pilots, observers, wireless operators and bomb aimers. More than 20,000 aircrew received training on the Anson. In Canadian service, the aircraft was substantially redesigned with the substitution of North American engines and many other airframe and equipment changes."

Source: *Canadian Combat and Support Aircraft* – T.F.J.

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