

# CANADIAN AVIATION HISTORICAL SOCIETY



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

## Hello CAHS,

Welcome to the September edition of the CAHS National Newsletter.

### CAHS National News

The new [cahs.com](http://cahs.com) website is currently offline while we deal with a minor 3rd-party service provider's technical problem, and should be "live" again sometime between Saturday morning, September 21 and Monday evening September 23, 2019.

### CAHS Chapter News

#### Chapter Meetings

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

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## In the News

### **Our First Aerial Police Pursuit – Now on the stage!**

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Story and photos by John Chalmers,  
CAHS Membership Secretary

One of Canada's great aviation stories is now the subject of a new play, in which the pilot, who is an original member of Canada's Aviation Hall of Fame, Wop May, flies again!

In Edmonton, Alberta, on August 30, 1919, police constable William Nixon was fatally shot at 3:00 a.m. while on foot patrol. He had joined the police force starting in 1912. Nixon then enlisted in the army for the First World War, was awarded the Military Medal for bravery and afterwards returned to the police force two days after returning from overseas.

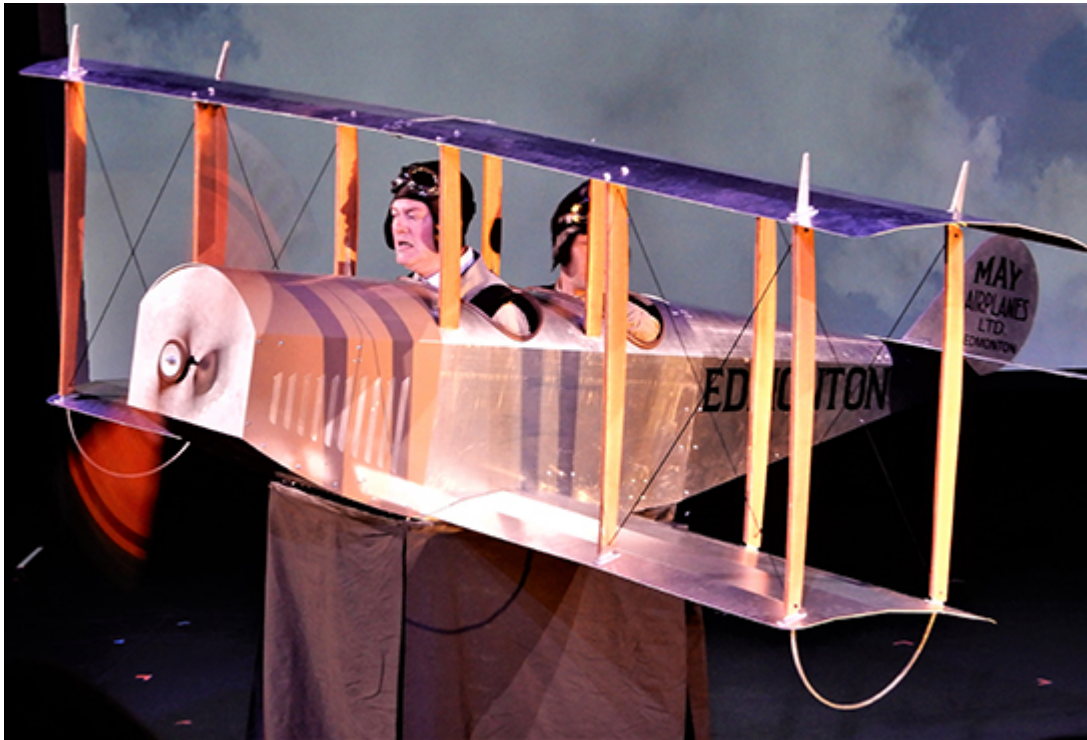
Constable Nixon, shown at right, is remembered at the Canadian Police Memorial Pavilion on Parliament Hill in Ottawa and on a monument on the grounds of the Alberta Legislature Building. Nixon is also remembered by the naming of the William Nixon Training Centre of the Edmonton Police Service. (Internet photo)



The alleged killer was John Gundard Larsen, also suspected of armed robberies and two other shootings. He fled Edmonton by train to Edson, Alberta, (pop. 8,400 now, 800 in 1919) a town 200 km west. On September 2, city police called upon Wilfrid "Wop" May, O.B.E., DFC, who with his brother, Court, had recently formed May Airplanes Ltd. with

a single aircraft, a Curtiss JN-4 biplane, known as a "Jenny". Wop was asked to fly Detective James Campbell to Edson to join the manhunt.

The story of that manhunt is now the subject of a new play, *The Flying Detective*, focusing on the part of James Campbell in the first aerial police chase in the British Empire. The play was commissioned by the Edson and District Historical Society from the Accidental Humour Co. of Edmonton.



*On stage, Wop May in the rear seat of a Curtiss Jenny, flies an apprehensive detective, James Campbell, to Edson to join the manhunt for the suspected killer.*

An ace fighter pilot in the First World War serving with the Royal Flying Corps and the Royal Air Force, Captain Wop May (1896-1952) is credited with bringing down 13 enemy aircraft. He later became a famed bush pilot. During the Second World War he served as manager of No. 2 Air Observer School in Edmonton, a Second World War school of the British Commonwealth Air Training Plan.



*Pilot Wop May (William Banfield) and Detective Campbell (Cody Porter) shake hands after landing on a street in Edson.*

Two hours after takeoff, the Jenny and its two occupants landed in Edson, which had no airfield. Twelve hours later and south of Edson, Detective Campbell had Larsen under arrest. But Larsen escaped while handcuffed, was re-captured and taken by train back to Edmonton. He was tried, convicted and jailed for his crimes.

The play was first presented in August at the Edmonton Fringe Theatre Festival to sold-out houses. The play integrates live performance with video on three very large screens in a unique treatment of the story. The official premiere of the play, a slightly longer two-act version, was presented in Edson on August 31 and September 1.



*Seen here after the Fringe presentation in Edmonton are left to right, great-great grandsons Ian and Lachlan Campbell with their father, John, at far right with Cody Porter, who played the part of the flying detective. (Photo courtesy of John Campbell)*

The most amazing aspect of the staging is the building of a Curtiss Jenny right before the eyes of the audience! In moments, the airplane is assembled, the men are seated in the cockpit and the propeller spins. The Jenny is soon "flying" among the clouds.



*August 30 – September 1 were proclaimed as Wop May Days in Edson. At the town's Galloway Station Museum, May was remembered in a banner, a mural, merchandise and artifacts such as this display of his pilot's wings from the RFC and his miniature medals.*

A special event during Wop May Days was the dedication of a historical sign about the aerial pursuit and the manhunt, along with two photos of the Jenny on an Edson street. The sign is located at the hamlet of Robb (population 170), some 60 km south of Edson, close to the site of the culprit's capture.



*Cutting a ribbon at the sign marking the 100th anniversary of the aerial pursuit and speaking at the event were John Campbell, left, a great-grandson of the detective, and Denny May, son of Wop May. Several members from both families were present for the occasion.*



*The beautifully restored 1913 Edson School, now known as the Red Brick Arts Centre and Museum includes a 1920s*

*classroom and the theatre where The Flying Detective had its premiere.*

Attending the play in Edson at a sold-out gala event that rewarded the players with a sustained standing ovation were members of the May and Campbell families. "What a wonderful experience!" says Denny May, seen at right. "Dad would have loved the play - a murder mystery, a dangerous flight, tracking down a killer, and humour



included, which was very appropriate. I was so proud to see my father honoured this way, and by the Town of Edson. We were pleased that the Campbell family was well represented and had the opportunity to share the heroics of their relative James Campbell, the flying detective." (For more information about Wop May, see [www.wopmay.com](http://www.wopmay.com).)

The play now goes to more towns during the months ahead. See [www.accidentalhumour.com/thetruestory](http://www.accidentalhumour.com/thetruestory). To book the play, write to [info@accidentalhumour.com](mailto:info@accidentalhumour.com).

## **Spectacular 70<sup>th</sup> Anniversary Canadian International Air Show**

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By Gord McNulty, CAHS Vice President





*The RCAF Snowbirds were the concluding performance at the CIAS*

CAHS Toronto members were thrilled to receive 45 complimentary tickets to the 70<sup>th</sup> Anniversary of the Canadian International Air Show Aug. 31-Sept. 2 at the Canadian National Exhibition. The aerial display over the Toronto waterfront once again lived up to the exceptional standard that has made it among the leading air shows in North America.

The much-appreciated tickets to the exclusive air zone were generously provided by Lori Duthie, CIAS Executive Director. CAHS Toronto Chapter Sheldon Benner wrote a letter of appreciation to Lori, the Air Show Committee and the CNE for the initiative. The Chapter Executive is hopeful that we can discuss the possibilities of showing a poster or a small display at the show to promote the activities of the CAHS for the past 57 years.



*Red Arrows in a colourful display at the CIAS*

It was especially rewarding to see the Royal Air Force Red Arrows in action as part of their North American Tour this year. The Arrows flew their precision aerobatic manoeuvres in fast and nimble BAE Hawk T1 jets, underlining their importance as national ambassadors for Britain.

The Arrows have flown the CIAS only once before, back in 2002. As the Arrows like to say, it was "smoke on, go!" for

the team, now in its 55<sup>th</sup> season. The Arrows pilots and members of the Circus --- the team's travelling support crew --- enjoyed meeting and greeting everyone during the day along with other air show participants.



*A flypast by the RAF Airbus A400M Atlas*

Other first-time appearances included a Royal Air Force Airbus A400M Atlas, providing tactical and strategic airlift for the British military, including the Red Arrows, and a Sikorsky CH-148 Cyclone. The Snowbirds excelled again, and a CH-146 Griffon from 424 Squadron provided a dramatic search and rescue demonstration.

CIAS Chair Richard Cooper flew a Russian-built, two-seat Mikoyan MiG-15, while Dave Hewitt flew his beautifully polished Beech Expeditor 3NM. Impressive aerobatics were flown by Brent Handy in his Pitts Special and ageless Gord Price in his Yak 50, among other featured performers.

An excellent souvenir programme, *Airspeed*, was produced for the show. I have scanned some photos from the programme for this report. Eric Dumigan took many fine images from a different vantage point at the Toronto Airport control tower, found on his website [www.airic.ca](http://www.airic.ca)

We're looking forward to the 71<sup>st</sup> CIAS and the prospect of strengthening the relationship between the CAHS and the

CIAS to promote our shared goals.



*A CH-146 Griffon hoists a SAR tech from Lake Ontario in a dramatic display*



*A new aircraft profile the Sikorsky Cyclone flies overhead*



*The title page of the RAF Red Arrows brochure*

# BAE Systems Hawk T1



**Length**  
11.9 metres (39ft 3in)

**Wingspan**  
9.4 metres (30ft 10in)

**Height**  
4 metres (13ft 2in)

**Maximum speed**  
Mach 1.2

**Maximum altitude**  
48,000ft

**Maximum take off weight**  
5,700kg

**Range** 1,000 nm

**Powerplant**  
Rolls-Royce Adour

**Engine type**  
Twin shaft  
turbofan

**Thrust**  
5,200lbs

The BAE Systems Hawk T1 replaced the Folland Gnat as the aircraft used by the Red Arrows – appearing for the first time in the 1980 season. The team's jets are essentially the same as those flown by Advanced Flying Training students, with the exception of smoke-generation modifications and an updated Rolls-Royce engine, which gives a faster response time. The aircraft features a two-seat cockpit and during transit flights away from the team's home base, a member of the Circus – the Red Arrows' travelling support crew – occupies the rear seat, with the pilot in the front.

*A profile and specifications of the BAE Systems Hawk T1 flown by the Red Arrows*



A Red Arrows Hawk scanned from the 2019 CIAS programme



*The proud history of the CIAS is outlined in this plaque on display at Exhibition Place*



*The Red Arrows North American Tour began in Halifax August 11 and is set to conclude Oct 4 6 in Los Angeles*





*The Red Arrows pilots all of whom have previously flown operationally with the Harrier Tornado or the Typhoon*

## **Rave Reviews for 2019 Brantford, Ontario Community Air Show**

Report and photos by Gord McNulty, CAHS Vice President



*The specially painted 2019 Demo Hornet at the Brantford Community Air Show Aug. 29, 2019*

A record-breaking crowd and a beautiful summer day set the stage for an impressive 2019 Brantford Community Air Show on Aug. 29.

An estimated 15,000 or more spectators flocked to Brantford Airport to enjoy the display, co-produced by the Canadian Warplane Heritage Museum and the Rotary Club of Brantford. In fact, the gates had to be closed at 1 p.m. as capacity was reached and parking space ran out.

The 2019 CF-18 Demo Team headlined the show. Capt. Brian Kilroy flew the specially painted Hornet, in a scheme commemorating the history of the RCAF and the 70th anniversary of NATO. The Snowbirds thrilled the crowd, as well as a good variety of vintage warbirds including the only air show appearance of the CWHM Lancaster this season. The Waterloo Warbirds flew a CT-133 Silver Star and a Vampire while Alf Beam and Danny Richer flew T-28 Trojans among others.



*C-47 Dakota of CWHM taking off with Hamilton Sport Parachute Club skydivers to open the 2019 Brantford Community Air Show*

Aerobatic displays featured Brent Handy and wingman Todd Farrell in Pitts Specials, Mike Tryggvason in a Giles 202, and the Canadian Harvard Aerobatic Team. Hamilton Sport Parachute Club skydivers, who opened the show, were taken aloft in the CWHM C-47 Dakota.

For extensive photo coverage, check the superb images taken by Eric Dumigan ([www.airic.ca](http://www.airic.ca)) and Gus Corujo ([www.gusair.com](http://www.gusair.com))

The most successful rendition in the 15 year-plus history of the air show is a tribute to the efforts of many volunteers, sponsors and community supporters. We join the CWHM in thanking everyone for donating their time and skill to make it possible.

## **Avro Arrow replica unveiled after relocation to Edenvale**

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Report and photos by Gord McNulty, CAHS Vice President



The unveiling of a full-scale replica of the Avro Arrow replica highlighted the annual Gathering of the Classics fly-in at Edenvale Aerodrome, about 120 kilometres northwest of Toronto, on Aug. 10.

Aviation fans were thrilled to see the replica displayed for the first time since it was relocated to Edenvale from Toronto late in 2018 and subsequently reassembled by volunteers. The replica had languished with the demise of the Toronto Aerospace Museum, later renamed the Canadian Air and Space Museum, at Downsview Park. It is now the centrepiece of the Canadian Air and Space Conservancy, the new name for the CASM and its collection of aircraft and artifacts.

The replica was displayed partially outside a new hangar being developed to establish full museum quality facilities for the Conservancy. A Grumman/de Havilland Canada CS2F Tracker in Royal Canadian Navy colours and a CT-114 Tutor in Snowbirds livery that were part of the collection in Toronto were also on display. For its part, the replica was completed by volunteers and made its initial public appearance at Downsview in 2006. The Conservancy has a Facebook homepage to provide regular updates on its progress.

Edenvale gives every indication of being a fine locale for the replica and the rest of the collection. Bob Coxon, Director of the Edenvale Aviation Historical Foundation and Past President of RCAFA 441 Wing, said there are some 20,000-plus retired aviation people in the south Georgian Bay area. Support is ongoing from RCAF 16 Wing Borden, RCAFA 441 and 429 Wings, Township of Clearview, Simcoe County and the Edenvale Classic Aircraft Foundation which hosted the always popular fly-in.

Sunny, albeit windy, conditions made this year's Gathering of the Classics another rewarding event for everyone.



*The Arrow replica as it was originally unveiled at Downsview in 2006 by the Toronto Aerospace Museum*



The Arrow replica attracted a crowd of fans at its original unveiling at Downsview in 2006



*The full scale Avro Arrow replica displayed at Edenvale by the Canadian Air and Space Conservancy on Aug. 10*



*Avro Canada newsmagazine poster display at Edenvale by Marc Andre Valiquette*



The CS2F Tracker that was part of the Canadian Air and Space Museum was displayed at Edenvale



*Ryan Navion C-GDQL exemplified the classic aircraft at Edenvale*





*Globe Swift CF-ZJT at the Gathering of the Classics*



*Harvard Mk 2 C-FRWN from the CHAA takes a passenger for a flight*

## **Canadian Warplane Heritage Bolingbroke Project Update**

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## WARPLANE MUSEUM'S BOLINGBROKE WILL NOT FLY

VINTAGE AIRCRAFT TO BE RESTORED TO RUN-UP CONDITION ONLY

MARK NEWMAN  
mnewman@hamiltonnews.com

The Bristol Bolingbroke aircraft that has been under restoration at the Canadian Warplane Heritage Museum since 1986 will look and sound like it did during the Second World War - but it won't fly.

Al Mickeloff, marketing manager at the Mount Hope museum, said they decided to ground the aircraft late last year.

"After a very thoughtful and open group discussion and in consideration of the real-world challenges included in restoring and safely operating an airworthy Bolingbroke, it was decided

by the team, including the restoration team and management, to continue to restore the aircraft to just ground-running operation," Mickeloff said.

As reconnaissance bombers, Bolingbrokes were used by the Royal Canadian Air Force on anti-submarine patrols and as trainers at bombing and gunnery schools at British Commonwealth Air Training Plan bases during the Second World War.

The museum's Bolingbroke Mk IVT is being rebuilt from the remains of eight aircraft salvaged from Manitoba.

CWH president and chief executive officer David Rohrer estimates the museum has spent \$50,000 to \$80,000 on things like fittings, wiring, engines, propellers and other parts since the restoration began, and all the new parts had to be approved by Transport Canada.

ada. "It's a complicated airplane," Rohrer said. "Materials age well took years, not months."

A contributing factor to the decision was the reliability of the Bolingbroke's two Bristol Mercury XV engines.

The Mercury engines don't have a great reputation," Rohrer said.

In June 2016, a CWH Ly-sander crash-landed in a field near Cayuga after the pilot experienced problems with the same type of engine that will be installed on the Bolingbroke.

Although no one was injured, the crash landing gave museum officials pause for thought, and Rohrer said they decided not to take any chances with the Bolingbroke, when it comes to safety.

Rohrer said the decision means they no longer require Transport Canada ap-

proval for the restoration work, and it should save the museum a lot of time and money.

"What it means is we don't have to do everything to an airworthy standard," he said. "It makes the ability to finish the project a lot easier. We don't need certified shops to do some of the engineering work."

Rohrer said they should be able to finish the project in-house, hopefully in time for the museum's 50th anniversary celebrations in 2022.

Wayne Ready, who has been leading the Bolingbroke restoration project since it began, said he was disappointed with the decision and thinks about the restoration crew members who have died over the years without seeing the aircraft completed.

"I hurt a little bit, but we got over it," said Ready who noted the restoration group is now down to eight people



Mark Newman/Torstar  
Canadian Warplane Heritage Museum officials are hoping their Bolingbroke can be restored to run-up condition by the time the museum celebrates its 50th anniversary in 2022.

from as many as 18 several years ago.

Ready said the fuselage and centre section of the aircraft are essentially complete and some work still needs to be done on the engines.

Then it's a matter of attaching the wings and engines and painting the aircraft in the brown and green colours of RCAF 119 City of Hamilton Squadron.

"It will be quite a day when it rolls down the tar-

mac," said Ready, who noted the CWH aircraft will be the only Bolingbroke in North America that has been restored to run-up condition.

The only flying Bolingbroke in the world is operated by the Aircraft Restoration Co at the Duxford Airfield in Cambridgeshire, U.K.

Ready said the CWH aircraft could be restored to flying condition sometime in the future should the museum wish to do so.

[Click on image to view larger photo.](#)

Community newspapers are helping to fill some of the gaps as mainstream daily newspapers unfortunately continue to shrink in the digital age. A good example is a story in the weekly *Glanbrook Gazette*, published Sept. 12, describing the museum's decision late last year to restore its Bolingbroke Mk IVT to ground-running operation rather than airworthy status.

This informative update explains the museum's rationale and its hopes of completing the aircraft, in-house, in time for the museum's 50<sup>th</sup> anniversary celebrations in 2022.

## 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:** Which RCAF squadron sank 5 German submarines which was a record for a RCAF unit? What number of medals were awarded to this squadron?

**Answer:** "During the European invasion of June 1944, 162 squadron RCAF commanded by Cecil Chapman sank four

German submarines and shared in the destruction of a fifth, a record for a RCAF unit. At this time the Canso crews of the outfit operated from Wick, Scotland, in an effort to attack the southern flank of the route used by the U-boats to reach the North Atlantic from Norway. By war's end they could boast a VC, two DSO's, seven DFCs, and three DFMs. Chapman himself accounted for one of the submarines and became one of the squadron's two DSO recipients. "

**Source:** *True Canadian Heroes In the Air* – Arthur Bishop – Page 125

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**Question:** What was Canada's first warplane, how much did it cost and what was the condition of the airplane?

**Answer:** "Prior to his meeting with the minister of militia, Janney had scouted for an aircraft in the United States where he met with executives of the Burgess-Dunne airplane factory at Marblehead, Massachusetts. Janney fixated on a used Burgess-Dunne float plane. The airplane needed a considerable amount of maintenance work on the engine, but the price was right. After his appointment as captain in the Canadian Aviation Corps, Janney recommended to the minister of militia that he empower his provisional commander – himself – to purchase an airplane for the new Corps. Hughes hastily scribbled a note authorizing Janney to spend up to \$5,000 for that purpose. With Hughes's written authorization in his pocket, Captain Janney returned to Marblehead and ordered the used float plane. The airplane was a two-seat, delta-wing, tailless machine manufactured at Marblehead, which had been extensively used as a demonstrator. This creaky, unreliable, and much-used float plane has the distinction of being Canada's first warplane."

**Source:** *Dancing in the Sky* – Page 20

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**Question:** How did Nelles Timmerman from Kingston, Ontario, make Bomber Command history on May 1,2 1940 flying a Hampden?

**Answer:** "During the spring of 1940, Timmerman was flying Hampdens with 49 Squadron out of Scampton in Lincolnshire. On the night of 12 May, after returning from

an abortive mine-laying mission near Norderney in the Frisian Islands, he made Bomber Command history by engaging an enemy Arado 196 floatplane with his front gun and successfully driving it into the sea. Arthur Harris himself, then the 5 Group commander, was instrumental in recommending Timmerman for a Distinguished Flying Cross (DFC) for this singular feat."

**Source:** *No Prouder Place* – Page 23

## Skyward

### MARSHALL, Gerald

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1936 - 2019

The CAHS is saddened to learn of the death of Montreal CAHS Chapter member "Gerry" Marshall.

I died on August 24, 2019. I've had cancer and heart problems for many years. I was born as the second of three sons to loving and intelligent parents, Joe and Charlotte Marshall, Halifax, N.S. I realized at an early age that all people need the same basics and by traveling the world later in life this impression was confirmed. The only difference is how many ways there are to achieve a satisfying, exciting and fruitful life. I owe much to my older brother, Ronald who died in 1990, (heart failure) whom I followed into a lifelong addiction to motorcycling and one year later accompanied him as we joined the RCAF. Away from home we found that brothers in their late teens can be a great team. I learned a trade in Aircraft Maintenance and earned a living being with Air Canada later on. As a semi-pro motorcycle racer with good sponsorships, I won 3 National Championships and 2 Provincial Championships. I'm proud of my many years as a volunteer on the Board of Canadian Motorcycle Association and also proud to have been recognized by my peers and inducted into the Canadian Motorcycle Hall of Fame and also the Maritime

Motorsports Hall of Fame. I've had a lot of fun. My late wife of 32 years, Mickey, (Millicent Lear), was always supportive and together we had a good life. My younger brother Bob, (Robert) in Halifax was always a good friend. In my later life I shared many wonderful moments with Penny Milne. I've met many interesting people throughout the world and it's been a great ride. I'm known to be outspoken so I'll end on that theme. As you read this and reflect upon the loss of old friends, thinking of them, get out and do volunteer work, it's a great feeling. A Celebration of Life was held from 1-4 p.m. Saturday, September 7 at J.J. Cardinal Funeral Home, 560 Lakeshore, Dorval, QC. To view the obituary, [click here](#).

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