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# Flypast



Newsletter of the CAHS Toronto Chapter  
A division of The Canadian Aviation Historical Society  
[www.cahs.ca/chapters/toronto](http://www.cahs.ca/chapters/toronto)

**CAHS Toronto Chapter Meeting**  
**Saturday November 4, 2017**  
**1:00 PM**

***CANADIAN FORCES COLLEGE***  
*215 Yonge Blvd. at Wilson Avenue, Toronto*  
*(Lt. - Gen Guy Simonds Auditorium - Ground Floor)*  
**Speakers: Albert Wallace, RCAF (Ret'd)**  
**Author, Barbara Trendos**

**Topic: *From Stalag Luft III to the Hamilton Lanc***

**Flights Through History ~**  
with  
Mid Upper Gunner  
Albert Wallace

**Author  
Barbara Trendos  
with her father,  
Albert Wallace**

## September 30, 2017 Meeting



Speaker Bill Long

Photo Credit - [www.gusair.com](http://www.gusair.com)

**Topic:** My Postwar RCAF Experiences/Harvard to Boeing and on

**Speaker:** Major (Ret'd) Bill Long, RCAF

**Reporter:** Gord McNulty

It was a pleasure to introduce Bill Long, of Burlington. Bill thoroughly enjoyed an extensive and rewarding career in the RCAF and later in commercial aviation. He became an RCAF pilot as a 17-year-old teenager and trained on Harvards in 1954 at Claresholm, Alberta. It was the beginning of a storied 63-year affair with the Harvard. Bill later served as an instructor at Claresholm. He then served as a transport pilot flying Dakotas, Cosmopolitans and Boeing CC-137s, where he flew the usual three-year posting with 437 Transport Squadron at CFB Trenton. In addition to being a line pilot on the CC-137, he was a flight safety officer, check pilot and refueling standards pilot. After his RCAF career, Bill flew for Wardair and Canadian Airlines. He also worked for RegionAir

of Singapore as the Flight Operations Director with bases in Saigon, Taiwan and Oman. On retirement from the airlines he worked as a contract simulator instructor for Air Canada until two years ago. Bill has contributed long-term volunteer service for the Canadian Harvard Aircraft Association, where he was a former chief pilot, and the Canadian Warplane Heritage Museum. In fact, he took his last flight in a Harvard at Tillsonburg on Aug. 5, an event recorded in the September issue of *COPA Flight*. Of note, CHAA Harvard ex-RCAF 20242 was the same one that Bill first flew in. After setting the big yellow trainer down, he turned on the show smoke in a final flourish. As Bill noted, "My wife said I never had a job; I had a hobby all my life."

In his lively presentation, Bill showed numerous photos of aircraft dating to his early days in the RCAF selection unit based at London. Recruits would find out if they were going to be a pilot, navigator, radio officer or civilian. He went to Officer's School and then was sent to pilot training, as part of a group that was half RCAF and half French Air Force during the NATO Aircrew Training Plan. The Canadians, 24 in all, went to Claresholm while the French were sent to Penhold. Both of these stations in Alberta were former British Commonwealth Air Training Plan bases. Bill did his familiarization flights in Harvard 20242 on Aug. 3, 1954. Sixty-three years later, he enjoyed a swan song in the aircraft on August 5. With his wry sense of humour, Bill noted the aircraft has "aged a heckuva lot better than I did". Bill flew about 180 hours on the Harvard before being posted to Portage la Prairie, Manitoba, and advanced flying training on the Canadair CT-133 Silver Star. He flew about 80 hours on the Silver Star. While the new jet trainer was "fun to fly," Bill noted safety issues arose with the CT-133 at Portage. It had two kinds of artificial horizons that could cause young pilots trouble if they weren't really paying attention on takeoff. Unfortunately, some accidents were fatal, with an average of two pilots killed during a course. The CT-133 was a "very complex" aircraft to fly compared to a Harvard. Bill received his Wings at Portage, about a year after he started. His group rejoined the French Air Force pilots there. Fourteen Canadians graduated. One half were assigned to Harvards on Flying Instructor School. The other went to the Pilot Weapons School at RCAF Station Macdonald, about 10 miles northwest of Portage la Prairie. Bill was with the Harvard group. He jokingly recalled that his group was given a hard time by colleagues who went to Macdonald and looked forward to flying Sabres in Europe. "Well, six weeks later they showed up at Trenton in the course behind us," Bill noted.



Bill Long saying goodbye to Harvard 242 following his final flight coming 63 years after his first flight in it.

Returning to Claresholm as an instructor, Bill flew an initial course involving trials on the agile DHC-1 Chipmunk. He recalled that training on the demanding Harvard, in comparison, was very expensive. About 25 per cent of the students would “wash out” on the Harvard. They wouldn’t fly solo until they had about 20 to 25 hours and they weren’t fully comfortable until they had around 30 hours. In contrast, students were able to fly solo on the Chipmunk after 10 hours. They then moved to the Harvard, where they could go solo after another 10 hours. The introduction of the Chipmunk provided big savings as the Harvard wash out rate dropped very low. The Harvard that Bill flew his last instructor’s flight in is now at the Canada Aviation and Space Museum in Ottawa. Twin-engine flying training was provided on the Beech Expeditor. Bill recalled that initially, there wasn’t much emphasis on the importance of weight and balance, to a point where airmen would fill the tanks on an Expeditor, fill all the seats and put a full load of baggage in the aisle. On one occasion, a pilot lost an engine with such a load and had to put the aircraft in a field. Lesson learned! Bill noted procedures are much stricter today than they were at that time, when pilots were somewhat more freewheeling. As he said, “It was a bit of a different air force in those days.” After the closure of RCAF Station Claresholm in 1958, Bill went to 111 KU (Search and Rescue) in Winnipeg where he served in search and rescue, covering a broad area from Thunder Bay in the east to the Rocky Mountains in the west, from the U.S. border to the North Pole. He started on the Dakota, which he described as great aircraft for search and rescue. They could be equipped with skis in the winter, although that reduced the performance. After a year, he shifted to transport operations where he flew a variety of aircraft including the Otter, which he liked for its versatility on skis, floats and wheels. The addition of amphibious floats would reduce the payload by about 600 pounds but the Otter was “a nice aeroplane.” One Otter was kept on the Winnipeg River, with straight floats, which didn’t restrict the performance as much.

Bill flew the CC-109 Cosmopolitan for the AOC at Winnipeg. The initial Cosmopolitans were equipped with the highly problematic Napier Eland engine. “It was probably one of the best single-engine transports we ever had,” Bill said, tongue-in-cheek. He flew it for about 600 hours and lost three engines. It was a comfortable aircraft --- when the engines were working. After six years of service, the Eland Cosmos were re-engined to Convair 580 standards with more reliable Allison in 1966. “They were a fantastic aircraft,” Bill said. He also enjoyed flying the Sikorsky H-34 transport and SAR helicopter.

In 1964 Bill was posted to CFB Uplands, “another great place” for flying with 412 Transport Squadron providing VIP flights. In 1967, a major air show to celebrate Canada’s Centennial was organized by the Canada Aviation Museum as it was known then. A number of vintage aircraft in the National Aeronautical Collection were demonstrated for the show, including a Sopwith Snipe, replicas of a Sopwith Triplane and a Nieuport 17, an Aeronca C-2, and a Fleet Finch. Bill flew the Nieuport 17. The replicas were built to original plans. There was a problem in that any of the modifications were not available. Bill flew the Nieuport 17. After flying over the Ottawa River, he attempted a low pass down the runway. So much for that. Unfortunately, the rotary engine came apart and one of the engine mounts let go. “It was going to vibrate itself off the airplane, so I shut it down very quickly,” Bill recalled. He couldn’t land straight ahead because the RCMP were using the runway. So he put the aircraft into a turn but a wingtip struck the ground. “The seat belt let go and I went headfirst into the machine gun.” The mishap



CC-109 Cosmopolitan at CFB Cold Lake 1985  
Photo Credit - Wikipedia

made the CBC News that night. They showed Bill stumbling out with his white scarf and helmet. Bill recalled 412 Squadron also flew the only Canadair C-5 VIP transport, and the de Havilland Comet, which he remembered as really nice and “very, very quiet.” The Canadair Yukon, for its part, was “okay” but “tended to vibrate a whole lot” with its powerful Rolls-Royce Tyne engines.

In 1971, Bill was transferred. He had a choice of going to either CFB Bagotville on Voodoos or the Canadian Forces Support Unit at NORAD headquarters in Colorado Springs on the Cosmopolitan. He chose the latter. The Cosmo was a beautiful aircraft, nicely polished by the service crew, using flour. Colorado Springs was quite the posting. Delightful perks included duty-free liquor, with prices as low as \$1.25 for a 40-ouncer of Wiser’s Deluxe and \$13 for a gallon of Scotch. The entire crew took pride in exquisitely outfitting the Cosmo with wood paneling throughout the fuselage, seat covers with embroidered head covers, crystal glasses, and more. They even built a white-blue cockpit instrument panel, much easier on the eyes than the traditional black panels. The final touch was leopard skin pilot seats! Everyone enjoyed sharing maintenance tasks, with airframe guys sometimes doing the steward’s jobs. “The airplane was just fabulous. It really looked great,” Bill recalled with a grin. “The squadron was mad at us. Maintenance was mad at us. Materials was mad at us. But the general backed us up.”

Bill enjoyed flying the Royal Family in the Cosmo on a week-long tour for the Centennial of B.C. in 1971. The crew would resupply the aircraft every day with finest food and liquor, but the Royals were too tired to enjoy much more than a cup of tea. At the time, there was a security scare with power lines being blown up by radicals. Every night, the Royals had to be flown to Vancouver, where the aircraft was put under guard. Bill said the easiest way to remove the goods from the aircraft at night was to “hold cocktail parties for the Vancouver police.” After Colorado Springs, he was posted to National Defence Headquarters. The bureaucratic experience was interesting! When he left Colorado Springs, Bill weighed 225 pounds, didn’t smoke and felt good. After three years at HQ, he was down to 108 pounds and “smoking like a chimney.”

Bill then went to 437 Squadron at Trenton, just “a fantastic job.” The squadron flew five Boeing CC-137 (707-347C) transports that had replaced the Yukons. Two could be converted to aerial refueling for the CF-5 Freedom Fighter. One was always kept in full freight configuration, providing freight runs once a week to Lahr, Germany and occasionally to either Cairo or Cyprus. The CC-137 refuellers would take the CF-5s across the North Atlantic to northern Norway for annual NATO exercises. It was problematic, as the extra fuel tanks hanging on the CF-5s restricted their altitude and speed. After the refueling, trying to resume normal operating speed, the CC-137 couldn’t accelerate too quickly or the CF-5s would have to turn on their afterburners and burn off the fuel they were given. Two navigators were always on board, one for the CC-137 and the other to monitor where the CF-5s were in case any problems arose.

In 1977 and 1978, after 437 Squadron, Bill took French language training in Hull, Quebec. It was an interesting course, but most of all, Bill

really enjoyed flying aircraft. After retirement from the RCAF, he continued flying 707s for Wardair. The airline needed more pilots to fly the 707 when Douglas couldn’t deliver DC-10s on time because of a strike. He flew the 707 for six months, then the DC-10 for about a year, followed by the Boeing 747, which he flew for six years. He then flew Airbus A300s that Wardair leased from South African Airways, followed by the A310 --- one of Bill’s favourites. Most pilots at Wardair,



Wardair B747 1980s - Photo Credit - Canadian Aviation

sold to Canadian Airlines in 1989, came from the air force and didn't have the seniority of other airline pilots. Bill, however, managed to fly Boeing 737s with Canadian. In 1993, he became Chief Pilot and Flight Operations Director with RegionAir of Singapore, flying a Boeing 767 leased to Air Vietnam. The leasing



Paul Hayes thanking Bill Long for his excellent presentation.  
*Photo Credit - www.gusair.com*

also involved two A320s in Taiwan, two more in Oman and a Dash 8 in Singapore. He "filled every page in the passport" and continued in that demanding job for two years before returning to Canadian where he again flew 737s, retiring in 1996. He later flew and did contract work involving simulator training on the 737 and went to Air Canada as a contract simulator instructor before retiring from that about three years ago. Bill's detailed presentation and perspective on a wide-ranging career was much appreciated by the audience. Our speaker answered numerous questions and was thanked by Chapter Treasurer Paul Hayes. Bill was later presented with a thank-you gift from the Chapter.

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## Chapter News November 2017

As reported in Flypast V.52 No. 1, Dr. George H. Topples, former CAHS Toronto Chapter President, was awarded the William Wheeler Volunteer Service Award for 2017. George is a retired chiropractor living in Whitby, Ontario. Joining the Canadian Aviation Historical Society (CAHS) in February 1986, he has loyally served the CAHS in many capacities over a long period of time. He is now serving the Chapter as a Volunteer – at – large. Current Chapter President, Sheldon Benner took some photos of George and his award recently as shown below.



## Chapter Membership Renewals 2018

By now all current Chapter members should have received the 2018 Chapter Membership Renewal Form. We have heard of a few postal delays from members. To date we have received several renewals (Thank you) and we would appreciate hearing from the rest of our members!

## Update on Neil McGavock

As most of you know, our very hard-working Chapter Secretary, Neil McGavock, suffered major injuries as a result of a car crash in May near the Hamilton Airport. Neil sustained injuries from head to toe, including head injury, all of his ribs on the left were cracked or broken, shattered pelvis, etc. The detailed injury list took many pages. Neil was first treated at Hamilton General Hospital, the Trillium Hospital, Mississauga, then a rehab facility and finally back home in late September. Our Chapter President, Sheldon Benner, visited Neil at home on October 1<sup>st</sup>. Sheldon reported that “Neil was in good spirits and is doing more walking with his walker and cane. An additional handrail has been installed to enable him to climb the stairs on his own. He is using a special seat on the bathtub to get in and out. He is to have his hip examined next month for the next phase of adding or removing plates, nuts and screws. He is continuing with intense physiotherapy. His brother who was with him in the crash visited him recently”. The Chapter sends its best wishes to Neil on his recovery.



CF-100 18619 at Sept. 24, 2017 re-dedication ceremony. *Photo Credit - Gord McNulty*

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## Malton CF-100 Rededication Ceremony 24 Sept., 2017: A tribute to teamwork

*Photos and report by Gord McNulty*

An impressive restoration of Avro Canada CF-100 Mk 5 Canuck, tail number 18619, was celebrated during a Rededication Ceremony at Legion Memorial Gardens at Paul Coffey Park in Malton (Derry Road East and Goreway Drive) on 24 Sept. To see this aircraft looking resplendent once again is a tribute to excellent teamwork and vision by people who recognize the importance of the CF-100 to Canada's aviation history. The aircraft was first erected on a concrete pedestal in the gardens in 1972, a fitting location not far from the Avro plant where 692 CF-100s were built between 1950 and 1958.

Sunny, albeit sweltering, skies prevailed as Mississauga Councillor Carolyn Parrish, who spearheaded the restoration with the help of generous sponsors and the City of Mississauga, presided over the ceremony. The Toronto Scottish Regiment and a colour party from Streetsville Legion Branch 139 participated. A warm and sincere thank you is owed to the long list of sponsors who made what Carolyn described as an incredible restoration possible. An excellent brochure was produced and copies are available at Toronto Chapter meetings.

The aircraft entered service in 1956 with 433 Squadron. It served with No. 3 AW(F) Operational Training Unit at RCAF Station Bagotville, Quebec, until early 1962. Taken on strength by (reassigned to) the Canadian Armed Forces at CFB Borden in 1968, the aircraft retained its RCAF serial number and markings. It became an instructional airframe in 1969 and was struck off strength in 1972.

Originally destined for display at the Barrie Legion, the airframe was purchased for \$500 by the Malton Royal Canadian Legion Branch 582. The CF-100 was then erected on a pedestal in the Legion Memorial Gardens at Wildwood Park (now Paul Coffey Park) and officially unveiled in October 1972. It was first restored in 1994 but over time it continued to deteriorate and either had to be moved to the Canadian Warplane Heritage Museum in Hamilton or completely stripped and repainted.

The City was fortunate to find Jim Hurlburt & Sons Heritage Restoration of Barrie, who had refurbished a CF-100, No. 18683, displayed at Haliburton, ON. They concluded the Malton CF-100 was structurally sound but badly in need of preservation. To accelerate the project, more than \$45,000 was raised from donors and \$6,000-\$7,000 in donated paints came from PPG Paints. Magellan Aerospace, the lead donor, gifted two significant parcels of land at the park, where the CF-100 and the Malton War Memorial are located. Magellan has long been an important part of the Malton community.

The CF-100 was stripped to bare metal by blasting with fine glass particles. A primer of 16 gallons of paint was applied, then 16 gallons of silver, exact duplicate decals and eight gallons of clear coat. A solar panel to light the cockpit, wing tips and tail provided a unique finishing touch. The job was completed on 5 August, 2017. For more coverage of the ceremony and information about the restoration, check out Carolyn Parrish's website at [www.carolynparrish.ca/cf100](http://www.carolynparrish.ca/cf100).



The colour party from Streetsville Legion Branch 149 marches off as Mississauga Councillor Carolyn Parrish watches at the podium.



Avro Canada CF-100 Mk. 5, 18619



The Toronto Scottish Regiment participated in the CF-100 re-dedication ceremony with Streetsville Legion Branch 139

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Breitling World Tour 2017 DC-3 at Pearson Airport  
*Photo Credit -Andy Cline*



## CAHS Toronto Chapter Executive 2017-2018

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Flypast Editor: **Bob Winson**

Flypast Graphics, Editing & Email Services: **Lisa Ruck**

Flypast Printing & Mail Distribution:  
**Minuteman Press** – minutemanpress@on.aibn.com

Website Support: [www.torontoaviationhistory.com](http://www.torontoaviationhistory.com)

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The Chapter is a proud sponsor of the “**Don Rogers Memorial Scholarship**” at Georgian College.

### Contacts

President: [cahsnatmem67@sympatico.ca](mailto:cahsnatmem67@sympatico.ca)  
 Tel: (416) 923-3414

Websites: [www.cahs.ca/chapters/toronto](http://www.cahs.ca/chapters/toronto)  
[www.torontoaviationhistory.com](http://www.torontoaviationhistory.com)

 Canadian Aviation Historical Society - Toronto Chapter

Mailing Address: Canadian Aviation Historical Society,  
 Toronto Chapter  
 65 Sussex Avenue  
 Toronto, Ontario  
 M5S 1J8