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CANADIAN AVIATION HISTORICAL SOCIETY



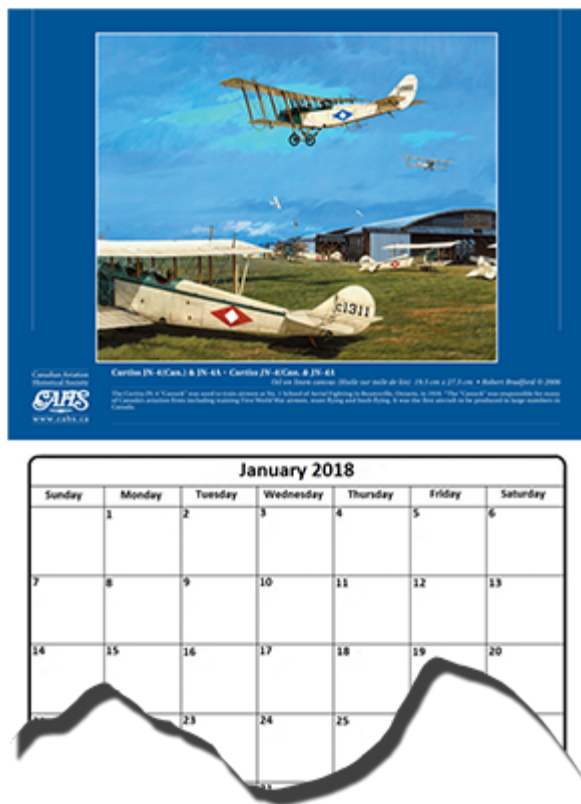
www.CAHS.ca

Hello,

Welcome to the July edition of the CAHS National Newsletter.

CAHS National News

CAHS 2018 Aviation Calendar



Did you miss the deadline to pre-order one of the 2018 CAHS Aviation Artists' Calendar? Did you wish you had received one of the calendars for this past Father's Day? Good News!! There are still copies of the stunning, full colour, and bilingual 2018 calendar available to purchase for \$15 each plus shipping.

These will make beautiful birthday, and even Christmas gifts, so stock up now! To learn more

about the gifted artists involved, [click here](#).

Payments can be made by cheque, credit card, or Paypal.

For orders of 4 or more calendars, or US and International addresses, please contact Rachel Heide at: treasurer@cahs.ca.

Shop online



CAHS Chapter News

Trethewey Airfield Plaque Dedication



LCol Jillian Bishop, Commanding Officer of 400 Squadron, admires the Trethewey Plaque. On the left is Squadron Honorary Colonel Patrick Curtis.

Aviation enthusiasts and dignitaries celebrated the much-

anticipated unveiling of a commemorative plaque recognizing the Trethewey Airfield, the historic location of Toronto's first airfield, on July 15.

The Heritage Toronto dedication ceremony, on a sunny day, took place at what is now Harding Park in Toronto's northwest end, culminating several years of work. Toronto Chapter member Dr. Robert Galway, author of *The Early Airfields of Toronto*, spearheaded a successful fundraising initiative and was instrumental in organizing the event.



Author, historian and CAHS Toronto member Dr. Robert Galway introduces members of the audience during the Trethewey Airfield Plaque Dedication.

The importance of the Trethewey Airfield is well described in the words of the plaque:

"In 1910, from July 8 to 16, the Ontario Motor League sponsored the first aviation show in the Toronto area, held in a grass field here on mining entrepreneur W.G. Trethewey's model farm. On July 13, thousands watched French pilot Jacques de Lesseps in his Bleriot XI Le Scarabee become the first to fly an airplane over the city of Toronto. Afterward, this site remained popular with aviators and became a licensed airfield, often called the de Lesseps Aerodrome. Landing lights were installed for night flying, and mail service to Montreal and Detroit was established.

In 1928 the de Havilland Aircraft Company of England

opened its first Canadian assembly plant here. In the 1930s, the airfield was the base for the Royal Canadian Air Force No. 10 Squadron, later the No. 110 (City of Toronto) Squadron, now the 400 Squadron. The airfield was closed in the mid-1940s and homes were built for Second World War veterans and their families.”



Members of the Pipe Band and officers of 400 Tactical Helicopter Squadron enter the Trethewey Airfield Plaque Dedication Ceremony, July 15, 2017.

The participation of the 400 Tactical Helicopter Squadron Pipe Band added to the special occasion. Brig-Gen (Ret'd) Paul Hayes, Toronto Chapter Treasurer and a former Honorary Colonel of 400 Squadron, was master of ceremonies. He called numerous speakers from Heritage Toronto; Toronto City Council; Toronto Chapter President Sheldon Benner; and Col (Ret'd) Gerry Gilroy, on behalf of the 400 Squadron Historical Society.

Madeleine McDowell, a historian and founding member of the Heritage Toronto Board, read a letter from Sherry Trethewey Stewart of Maple Ridge, BC. She would have liked to attend but was in Peru. The letter expressed best wishes and thanks from the Trethewey family for the

ceremony and plaque and their appreciation of Robert Galway's recent visit to Maple Ridge. Robert introduced Mr. and Mrs. David Trethewey of Muskoka who were in attendance.



Russ Bannock, DSO, DFC, recalls de Havilland Canada memories while Brigadier-General Paul Hayes OMM, CD (Ret'd) looks on.

The next speaker was Russ Bannock, DSO, DFC, outstanding Second World War pilot who went on to become president of de Havilland Canada. Russ, who spent 25 years at DHC, noted it was the first time he had seen the original location of the company before it moved to Downsview.

LCol Jillian Bishop, Commanding Officer of 400 Squadron, was the final speaker. She noted that F/L Frank Trethewey, one of the first squadron officers to come on strength, negotiated a lease of the property that became the original airfield of this distinguished squadron. Celebrating its 85th anniversary this year, 400 Squadron is the oldest and longest-serving squadron in the RCAF.

The ceremony continued with the squadron Padre reading High Flight, a Prayer for the Fallen, and the Piper's Lament.

The plaque was then officially unveiled as the dignitaries went to work with three ceremonial shovels on the base of the monument. Everyone enjoyed a casual reception in the atrium of nearby 12 Division Police Station to conclude a remarkable day.

For extensive photo coverage, [click here](#) to check out John Bertram's images.

By Gord McNulty

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

B-17G Flying Fortress '*Sentimental Journey*' makes a return visit to the CWHM

'Sentimental Journey,' the well-known B-17G Flying Fortress flown by the Commemorative Air Force Arizona

Wing, proved to be a popular attraction on a return visit to the Canadian Warplane Heritage Museum in Hamilton. The iconic bomber visited the CWHM June 26-July 2 after arriving from Sarnia. It then flew to North Bay, Kingston and Peterborough as part of the Flying Legends of Victory Tour.



Commemorative Air Force B-17G Flying Fortress 'Sentimental Journey' arrives at CWHM June 26, 2017.



The Commemorative Air Force crew of B-17G Sentimental Journey exchanges greetings at the CWHM on June 26, 2017.



B-17G Flying Fortress, *Sentimental Journey*, of the Commemorative Air Force fires up at CWHM June 26, 2017.



Ryan Navion CF-EZI, resplendent in U.S. Air Force colours, was a surprise at the CWHM on June 26, 2017 (Gord McNulty).

Successful Air Force Day at Canadian Warplane Heritage Museum

The inaugural "Air Force Day – Past, Present and Future" event at the Canadian Warplane Heritage Museum was held under sunny skies on July 8. Approximately 3,000 people enjoyed an opportunity to see RCAF aircraft up close on the ground and learn about the many roles performed by the

air force today.



A massive CC-177 Globemaster III from 429 (Bison) Transport Squadron, based at 8 Wing Trenton, ON, was the highlight. A striking tail art design, featuring a bison honoring the 75th anniversary of the squadron, made a strong impression. The design, created and painted by "Bisons" squadron members, holds the distinction of being the first-ever tail art painting on a Globemaster anywhere in the world.



424 Transport and Rescue Squadron aircraft, CC-130H Hercules, 130337, and CH-146 Griffon 146432, at CWHM Air Force Day, July 8, 2017.



CF-18A and CF-18 Hornets with a Cargojet Boeing 767 in the background at Air Force Day, CWHM, July 8, 2017.

A state-of-the-art Lockheed Martin CC-130J Hercules and two CF-18 Hornets were also sent by the RCAF. A CC-130H Hercules and a CH-146 Griffon arrived later from 424 (Tiger) Transport and Rescue Squadron in Trenton in time to show the flag.



Two seven-eighths scale Nieuport II replicas from the Vimy Flight were displayed in the hangar. The Waterloo Warbirds sent their CT-133 Silver Star "Mako Shark" and de Havilland Vampire Mk 55 trainers.

CWHM President and CEO Dave Rohrer described the event as an outstanding success and paid tribute to the volunteers who helped to make it happen. It was a good day, all around!



Members of the Vimy Flight crew at CWHM Air Force Day, July 8, 2017.



Waterloo Warbirds' eye-catching CT-133 Silver Star, C-FRGA, in Mako Shark colours, arrives at CWHM Air Force Day, July 8, 2017.



DH115 Vampire Mk 55 C-FJRH of Waterloo Warbirds arrives at CWHM, July 8, 2017 for Air Force Day.

--- Gord McNulty

Sea King Retirement



Photo: Caporal Anthony Chand, Services d'imagerie de la formation HS2016-A038-035

After 50+ years of service the Sea King will be retired December 2018 at 443MH Victoria. Advance planning is underway. Visit www.skr18.ca for updates.

** 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:

[Halifax bomber aluminum for RCAF badges](#)

[Avro Arrow models sought in Lake Ontario](#)

[Sky was the limit: How Saskatchewan spearheaded Canadian aviation industry](#)

[Dunkirk veteran Ken Sturdy was moved by the realism of](#)

Christopher Nolan's new film Dunkirk

Behind the scenes of the movie Dunkirk

Canadian Aviation Moments

The **Canadian Aviation Moments** were submitted by **Dennis Casper** from the ***Roland Groome (Regina) Chapter*** of the CAHS. The questions and the answers are now being published together in the same e-newsletter, rather than questions one month and the answers the next. We are hoping this instant gratification might encourage more interest and research by our readers. **Spoiler alert** - if you read any further than each question, you will find the answer to July's questions directly below. Good luck and have fun!

The Canadian Aviation Moments questions and answers for July are:

Question: What year did the Snowbirds begin flying air shows in the United States and begin wearing their distinctive red flying suits that became a Snowbird's trademark?

Answer: "1973, Team Lead: George Miller. Show expands to include aerobatic formation maneuvers; formation changes are prohibited. Flies first air shows in the United States. Pilots begin wearing distinctive red flying suits that become a Snowbirds' trademark."

Source: *Snowbirds – Behind The Scenes With Canada's Air Demonstration Team* – Mike Sroka – Page 25

Question: What aircraft did the Avro Company modify to come up with the Model 626 Aircraft? What other functions besides initial flying training could the Model 626 perform?

Answer: "To satisfy the needs of air forces with limited financial resources, the Avro Company re-designed the Model 621 Tutor to make it suitable not only for initial

flying training but also for bombing, photography, gunnery, wireless, night flying, navigation or instrument training as well. Although the machine remained a two-seater, a third cockpit or gunner's cockpit could be provided aft of the second cockpit. The RCAF placed a follow-on order for the 626 after experience with the 621 model. These aircraft could be equipped with twin metal skis, enclosed cockpits and "Arctic" cowlings with controllable shutters."

Source: *Canadian Combat and Support Aircraft – A Military Compendium* – T.F.J. Leversedge - Page 61

Question: How many personnel did the RAF establishment have on strength in Canada when the armistice was signed on 11 November, 1918?

Answer: "By the time the armistice was signed on 11 November 1918, the RAF establishment in Canada had a total strength of 11,928 all ranks. It was staffed by 993 officers and 6,158 other ranks, with 4,333 cadet pilots and 444 other officers under training."

Source: *Canadian Combat and Support Aircraft – A Military Compendium* – T.F.J. leversedge - Page 23

From Around the World

American war posters from the Second World War

HOW TO DETERMINE WIND SPEED			
	A few white crests	10 to 30 m.p.h.	
	Many white crests	30 to 40 m.p.h.	
	Fastest streaks on water	40 to 60 m.p.h.	
	Spewy foam crests	60 to 70 m.p.h.	

The Flight Engineer should take the position shown if a ditching belt is available. Otherwise he lies on his back, bent forward against the step into the pilot's compartment. In this position, his knees should be slightly bent, his hands clasped behind his head.

Emergency equipment for use in the dinghy should be carried to crash positions. Any equipment carried free must be held securely during ditching.

Parachute packs, seat cushions, etc., should be used to protect the face, head, and back.



Each crewman's duty is briefly and clearly indicated at the right. These duties should be studied, shared if necessary, strict training must be maintained. Flares should be used sparingly and only if there is a reasonable chance

RESEARCHER'S SIGNATURE _____

How to ditch the B-25

AIRPLANE MODELS AND EQUIPMENT STOWAGE VARY... ADAPT THIS PROCEDURE TO FIT THE SPECIFIC MODEL YOU ARE FLYING



These positions should last enable crew members to withstand the impact of crash landings on either land or water. On water two impacts will be felt, the first a mild jolt when the tail strikes, the second a severe shock when the nose strikes the water. The positions shown above should be maintained by members of the crew until the airplane comes to rest. Emergency equipment for use in the dinghy should be carried to crash positions. Any equipment carried here, must be held securely during ditching to prevent injuries. Parachute packs, seat cushions, etc., should be used to protect the face, head, and back.



1. Jettison bombs, ammunition, guns and all loose equipment and secure that equipment which might cause injury. Close bomb bay doors and lower bomb, if sufficient time is allowed bombs, drop charges from an SAFI. Bomb enough fuel to make a power landing.

2. Navigator calculates position, course, speed and gives it to R/O. Gunner turns turret transmitter to MFD and sets 100% position, and call sign continuously. R/O also turns off to distance and maintains an intercept, clamps down bay on water to "take ditching post."



3. These tips will help you determine wind direction and speed: let waves be open and close downward; let direction of spray indicate wind direction; let wind blow across a line or otherwise signs of light and shade—also show direction; let approach on waves should be made into wind at right angles to them; let approach on waves should be made along top parallel to coast and may be executed in winds not over 10 m.p.h.

HOW TO DETERMINE WIND SPEED

A few white caps 10 to 20 m.p.h.
Many white caps 20 to 30 m.p.h.
Freak sheets on water 30 to 40 m.p.h.
Spray 40 to 50 m.p.h.



KNOW YOUR DITCHING DUTIES! PRACTICE THEM! DRILL IS IMPORTANT!

Each crewman's duty is briefly and clearly indicated at the right. These duties should be studied, checked if necessary to agree with any modifications, memorized, and practiced until each member of the crew performs them mechanically. Drill is the responsibility of the pilot and should be conducted under his supervision.

The pilot's warning to "prepare for ditching" should be acknowledged by the crew in the order given: navigator, pilot, navigator, top turret gunner, and radio gunner, i.e., "top-turret ditching," "navigator ditching," etc.

Upon acknowledgment, crew members remove parachutes, loosen shirt collars and remove ties and oxygen masks unless above 12,000 feet, in which case main oxygen supply or emergency oxygen bottle is used until notification by the pilot. All crew members wearing winter flying boots should remove them. No other ditching should be removed because it will be needed during rights on the water.

Release on dinghy should not be pulled until the plane comes to rest.

Be aware of gunwale strike on wing and horizontal surfaces after launching.

Injured men should get first consideration when leaving the plane.

Life vests should not be inflated inside the plane unless the crewman is certain that the escape hatch through which he will exit is large enough to accommodate both him and the vest. Also fully inflated vests may be punctured during landing.

When personnel are in dinghy, stick of rafts and equipment should be taken by the captain (pilot or co-pilot). Strict rationing must be maintained. Flares should be used sparingly and only if there is a reasonable chance that they will be seen by sea or aircraft. Don't forget the V-very point.

HEADQUARTERS AM, OFFICE OF FLYING SAFETY, SAFETY EDUCATION DIVISION, IN COOPERATION WITH AAF SCHOOL OF APPLIED TACTICS, BOMBARDMENT DIVISION
AF 1-4501 Training Aid Division, Army Air Forces, 1 Park Ave., New York City 16, N. Y. will provide additional copies upon request.

PILOT

(1) Warn "prepare for ditching" over intercom, rings signal bell (2) or 4 short rings; (3) wears crew "brace for ditching" 1 minute before first impact; (4) open landing emergency safety harness, hands emergency rafting box to co-pilot, exits first from hatch, inflates vest, goes to dinghy.

CO-PILOT

(1) Moves to forward position, assists pilot to fasten safety harness; (2) jettisons bomb over pilot's compartment, fastens own safety harness; (3) open landing emergency harness, exits first from hatch, inflates vest, moves rafting box from pilot, goes to dinghy.

BOMBARDIER-NAVIGATOR

(1) If time, jettisons bombs, closes bomb doors; (2) calculates position, course and speed and gives data to R/O; destroys flashlight, signal lamps; (3) goes back to pilot's compartment, inflates own

emergency rafting box, places it between seats of pilot and co-pilot, takes ditching position; (4) open landing exit 60% from the hatch, inflates vest, and goes to dinghy.

TOP TURRET GUNNER

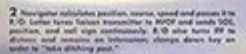
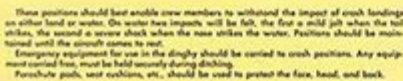
(1) Open forward, gives up emergency radio, signal box, fastens rope to arm, takes ditching position (Pressure at 3,000 feet must be maintained if T/G and R/O are to get through to right ditch); (2) open landing emergency dinghy rafting box, puts co-pilot's seat to back position; (3) exits third from hatch, inflates vest, removes emergency radio from R/O, goes to dinghy.



RADIO GUNNER

(1) If time, sends SOS and position on MFD, turns BP to ditching; (2) turns guns off, goes forward and takes up ditching post; goes on intercom, repeats warning "brace for ditching" to rest of crew (Pressure at 3,000 feet must be maintained if T/G and R/O are to get through to right ditch); (3) hands emergency radio to T/G gunner, exits fourth from hatch, inflates vest, goes to dinghy.

XR

AIRPLANE MODELS AND EQUIPMENT STOWAGE VARY... ADAPT THIS PROCEDURE TO FIT THE SPECIFIC MODEL YOU ARE FLYING



2 Navigator calculates position, course, speed and points it to.  Loran transmits transmitter to NAVOP and sends SOL, position, and sail sign continuously.  also turns off to distress and transmits an information; changes down key on order to "take ditching post."

3 These tips will help you determine wind direction and speed: let waves in open sea appear downwind; let direction of spray indicate wind direction; let wind blow on surface of trees or ornaments; stripes of light and shade show shore direction; let approach on waves should be made into wind of light angles to shore; let approach on swell should be made along top and parallel to swell and may be executed in light winds not over 10 m.p.h.

HOW TO DETERMINE WIND SPEED

● A few white crabs	10 to 20 in p.h.
● Many white crabs	20 to 30 in p.h.
● Few crabs on water	30 to 40 in p.h.
● Many crabs	40 to 50 in p.h.



Each crewman's duty is briefly and clearly indicated at the right. These duties should be studied, altered if necessary to agree with any modifications, memorized, and practiced until each member of the crew performs them mechanically. Drill is the responsibility of the pilot.

The pilot's warnings to "prepare for ditching" should be acknowledged by the crew in the order given here—co-pilot, bombardier, radio operator, top turret gunner and tail gunner, i.e., "co-pilot ditching," "bombardier ditching," "radio operator ditching," etc.

Upon acknowledgment, crew members remove parachutes, loosen shirt collars and remove fax and oxygen masks unless above 12,000 feet, in which case main oxygen supply or emergency oxygen bottle is used until notification by the pilot. All crew members wear seat

Release an dinghy should not be pulled until the plane comes to rest.
Beware of puncturing the raft on wing and horizontal surfaces after

Life vests should not be inflated inside the plane unless the crewman is certain that the person hath through which he will exit is lower

When personnel are in dinghy, stock of rafts and equipment should be taken by the captain (pilot or co-pilot). Strict rationing must be maintained. There should be no undisciplined eating if there is

HEADQUARTERS AAF, OFFICE OF RYING 1

PILOT

(1) Warns "prepare for ditching" when intermediate, rings signal bell (1 or 4 short rings) (2) adjusts safety harness, (3) orders E & P to seat, warns crew "brace for ditching" five seconds before impact, long ring on signal bell, (4) upon landing releases safety harness, exits through hatch above seat, inflates seat, goes off to assist in unspooling, inflating slings.

CO-PILOT

(11) *Helps pilot fasten safety harness, jettisons bag lunches over pilot's and co-pilot's seats, then fastens his own safety harness; (12) releases over safety harness when plane comes to rest and exits through the hatch over co-pilot's seat, receives emergency relief pack from the top turret gunner and goes to the dinghy and helps with boarding.*

NAVIGATOR-COMPARE

11) If true, jettisons bombs, closes bomb doors; 12) If true, calculates position, gives to R-10, destroys handbought, secret papers; 13) goes off, helps jettison fuselage equipment in radio compartment, takes ditching part, 14) expels out of main, equipment from compartment, loads emergency radio to R-10, acts third from aircraft, informs rest, goes to sleep.

RADIO OPERATOR

① *horns* S&P, position as *WSP*, forms *ff* to *di* stress; ② *glance* *dingly* *redie*, under *h* ③ *hale*, attaches *capa* to *gno*, contains an intermorph, all *pl*'s under clumps down *key*, *hale* *clipping* *post*; repeats warning "leave for *clipping*"; ④ *hale* *soft* to *near* *quest*, *act* *second* through *anaphora*, *inflects* *verb*, receives *anaphoric* *redie* from *humblebird*, *verb* to *clump*

TOP TURKEY GUNNER

(1) *Factors* define compartment through hands key, again, *Factors* derive *actions* hands away; (2) *justification* *leave* equipment in *radio* compartment; (3) *Factors* *emergency* *radio* *push* to *arm*, *taken* *ditching* *port*; (4) *upon* *landing* *hands* *radio* *port* to *co-pilot*, *exit* *through* *hatch* *arm* *captain's* *seat*, *inflates* *seat*, *opens* *he* *airplane*. (*Observation* *ditching* *relaxes* *directly* *avoided*.)

TAIL GUNNER

(1) Enters main compartment through the hatch key, closing the rear and front hatch key lockhead doors; (2) takes ditching post; (3) exits first through main hatch, inflates vest, releases life raft from 8; (4) and bombardier and returns 8 from its valve, pulling the CO₂ cartridge release. Operates outside dinghy release and assists with inflation of the dinghy.

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AF 1-605 Training Aide Division, Army Air Forces, 1 Park Ave., New York City 15, N. Y. will provide additional copies upon request.

XR

I know this death notice isn't for one of our CAHS members but Mr. Hopton was definitely one of the brotherhood of aviation historians and I thought that our readers would

appreciate reading about how our passion for aviation is not limited to our borders. We all share in our love for aviation and aviation history while also acknowledging the loss of those that share our passion.

Gary Williams

Hopton, John

On Friday 30 June 2017 an era came to a close with the death at age 77, of Aviation Historian extraordinaire John Hopton. John was a foundation member of AHSA and its offshoot the Moorabbin Air Museum being a life member of both. His collection of data and images pertaining to Australian Aviation History was accumulated over a lifetime of photography and diligent archival research making him an expert second to none. He developed his own method of storing and retrieving this data well before computers whose value he recognised and embraced as soon as they were sufficiently developed. John maintained a vast network of fellow historians globally, exchanging information and images, first by mail then via computer. A prolific contributor to our Journal his name can be found in hundreds of aviation books and magazines as a valued author and contributor. John was always available to assist and mentor those persons showing a genuine desire for help in any aviation research or writing. He had a photographic memory for things Aviation and Books, a wicked sense of humour and a more than passing acquaintance with music, the arts and wood work. Those of us privileged to have him as a friend and work with him closely found him to be scathing of less than perfect work but always ready to teach and help us overcome our deficiencies. John, by Government default was the one stop, "Australian Aviation Archive". Sadly we have lost a great historian, tutor and friend but, he will live on in the legacy of his work.

Written by fellow AHSA member, Roland Jahne



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