Hello CAHS,

Welcome to the April edition of the CAHS National Newsletter.

CAHS National News

A Message from your President

This is a unique and difficult time we are in. As members of the CAHS, we are united because of our interest and passion for our rich Canadian aviation history. I value every relationship we have in our shared interest. At this time, when we need to protect our health and those around us, we must practice social distancing and cannot meet, as we have, in our chapter meetings. We have had to cancel our annual convention for 2020 and we will be holding our AGM via conference call. I hope you will all strive to stay healthy and ask you to stay in contact with each other. Check on your friends and fellow CAHS members by telephone or whatever means you can. Although we must stay apart, we are truly in this together and together we will make it through this pandemic. Please do whatever you can to support one another and stay positive. I look forward to the day we can all gather again.

Blue skies,

Gary Williams,
National President
Canadian Aviation Historical Society
Do you find yourself searching the sky when you hear the sound of an aircraft engine? Are you interested in Canadian aviation history – the aircraft that made it, the companies that made them, or the people who brought both to life? Then the Canadian Aviation Historical Society (CAHS) is the place for you!

Give the gift of a CAHS membership to yourself or a loved one. When you purchase a CAHS membership, you receive all *Journal* issues for the calendar year in which you join. You can upgrade any level of membership to a Family Rate; for an additional $25, you can get the PDF version of the *Journal* delivered via email to two additional family members. **Click here** for more information about a CAHS membership.

**The CAHS Needs Your Financial Support:**

Donations to the CAHS are greatly appreciated and can be made online through our [website](#) or can be mailed in by [downloading and mailing this form](#).

Do you have past or current business contacts from within aviation/aerospace industries? Have you ever thought of approaching these contacts about becoming a corporate sponsor of the CAHS? Managers of corporations are more likely to be interested if people they already know professionally make the suggestion and explain how sponsorship helps both the company (by providing exposure and a donation tax receipt) and the mandate of the CAHS (by covering costs of publishing aviation history in the Journal and on the website). Please download the [Corporate Membership form](#), or visit [our website](#) to learn more. Please talk to your contacts about helping the CAHS preserve and disseminate Canada's aviation history.
The CAHS Manitoba Chapter will be hosting an online presentation via Zoom at 7 pm CDT on Thursday 30 April and all CAHS members across the country are invited! Their topic this month will be the development and technical aspects of what is likely to be the last Canadian-designed jet airliner, the Bombardier C Series. The C Series is a technologically advanced aircraft with composite wings and Pratt & Whitney geared turbofan engines, which give outstanding performance and fuel economy. The aircraft has been ordered by several major airlines, including Air Canada and Delta Airlines. Unfortunately the aircraft’s protracted development nearly drove Bombardier into bankruptcy and the project was sold to Airbus, which dubbed it the Airbus A220. Our speaker is Manitoba Chapter president Jim Bell, an Air Canada aircraft maintenance engineer who spent most of November and December learning the A220's systems in detail. The meeting poster is here.

Since this is their first attempt at a Zoom video meeting, no doubt there will be glitches. In order to minimise these, they will have a trial run on Thursday 23 April at 7 pm CDT. You can sign up for either or both presentations, but you will be able to attend only one.

Because we are limited to a maximum number of attendees on Zoom, you must register here. Please sign up early. Information for joining the meeting will be sent to attendees by a separate email.

Visit our Website

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

In the News
Three years ago this month, the Vimy Flight Team had a most marvelous adventure in France as part of Canada’s 2017 mini expeditionary force. The memories of that country and the people are etched forever in our minds.

In a time of coronavirus, we have no concept of what a new normal might be when this dreadful plague is finally over... But a thought of gathering two years hence at Lens Benifontaine Airfield for Vimy 105, has been broached.

For those who are able, such a meeting, once more, in the land that hosted, with the people who welcomed, would be proof that Remembrance efforts made on behalf of Canada’s First World War Fallen, can and will endure.

Click here to view the CPAC documentary: A Nation Soars – Flight Path of Heroes

The past and present come together during a flying celebratory road show that spans two nations and two treasured anniversaries of nationhood. Vimy: Flight Path of Heroes adds to the visceral and visual impact of two significant dates in Canadian history: our 150th anniversary of nationhood and the 100th anniversary of the Battle of Vimy Ridge.
Kerry Karram has kindly arranged with her publisher (Dundurn) for the CAHS to be able to sell her book *Four Degrees Celsius: A Story of Arctic Peril* as a fund-raiser for the CAHS at a discounted rate for the buyer. Retail price online and at your local bookstore is $22.99 plus GST. **The CAHS is offering this book for sale at $18.00** (GST included) plus $6.00 shipping per copy in Canada.

Kerry was inspired by her grandfather Andy Cruickshank’s diary to tell the story of the 1929 Arctic search and rescue efforts to save eight prospectors of the Dominion Explorers lead by C.D.H. MacAlpine. Grossly under-equipped, the expedition ran out of fuel and was stranded above the Arctic Circle. Within days, Western Canada Airways sent a rescue team headed by Captain Andy Cruickshank, in what was to become the most extensive aviation search in Canadian history. The searchers encountered trouble: turbulent weather, forced landings, and plane crashes. The prospectors were also struggling, as they waited edgily for freeze-up and the anticipated crossing to Cambridge Bay. While Cruickshank and his team were trying to reconstruct a damaged aircraft, MacAlpine and his men were forced to run more than 112 kilometres on barely frozen ice to arrive at Cambridge Bay, where they still awaited rescue.
Limited time offer –
Please place your orders by 1 May 2020.

CANAV Books Blog offers plenty for aviation fans

CAHS members who might have missed Larry Milberry’s recent posts on his CANAV Books Blog (www.canav.blog) will find his latest posts well worth a look.

The impressive content is exemplified by a post in March that featured 1950s vintage photos of light civil and surplus military aircraft from the substantial collection of Al Martin (1923-1993). One of the original directors of the CAHS, Al was also one of the first to become a life member. He grew up in the Niagara Peninsula and enlisted in the RCAF in 1942.

As described by Bill Wheeler in his obituary on Al in CAHS Journal Vol. 35 No. 1, Spring 1997, Al flew 33 ops as a mid-upper gunner on Lancasters with No. 12 Squadron, RAF. One operation ended in the ditching of Lanc Queen of the Chase in the North Sea in October 1944.

Returning to Canada, Al learned to fly at the old Hamilton Municipal Airport. He joined TCA/Air Canada in 1951 as a passenger agent, eventually moving to public relations. He retired in 1985 after almost 34 years with the company and honed his photographic skills throughout his aviation career.

Larry provides detailed captions with his selection from Al’s excellent negatives, prints and transparencies. What an outstanding representation of well-known airplanes covering the gamut from Aeronca to Waco. Blog readers have responded with many favourable comments. Keep scrolling down to find this treat. We hope to see more from Al’s collection in the CANAV Books Blog.

Larry has two big projects on the go: (1) Aviation in Canada: Fighter Pilots and Observers 1939-1945 (a sequel to Fighter Pilots and Observers 1915-1939); (2) a grand history for the 100th Anniversary of the RCAF. Stay tuned!

Bill Wheeler's observations on CF-OAZ
The history of Doug Anderson's distinctive Stinson SR-9 Reliant CF-OAZ was well described in *CAHS Journal* Vol. 46, No. 4, Winter 2008, by then Editor Bill Wheeler. Several CAHS members enjoyed flights with Doug in the aircraft. As noted by Bill, Doug was "the acknowledged Canadian expert on Stinson aircraft, particularly the Reliant."
Cover Stories

FRONT: Artist/illustrator, Tom Bjarnason painted this dramatic representation of a pair of CAF CF-18 Hornets taking off at Cold Lake when he was on assignment with the Canadian Armed Forces Civilian Artists Programme (CAGFAP) in the summer of 1981. The painting was executed in pastel so thinly applied as to be transparent — suggestive of watercolour — with accents of acrylic white and India ink. The technique was developed by Tom and may well be unique to him. Our reproduction is courtesy of the artist and the Canadian War Museum. A short, well-illustrated article on Tom appeared in a recent issue of the Legion magazine. Several of Tom's works will be featured in a show of war art to be held at the McMichael Gallery in Kleinburg, Ont, beginning in late January.

BACK: the elegant Stinson Reliant has justifiably been called the “Cadillac” of its class. In the '30s, when the type, with its distinctive “gull wing,” first appeared, it was widely used as both an executive aircraft and a utility transport, notably with the Ontario Provincial Air Service. (See “Ontario’s Reliants” by R. S. (Bob) Grant in the Vol 36, No 1, ‘Spring ’91 Journal’. John Ellis’s CF-Register lists no fewer than 33 Reliants. And this is exclusive of aircraft imported post war and of the very similar V-77s.

CF-OAZ, on our back cover, is an SR-9D (300 hp Wright) owned and flown by Capt Doug Anderson. It was built as c/n 5250 in May of 1937, and operated by the CAA (US Dept of Commerce) as NC230 during the Second World War. As a civil aircraft, post-war, it became NC230E.

It was imported into Canada in the early ’60s by Lawrence Mantie who obtained the registration CF-OAZ, originally borne by an SR-10F of 1938 vintage operated by the OPAS from 1940 till 1943. Doug and Lawrence had been friends since 1946, when both were learning to fly. Doug would fly for TCA/Air Canada; Mantie became a VFR seaplane pilot, latterly flying a Grumman Goose with measuring the Reliant in order to prepare a set of GA drawings, Lawrence lost his life in the crash of a Harvard that he also owned. Doug purchased CF-OAZ from Lawrence’s widow.

Several CAHS members have flown with Doug in ‘OZA. George Fuller accompanied Doug on his ferry flight east to Brampton. This writer and the late Mac McIntyre joined him on a flight to an EAA fly-in at Orillia, Ont in August 1968. Safely in the air, Doug turned the controls over to us; Mac flew to Orillia and I piloted the Reliant back to Buttonville. In 1995 and again in 1999 Doug flew ‘OAZ to the EAA fly-in at Oshkosh. In ’99, Bruce Gowans was his copilot. In Winnipeg they joined up with Clark Seaborn, Bob Cameron and Don McLean in the Fokker Super Universal CF-AAM. On a flight to Kamloops, Doug’s wife, Thelma, was his copilot. Doug is the acknowledged Canadian expert on Stinson aircraft, particularly the Reliant.

After more than four decades of pleasurable flying, Doug has listed CF-OAZ in Trade-a-Plane. We hope that he finds a Canadian buyer.

Bill Wheeler
Doug Anderson’s exceptional drawings

As noted in the obituary published in the March edition of the Newsletter, Doug Anderson was well known for his highly detailed, expert drawings of aircraft. In addition to bush planes that featured EDO floats, Doug depicted several notable aircraft.

Some examples included the Lockheed 10A Electra CF-TCC that flew across Canada to celebrate TCA/Air Crown Zellerback. In 1968, when Doug was...
Canada’s 50th Anniversary in 1986; the reconstructed Waco 10 C-GAFD that commemorated the 50th Anniversary of Leavens Brothers in 1977; and the Pitcairn PAA-1 autogyro CF-ASQ, flown by Leavens for barnstorming, banner towing, agricultural and forest spraying.

Sheldon Benner, CAHS Toronto Chapter President, noted at least 15 drawings by Doug were published in the *CAHS Journal*. With thanks to Sheldon for his research, the drawings are found in the following issues (Vol.-No): 4-2, 9-1, 11-3, 12-1, 12-3 (3 drawings), 14-1 (2 drawings), 14-3, 14-4, 15-2 (2 drawings), 24-1 and 28-1.

Top view of the reconstructed Waco 10 C-GAFD, CAHS Journal 15-2, Summer 1977.

* 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.

**Air Canada Removes Seating From 777s To Increase Cargo Capacity**
Coronavirus: Canadian-born Second World War Dam Buster dies from COVID-19

Hire a Student and Receive up to $7,000 per Placement

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 April are:**

**Question:** Which American four-engine bomber was a huge disappointment for the RAF Bomber Command in 1941? What were some of its many faults and how long did it last with the RAF?

**Answer:** “Another huge, early, four-engine disappointment for Bomber Command, Boeing Fortress I, the RAF’s designation for the B-17C, a much inferior precursor to the formidable B-17E, F, and G models, which later were mainstays of the US Eighth Air Force in England and elsewhere. Twenty Fortress Is had been flown to England in the spring of 1941, and they served in Bomber Command briefly with 90 Squadron in 2 Group.” “Their many faults included manually operated versus power turreted machine guns for defence – which did not cover a vulnerable blind cone astern – inadequate amour plating, extreme physiological discomfort for their crews at the higher operating ceilings, shortcomings associated with the early Sperry bomb sights, a limited radius of action, and defective engines exacerbated by operations at rarefied altitudes. Daylight bombing operations with this disappointing aircraft were abandoned by the RAF after September 1941, by which time they had flown only 51 operational sorties. Fewer than half of these had been deemed effective.” “The surviving Fortresses were soon relegated to patrol duties with Coastal Command.”
Question: Where was Canada’s first school of aeronautics? Why and when was it created? What types of aircraft were used to illustrate its lessons?

Answer: “Consequently, virtually all the recruits who travelled to Toronto did so by train. When they arrived, they were billeted at the University of Toronto where they studied at Canada’s first school of aeronautics. Created specifically for the training of RFC flight cadets, the school’s instructors had only one type of aircraft with which to illustrate their lessons; the JN-4.”

Source: Dancing in the Sky – Page 25

Question: What was the military relationship like between Britain, the United States and Canada before the implementation of the Royal Flying Corps’ plan to train pilots in Canada?

Answer: “The Royal Flying Corps’ plan to train pilots in Canada marked a dramatic turning point in the military relationships between Canada, Britain, and the United States. Today, that close alliance is taken for granted, yet, for over a century, both Britain and Canada regarded the emerging American giant with a mixture of envy and foreboding. In the last decade of the nineteenth century, relations had deteriorated to the point where the United States was threatening to go to war against Britain over an obscure boundary dispute in Venezuela.”

Source: Dancing in the Sky – Page 11

Skyward

Air Canada Pilots Association
Tribute to Captain Doug Anderson (Retired), CAHS Life Member

The following announcement from the Air Canada Pilots Association on the passing of Doug Anderson was released shortly after the March edition of the Newsletter and we are pleased to publish it.
It is with great sadness that we announce the passing of retired Captain Douglas (Doug) E. Anderson on Thursday, March 12, 2020, at the age of 90.

Doug's love for aviation began as a young child seeing Hurricanes and Hampdens flying over Vancouver while he was in school. He was an avid model builder using any limited resources available during the war years. Doug learned to fly at the Aero Club of BC before attaining his aeronautical degree at Cal-Aero Tech in California. After graduation, he accepted a job with Queen Charlotte Airlines in the engineering department. He also worked as a cleaner for TCA, and on Electras and DC-3s at night. Doug's first flying job was as a First Officer on the “3” before he was promoted to Captain about five years later. He flew the usual “iron” up to the B-747, serving as an instructor and later check-pilot on L1011. Doug was a dedicated and proud employee of TCA/Air Canada, cherishing his time with his colleagues.

In 1956, Doug married flight attendant, Thelma Bjarnason, who had been with TCA since 1950, and who was previously a nurse at St. Paul's Hospital in Vancouver. Thelma's passion as a nurse was cut short by an allergy to Penicillin and, as TCA was hiring nurses, she applied. Sadly, her airline career ended by marriage, which was company policy at the time. Doug became interested in Thelma when he heard stories of her stopping the crew cab on a layover to render roadside aid to the victims of a car accident in 1955.

An early and lifelong member of the Canadian Aviation Historical Society, Doug contributed many highly detailed aircraft drawings and other information of significant Canadian bush planes. He also commemorated the restoration of Air Canada's Lockheed 10. Doug’s passion for flying extended to flying his favourite aircraft, a 1937 Stinson Reliant, which he flew to fly-ins and in airshows up and down the West Coast. The plane is now in the BC Aviation Museum in Victoria.

Doug is predeceased by his wife of 63 years, Thelma, in 2019, at age 93 of dementia and stroke, and his daughter Kathryn who passed away in August 2019. Doug is survived by two sons who were at his side as he
declined from Alzheimer's. He has four grandchildren and two great grandchildren.

There will be a private family service and a scattering of ashes by air.

On behalf of the Air Canada Pilots Association, our sincere sympathies are extended to Captain Anderson's family, friends and colleagues.
Corporate Partners:

Aviaeology
CANAV Books
Northern Lights Awards/Elsie MacGill Foundation
Vintage Wings of Canada

Museum Members:

Alberta Aviation Museum
Billy Bishop Home and Museum
Bomber Command Museum of Canada
British Columbia Aviation Museum
Calgary Mosquito Society
Canada's Aviation Hall of Fame
Canadian Bushplane Heritage Centre
Canadian Historical Aircraft Association
The Canadian Museum of Flight
Canadian Warplane Heritage Museum
Commonwealth Air Training Plan Museum
Comox Air Force Museum
Great War Flying Museum
The Hangar Flight Museum
Harvard Historical Aviation Society
Montreal Aviation Museum
National Air Force Museum
Quebec Aerospace Museum
Royal Aviation Museum of Western Canada
Shearwater Aviation Museum

We hope that you enjoy receiving our e-newsletter and find the contents informative and enjoyable. If you no longer wish to receive the e-newsletter since it occasionally contains fundraising notices, or for any other reason, please use the UNSUBSCRIBE option to have your email removed from the mailing list. Please feel free to forward it to friends and family members, and encourage them to sign up on www.cahs.com for FREE to receive future copies