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Hello Visitor,

Welcome to the August edition of the CAHS National Newsletter.

CAHS National News

Greetings fellow CAHS members,

I wanted to give you a brief update on our Journal schedule. Our editor, Terry Higgins, has been working extremely hard to get the final two volumes of the Journals for 2017 out to our members and we are expecting to see both of them together in your mail boxes before the end of September. He is moving along well on the 2018 Journals. He and I are doing everything possible to publish all four 2018 Journals by the end of January 2019, bringing us right back on the schedule we all have been so patiently anticipating. I can't thank Terry enough for the dedication and focus he has held to accomplish this goal.

Blue Skies,
Gary Williams
National President
Canadian Aviation Historical Society

We Welcome CWHM Membership!



Our newest Museum Member is the Canadian Warplane Heritage Museum (CWHM), located in Mount Hope ON at the Hamilton International Airport. Established in 1972, the museum is home to some 50 aircraft types flown by Canadians from the Second World War to the present. Among the aircraft of the museum, likely the best-known one is the museum's Lancaster, one of only two Lancasters in the world in flying condition. The great display of aircraft, the exhibit gallery and the gift shop make the CWHM a must-see location for aviation enthusiasts. For more information, [click here](#).

CAHS Chapter News

Chapter Meetings

Chapter	Date	Location
Calgary	16 May	Southern Alberta Institute of Technology
Manitoba	6 June	17 Wing Chapel
Montreal	16 May	Pointe Claire Legion Hall
New Brunswick	July	Moncton Flight College

Ottawa	30 May	Canada Aviation and Space Museum
Regina	16 May	Eagles Club
Toronto	October	Canadian Forces College
Vancouver	27 May	Richmond Cultural Centre
Medicine Hat	13 May	Patterson Armoury, Medicine Hat

In the News

Fokker D.VII "RK" rolled out at Great War Flying Museum

Report and photos by Gord McNulty, CAHS Vice President



Fokker D.VII, full-scale replica, C-GWWI, rolled out at GWFM, Brampton, Ontario, July 15, 2018.

After eight years of dedicated volunteer work, the Great War Flying Museum rolled out its full-sized replica Fokker D.VII "RK" on July 15. As the first aircraft built by the museum, D.VII --registered C-GWWI --- now has a bright new identify in the colours of Lt. Richard Kraut, the original pilot of RK.

During the past 30 years, C-GWWI had worn the colours of two famous German aces. First flown in 1977, it was originally painted in an all-white paint scheme as flown by

Hermann Goring. Then it was painted in the blue, red and white colours of another German ace, Rudolf Berthold.

In 2007, the aircraft was substantially damaged when it hit trees and terrain during a forced landing after an engine failure at the Geneseo, New York air show. The pilot fortunately walked away in what the museum website described as "combining equal parts of stick and rudder work with luck."

The GWFM chose this latest paint scheme because of its distinctive RK insignia and historic Canadian connection.



Timo Veth of Amsterdam, a great grandson of Richard Kraut, in the cockpit of the Fokker D.VII with GWFM staff and a cameraman and reporter from CBLT-TV in Toronto.

In a celebration at its base at the Brampton-Caledon Airport, the GWFM marked the occasion with special guests including the great grandsons of Richard Kraut, Timo and Luka Veth, and granddaughter Martina Weimann. They came from the Netherlands for the rollout on a fine summer day. Bringing RK's original medals and photos for a one-time-only display, they expressed their appreciation for the GWFM's efforts in keeping history alive with a restoration they described as amazing.



Nat McHaffie, President of the GWFM, accepts congratulations from Sylvia Jones, Ontario Tourism Minister, at Fokker D.VII rollout celebration.



Emcee Jacquie Perrin, pilot and broadcaster, speaking during the GWFM rollout of the Fokker D.VII.

Nat McHaffie, GWFM President and Curator, described the rollout as the launch of a campaign to build a hangar extension.

RK was the most colourful frontline D.VII acquired by Canada at the Armistice. Also, RK was likely the only surrendered D.VII that had seen frontline service. Most of the others were factory fresh, often without markings at all.

On March 1, 1919, RK was flown from France to England to join the newly formed Canadian Air Force, which operated Fokker D.VIIs alongside their British Sopwith Dolphins. The museum's collection includes a photo of Canadian ace Andrew McKeever getting aboard RK while it was flown in England.

Following the war, nearly two dozen D.VIIs were shipped to Canada as part of the War Trophy program, intended to form a national war museum. It was more than 20 years later before the Canadian War Museum took shape. In the meantime, RK had been scrapped along with most of the remaining Canadian D.VIIs.



C-GWWI, Fokker D.VII, painted in 'RK' colors of Richard Kraut, rolled at Brampton July 15, 2018.

Richard Kraut, known as "Red" by his family, was remembered by his granddaughter as a "real gentleman, polite and straightforward. He joked with us and loved to teach us outdoor sports; rowing, sailing and mountain climbing were his favourites."

Kraut had a long career in military and civil aviation. He was extensively interested in observation work and imaging. A photo taken during the war shows him ascending with a

camera in a balloon basket and one of his lifetime hobbies was painting.

Roseland Spitfire Mk IX flew to Windsor, Oshkosh, Comox and more on 5,000-mile journey

Photos and report by Gord McNulty, CAHS Vice President



The Mike Potter Collection Roseland Spitfire Mk IX at CH2A, Windsor, July 20, 2018.

The Roseland Spitfire Mk IX of the Michael Potter Aircraft Collection, also known as the Y2K Spitfire, proved to be a popular attraction on an epic flight this summer. I enjoyed seeing the classic fighter at the [Canadian Historical Aircraft Association](#) (CH2A) in Windsor. Flown by Dave Hadfield, the beautifully reconstructed fighter made a three-day visit to the CH2A as part of a 5,000-mile trip from its base in Gatineau, Quebec, to Comox, BC and back to Gatineau.



Pilot Dave Hadfield, at Windsor July 20, during the 2018 5,000 Miles in a Spitfire Flight, Gatineau to Comox and home again.

Hadfield flew the beautifully reconstructed Spitfire to Windsor on July 19, the first leg of a journey that continued to EAA AirVenture 2018 at Oshkosh, Wisconsin, where the aircraft was part of a celebration for the 100th Anniversary of the Royal Air Force. Check out "RAF 100 Spitfire Flybys" on YouTube for a fine demonstration of Canada's only flying Spitfire in action at the show.

The Spitfire flew to 19 Wing Comox on July 31 in a homecoming celebration where the original reconstruction began in 1999. Check out "Y2K Spitfire Landing in Comox" on YouTube to catch the historic occasion. Dave was greeted by Wing Commander (Ret'd) James (Stocky) Edwards, the famous wartime Kittyhawk pilot who later taught Dave how to fly the P-40.

A flypast took place over the Comox Marina on Aug. 6 to the delight of spectators. A homecoming gala was held on Aug. 8 to mark the much-anticipated appearance of the Spitfire

and to launch the Stocky Edwards Legacy Trust to encourage and support young Canadians, especially those in the Air Cadets, who aspire to a career in aviation.

Spitfire IX TE294 is dedicated to FL Arnold "Rosey" Roseland of RCAF 442 Squadron, who was just 28 when he died in an aerial gunfight over Normandy in 1944. He flew 65 sorties in Spitfire Mk IX MK304, Y2K and embodies the sacrifice of Canadian pilots in the Second World War. The Roseland Spitfire is essentially an entirely re-manufactured Canadian-built aircraft, with each piece being precisely built to original specifications. Dave noted it is the only Spitfire ever built in Canada.

Dave has flown other well-known Second World War fighters exemplified by the Mustang and the Kittyhawk, but as he told the media in Windsor, "When you say Spitfire, you get a different reaction. It is the iconic airplane." He described the aircraft as "a lot of fun to fly. It is very responsive and very nimble" and performs the most graceful air show routines.



Front view of CH2A Mosquito at Windsor, July 20, 2018.



Side view of CH2A Mosquito at Windsor, July 20, 2018.

During the visit to Windsor, the impressive progress being made in the restoration of the CH2A's Mosquito caught my eye. The project began in 1996 when enthusiasts led by Tim Gillies travelled to the Northwest Territories to recover parts from a downed Mosquito. Fast forward to 1992, when the Windsor Mosquito Bomber Group returned from New Zealand, home of Mosquito fuselage mould expert Glyn Powell, with the fuselage. The Group then moved their operation to #7 E.F.T.S., the home of the CH2A.

They also decided to dedicate and rename the aircraft to Mosquito KB161 (City of Vancouver). This Mossie was totally destroyed on May 11, 1944. It had taken off from Upwood, England, with a load of target indicator incendiaries for an attack on a chemical works factory in Ludwigshafen, Germany. KB161 was one of 12 from the 139 Squadron raiding this target and Mannheim. As the Mossie returned to base, unbeknownst to the crew, a marker incendiary had hung up on a bomb bay door.

When the aircraft descended through 2,000 feet, the barometric fuse detonated it and the cockpit was immediately filled with dense white smoke. Realizing there was a major fire in the bomb bay, the crew decided to bail out. F/O Alan Woodland was pinned by the slipstream from a 300 mph dive against the back of the hatch. It was only

through the efforts of F/O Geoffery Lewis, who pushed F/O Woodland out with a boot on his head, that F/O Woodland was able to survive. Tragically, F/O Lewis did not get clear. The Mosquito dove into the ground in flames at Field View Farm, Chittering, Cambridgeshire, at 1:25 a.m. F/O Lewis died in the crash at age 23. He is buried at St. Matthew's Churchyard, Overseal, Derbyshire.

Steady progress by the CH2A volunteers has included successfully mating the main wing to the fuselage. After an inspection of the wing by a structural engineer specializing in woodwork, the workmanship on the wing was described as "impeccable" and the engineer offered to certify the wing as airworthy.

Visit the CH2A at No. 7 E.F.T.S. to see the Mosquito and the ongoing restoration of Windsor's FM212 Lancaster, sister ship to FM 213 of the Canadian Warplane Heritage Museum. FM212 logged 8,069.5 hours before being retired in 1962. The first Canadian-built Lancaster modified to become a Mark 10P (photographic) prototype, it is among the highest time Lancasters in the world.

Purchased as a memorial by the City of Windsor for \$1,250 in 1964, it was sent by barge from Dunnville, ON, to Dieppe Park Gardens in Windsor that same year. Dedicated to approximately 400 airmen from the area who died in the Second World War, it remained on display until 2005 when it was put in storage. It was moved to the CH2A hangar in the summer of 2007 for extensive restoration to wartime aviation standards. Progress reports are provided on the museum's Facebook page.

The CH2A fleet also includes a Boeing Stearman, Harvard Mk 4, de Havilland Canada Chipmunk, Canadair CT-133 Silver Star and a Fairchild 24R Argus.

Veteran Canso Back in the Air!

Story and photos by John Chalmers,
CAHS Membership Secretary



A Canso of the Royal Canadian Air Force, which flew from Iceland on maritime patrol during the Second World War, has been appearing at air shows in western Canada. Canso PBV-5A, flown as RCAF 11094 during the war, bears insignia C-FNJE. Built by Vickers of Canada in Cartierville, QC in 1943, it was used post-war as a freighter and later as a water bomber in aerial firefighting.

Last flown by Buffalo Airways, the Canso was damaged in 2001 while picking up water for firefighting east of Inuvik NT. The aircraft sank in 100 feet of water. Then floated to the surface, it was pulled to shore, where it remained for several years. With its engines removed, the Canso was written off. Recovered by a group of farmers from Fairview AB in 2008, the aircraft was moved to Fairview and restored to flying condition over a period of nine years. It first flew again on Father's Day 2017.



Although the original engines were salvaged, two low-time Pratt & Whitney 14-cylinder Twin Wasp radial engines were located and serviced, putting the Canso back in the air.



The view from the pilot's seat now that the aircraft is airworthy again.



Pilot Bill Brady of Victoria BC, seen here, flew the Canso into the Edmonton Air Show with co-pilot Rodney Kozar of Kelowna BC, for static display on August 18-19.



Doug Roy, a farmer/rancher from Fairview who was involved in restoration of the Canso, serves as president of the Fairview Aircraft Restoration Society, which operates the aircraft and took it to air shows in Alberta and British

Columbia this year.



The magnificent aircraft has a 104-foot wingspan with floats built in to the wingtips which are lowered when the Canso is on water. The aircraft was a star attraction at the 2018 Edmonton Air Show, held at the Villeneuve Airport close to the city. Visitors lined up to go inside for a tour and speak to crew members. To learn more about the veteran amphibian, [click here](#) and [here](#).



Hal Burns of Victoria BC, formerly of Edmonton and now 96, flew the Fairview Canso on submarine patrol from Reykjavik, Iceland, while serving as a pilot with the RCAF during the Second World War. He's pleased to see the Canso flying again and was present to watch it take to the air from Fairview AB in its first flight on June 18, 2017, after a complete restoration.

The CAHS Sesquicentennial Book List – One year later!



The Canadian Aviation Historical Society celebrated Canada's 150th Birthday on July 1, 2017 by publishing a list of 150 books about Canadian aviation. But we exceeded our goal – the list has 201 titles suggested by members!

Again we recommend our list for some fine summer reading – or good reading anytime! The list has titles compiled by author's name, title, publisher and date published. Books appear on the list were published over nearly a century, from 1919 to 2017. Included are many written by CAHS members, such as all those illustrated here.

The list includes books from large and well-known publishers to small and little-known publishers, and books that are self-published. Books named on the list cover every aspect of Canadian aviation from its earliest days to the present.

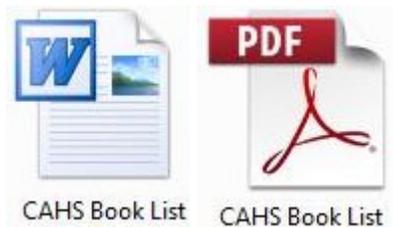
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CAHS Book List

CAHS Book List



* 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.

[Meet one of the last surviving female pilots who served in Second World War](#)

[A Centre for Bomber Command](#)

[Air-Sea Rescue saved airmen shot down during the Raid on Dieppe](#)

[Crashed in 1959: RCMP to begin dive to float plane wreckage in Saskatchewan lake](#)

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 August are:

Question: How was the Avro 626 used and how many were purchased?

Answer: "Another example of an RCAF aircraft acquired in small numbers was the Avro 626, powered by the Armstrong Siddeley Cheetah V (260 hp). The force purchased 12, deliveries commencing in December 1937, but half of these were stored in Ottawa and not formally brought on air force inventory until 1942, by which time they were fit only for static technical instruction. The three-seat Avro 626 was used as an advanced armament and tactical trainer by No. 111 (CAC) (Coastal Artillery Co-operation Squadron). It had a top speed of 112 (180 km/hour) and cruised at 95 mph (153 km/hour)."

Source: *CAHS Journal* – Winter 2009 – Page 117

Question: What was the number of the squadron (Bomber) (Auxilliary) authorized at Regina in 1935? When did it commence flying training? When was it renumbered and what was it renumbered to?

Answer: "Authorized as No. 20 (Bomber) Squadron (Auxiliary) at Regina, Saskatchewan on 1 June 1935, the unit commenced flying training in April 1937 when it received four Moth aircraft. It was renumbered No. 120 Squadron on 15 November 1937. Called out on voluntary full-time duty in September 1939, and redesignated Bomber Reconnaissance on 31 October, the squadron flew Delta, Hudson, Stranraer, Canso A and Catalina on West Coast anti-submarine duty until disbanded at Coal Harbour, British Columbia on 1 May 1944."

Source: www.rcmf.com - No.-120-Squadron-33

Question: What were Al Lily's accomplishments, where was he born and what is his connection to the Hawk One F-86 Sabre?

Answer: "The name "Al Lily" is not so commonly spoken in the same worldly context as other legendary aviation greats of this past century such as J.A.D. McCurdy, Amelia Earhart, the Wright Brothers, or Billy Bishop. Nevertheless, he was indeed one of this nation's most distinguished test pilots and a remarkable one at that. Alexander "Al" Lilly was Canada's first pilot to break the sound barrier. It happened at the RCAF Station in Dorval Quebec, in early August 1950 in a

Canadair Sabre 1 prototype, the first off the manufacturer's assembly line in Cartierville Quebec. Al Lilly was, at the time, the Canadair chief test pilot responsible for flight testing over 100 models of different aircraft during an era when Canada was a world leader in cutting-edge aviation technology." "Al Lilly's distinguished career in aviation began while serving with the RCMP flying bush planes; and later with the RCAF as chief flying instructor for the British Commonwealth Air Training Plan." "Born Alexander John in Moose Jaw, Saskatchewan, he was a son to Harold Lilly, owner of an automotive and farm equipment dealership that specialized in Ford automobiles." "This year," (2010)," the year that Al Lilly would be 100, his name gained an honorable distinction that it deserves. On May 26th, in a special dedication ceremony at Ottawa's Uplands Airport, Vintage Wings of Canada and the RCMP joined forces to pay special tribute to the late Al Lilly by dedicating his name to the Hawk One F-86 Sabre."

Source: *Airforce Magazine* – Summer 2010 – Pages 22,23

Skyward



TERPENING, Harold Rex

Born July 23, 1913 in Wainwright, AB - Died July 15, 2018 in Surrey, BC

Rex is survived by Trudie, his devoted wife of 63 years. Also by daughter Linda (Bob) Butterfield and Jon (Marcia), Rex's children with Lois. As well, survived by son Dave (Nancy) and daughter Maggie (Bill) Leary, his children with Trudie and a host of grand and great-grandchildren.

Rex began an interesting and rewarding career in aviation at a young age in Fort McMurray, AB. During his career, he travelled widely and was deeply involved in the development of aviation in the Canadian North. After retiring from CP Air in 1978, he and Trudie spent many summers at the cabin on Tagish Lake in the Yukon. He authored a well-received book, *Bent Props and Blow Pots* which recounted many of his experiences during the early years of Canadian aviation.

Rex was rewarded a number of honours including induction into Canada's Aviation Hall of Fame, and recently had a building named after him in Fort McMurray. In lieu of flowers, donations to the Union Gospel Mission, 601 E. Hastings St., Vancouver, BC V6A 1J7 or a charity of your choice will be appreciated.

A Celebration of Rex's Life was held on August 25, 2018 at Eagle Quest Golf Club. (East Room) 7778 - 152nd St., Surrey, B.C. from 1:00 to 4:00.

Larry Quinton was the voice of The Gathering of the Classics

By Gord McNulty, CAHS Vice President, with photos and captions from Natalie Quinton



Note from Natalie Quinton: Dad loved his Bellanca Cruisemaster. He likened it to Jayne Mansfield, one could dream of it but never really expect to have it. Well, around 1986 he bought the Cruisemaster and flew it all over the States and Canada and even to the Bahamas. it was a class winner at Oshkosh about 5 years ago or so.

Canadian aviation lost a significant contributor and personality this year with the death of Larry Quinton of Collingwood, longtime announcer of the annual Gathering of the Classics fly-in held by the Edenvale Classic Aircraft Foundation.

Larry, 77, was a mainstay of the popular event at the Edenvale Aerodrome in the picturesque Collingwood region. He was familiar to many as the gentleman who donned a broad-brimmed hat, chose a seat in the shade, took the microphone and shared his extensive knowledge of aviation and love of flying. He would also take the mike as he rode on a hay wagon with spectators touring the flight line along dozens of visiting aircraft. Larry, an excellent commentator, also announced at the seaplane fly-ins held at Lake St. John Airport near Orillia.

I enjoyed conversing with Larry at Edenvale every year. He flew a Bellanca Cruisemaster and really liked it on account of its lively performance. This year, the visiting aircraft included the Canadian Warplane Heritage DC-3 in wartime "Canucks Unlimited" Dakota colours. In fact, I brought notes that I intended to share with Larry about the loss this year of Hon. Col (Ret'd) Art Adams, known as the "brick bomber" who dropped a load of bricks on a Japanese seaplane from a Canucks Unlimited Dakota in Burma, as described in the July issue of the Newsletter.

I was surprised and saddened to learn that Larry died on January 21 in Tampa, Fl. After spending time with his family in Canada, he was flying back from an international blues festival on his way to his winter residence in the U.S. when he died. As the family obituary stated, "Larry left us exactly as he wanted, enjoying life to the fullest."

Larry's aviation background included volunteer leadership of the Kingston Flying Club, the Edenvale Flying Club, and the Sun 'n' Fun International Fly-In, among many others. The obituary stated he was "an avid Blues musician and enjoyed jamming any chance he could get, with his well-known harmonica sling thrown over his shoulder."

A celebration of life service was held for Larry at St. Philip's Anglican Church, Walter's Falls, on February 3. His absence was conspicuous at Edenvale this year. Larry will be missed, but fondly remembered by all who knew him.



Note from Natalie Quinton: This photo is our Stinson during our adventure in the Great Belvedere Air Dash of 1974. We were the only complete family to fly by air. Dad didn't do any of the competitive parts, estimating your time, your fuel consumption etc. etc. He was just happy to do it. Because we were the only complete family, including three young (3-9) girls, our family was interviewed by small town newspapers all along the trip. This photo was taken in the BC interior and ran in the local paper. It was either Castlegar or Penticton I believe. L to R Natalie (7), Larry, Leslie (9), Julia (3) and Lorraine Quinton.



Note from Natalie Quinton: This was the first plane my Dad built with a couple of other pilots. A Woodpusher, about 1966 I think. Dad was a big man, over 6 feet 2 inch, and I have no idea how he fit into this plane! We do have a Super 8 film, no sound, of this plane doing touch and goes. I'm pretty sure this would have been out of Oshawa airport or in the vicinity.



Note from Natalie Quinton: This is Larry's Taylorcraft - a two seater, fabric airplane identical to the one he learned to fly in around 1965. Dad bought it ostensibly to teach his three daughters how to fly, but because we all grew up flying, it wasn't that special.

Once my Dad and I almost crash landed this little two seater in November because his big size 13 right foot was on both rudders as

we were coming into Kingston Airport for our final approach. Gave us a bit of a fright.

The Taylorcraft had an ignoble end when someone who rented it from Dad flew it through some hydro lines on Wolfe Island. The pilot walked away without a scratch but the Taylorcraft was ruined.

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