Hello CAHS,

Welcome to the January edition of the CAHS National Newsletter.

CAHS National News

2020 Convention and AGM

May 27-30

Hosted by:

Richmond (Vancouver), British Columbia

Call for Presentations

We are pleased to announce the call for presentations for the 2020 CAHS Convention in Richmond (Vancouver), British Columbia. The convention will take place May 27 - 30. Tours and other activities are still being developed, but our first ever convention in BC will be an experience
to remember. We will include the usual meet and greet, speakers, a banquet, and the opportunity to meet others who share your passion for aviation. We will also offer a unique optional flight experience and an optional tour after the convention. Persons who wish to present at the convention should review the Call for Presentations at this link, and submit the included form no later than January 31, 2020. Those selected will be advised by the end of February. We look forward to hearing from you.

Please visit the Convention Time 2020 page on our website for event updates.

CAHS Chapter News

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 those for each of our nine Chapters.

In the News

CF-104D Starfighter "Gate Guardian" remounted at CWHM

Report and photos by Gord McNulty, CAHS Vice President

A CF-104D Starfighter is once again standing proudly as the “Gate Guardian” of the Canadian Warplane Heritage Museum at Hamilton International Airport.

The dual-seat Starfighter, RCAF 12641, was remounted on 6 November 2019, after extensive refurbishing at the museum. It originally arrived at the CWHM in 1995 on long-term loan from the Department of National Defence and in April 2008, ownership was transferred to the CWHM.

The markings are the same as when the aircraft entered service with the RCAF on 30 April 1962.
CF-104D Starfighter 12641 shown back on display at CWHM after refurbishing and remounting.
The resplenent CWHM CF-104D is a striking display.
You can't help but notice the refurbished CF-104D Starfighter at the CWHM.

**Lysander Aircraft to Stay in Canada!**

by Dave Hadfield
Toronto, Jan 06, 2020

An extremely rare, Canadian-built, Second World War aircraft has been purchased by Canadians, and will not be leaving the country. The Westland Lysander IIIa was built in Malton in 1942 and has been restored to flying condition. It will continue to appear at events in Southern Ontario.

“The Lysander Funds” (a Toronto investment firm) and Mr. John Carswell of “Canso Funds”, together with Mr. Tim Hicks, have combined to purchase the extremely rare aircraft from collector Mr. Michael Potter, of Ottawa. “The Lysander Funds” draws its company name and philosophy from the unusual aircraft and its independent, remarkable, “stealth” flying history.

This is the only Lysander flying in North America. Aircraft enthusiasts may have been concerned that this wonderful piece of Canada’s aviation history would be sold and taken overseas, but it’s staying where it was built and where it began its RCAF career! The pre-purchase flight was conducted by pilot Dave Hadfield, taking off from Rockcliffe Airport, in October 2019. “The aircraft performed perfectly – it’s an amazing aircraft to fly. Totally unique!”

The intention is to build a hangar for it (and to support an outreach program) at an airport in the Toronto area in 2020. No firm location has yet been decided. Once established in the new facility, the aircraft will be flown to support Lysander Funds activities, as well as some airshows. Until then it will be kept at the Gatineau airport with the Mike Potter Aircraft Collection.

Mr. Carswell has been involved with the iconic aircraft before; he sponsored its Outreach Flight Program in 2015 and 2016 in which the Lysander was displayed at many Airshows and events in S. Ontario, and “wowed” many Air Cadet first-time flyers. A retired RCAF officer, his commitment to Canada’s aviation history is clear: he is a generous supporter of “Veteran’s House”, which provides homeless veterans with a place to stay, as well as the Birchall Leadership Awards, and many other commemorative activities.
The aircraft will be flown and managed by vintage aircraft specialist pilot Dave Hadfield who flew the aircraft during the 2015-16 seasons, and who is often seen in the cockpits of the rare fighters of the Mike Potter Aircraft Collection such as the Spitfire and Mustang.

The iconic aeroplane was built in Malton ON in 1942 under license by National Steel Car as a Westland Lysander IIIa, and saw service in Canada as a bomber and gunnery trainer. Post-war it was sold and allowed to deteriorate, until it was bought by collector/restorer Mr. Harry Whereatt of Assiniboia Sask. The final restoration and return-to-flight was completed by Vintech Aero of Gatineau in 2010.

Overseas, Lysanders achieved fame during the Second World War for the mission to land and pick up agents in Occupied France. Flying into small unprepared fields on moonlit nights, Lysanders used their unique slow-flight and short-field capabilities to land using the flashlight-beams of the Resistance fighters, often under the noses of the Gestapo.

This Lysander is currently dedicated to Sgt. Cliff Stewart, of Charlottetown PEI, who undertook a number of such clandestine missions successfully, in 1943-44, training the French Resistance in the use of radios, demolitions, sabotage, and tactics.

Contact:
Ms. Joyce Pham, Canso Funds, (905) 881-8853 Ext. 232, E-mail: jpham@cansofunds.com

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**T-33 Silver Star Book**

Review by Jerry Vernon

Looking to get the book you didn't get for Christmas?

Pat Martin's T-33 Silver Star book is now available for sale.

It is profusely illustrated and has a brief history of every aircraft.
Contact Pat at either 104655@telus.net or (604) 530-1729 ...and yes, his CF-104 book and the others on RCAF and RCN aircraft markings are also still available.

I can tell you from personal experience that a lot of work went into this book, by Pat and many of his friends. One particular challenge was that many T-Birds were disposed of by both DND and NorthWest Industries for display purposes in museums, on pedestals, etc. In many cases, in particular those that went out of NorthWest Industries, they were shipped as a forward fuselage from one aircraft, a rear fuselage from another and the wings from a third one. They were distributed to museums, Legion Branches, RCAF Association Wings, Air Cadet Squadrons, etc... and in many cases the recipients painted them with the serial number as their Branch, Wing or Squadron number!! Seeing is not always believing!!
Captain Roy Brown Statue

Conceptual drawing of the statue for Roy Brown: The statue is being created by a well-known sculptor David Clendining of Quebec. The site is laid out in approximately a 30-foot circle, where the statue of Roy Brown is surrounded by a 30-foot stone wall that replicates a wall battered by bullets in the war. Roy is positioned to look up river at Carleton Place's Town Hall. Just a little further from that same site line is his family home and business. The site will include a bronzed Sopwith propeller.

Arthur Roy Brown - A Royal Naval Air Service and Royal Air Force Pilot in the First World War, Brown (1893 – 1944) was instrumental in forcing the famous air battle of 21 April 1918 in which the famed German Ace, Baron Manfred Von Richthofen was downed. Captain A. Roy Brown was officially accredited with the downing of Von Richthofen, an accreditation that still stands. A skilled military pilot, teacher and leader, Brown never lost a single man and served with distinction.

In his post war years, he became a pioneer bush pilot operating General Aviation Airways, primarily in Quebec.
He went on to run for Parliament in his later years with a campaign of providing benefits for veterans. He saw firsthand, and experienced, the stresses that survivors of war endured. Today, those benefits are taken for granted.

Brown died in middle age, essentially ignored by history, and buried in an unmarked grave. That changed four years ago when Nadine Carter, an 11-year-old girl from Stouffville, Ontario, began researching his life for a school project. Shocked at the lack of recognition he had received, she led the way to see Brown was commemorated with a proper grave marker. Several ceremonies followed, with events in Toronto, Stouffville and Carleton Place. Brown was inducted as a member of the Canadian Aviation Hall of Fame in June 2018 as a result of these efforts and was recognized in the House of Commons. Nadine was awarded the Ontario junior citizen of the year award by the Ontario newspaper association in recognition of her efforts to honour Brown.

The Roy Brown Society was founded to preserve and promote the incredible life story of Captain Arthur Roy Brown DSC, of Carleton Place, Ontario. The Town of Carleton Place is justifiably proud of its role in providing many skilled airmen to fight overseas in both World Wars. A. Roy Brown was one of those men.

Brown has been recognized previously in his hometown with a streetscape mural, a provincial heritage plaque, and in the name given to its most recently created riverfront park. The Roy Brown Society feels no town should be without a statue reflecting their proud heritage and is currently fundraising for construction of a 2.1-metre-high bronze likeness of Roy Brown. The statue will be prominent on the town’s main street and will be the basis for further commemoration of local airmen.

We need your help to attain our goal of $35,000. We invite you to learn more about Captain A. Roy Brown and consider helping with a monetary contribution to the project. Any amount will help us to reach our goal. The project has been awarded grants from Veterans' Affairs Canada and Heritage Canada totaling some $125,000, and another $25,000 has been pledged by local donors.
The Town of Carleton Place has donated a prominent piece of land for the statue.

The Roy Brown Statue Project needs to raise another $35,000.00 to reach the full goal of completion for this coming spring 2020. We thank you for your support. Tax receipts will be issued for amounts over $20.

Learn more at captroybrown.ca

Donate at www.gofundme.com/f/captain-a-roy-brown-statue-project or cheque made out to

“The Town of Carleton Place”
Roy Brown Society
Box 162
Carleton Place, ON K7C 3P3

Yours,
Robert Probert, President - The Roy Brown Society
cpbmuseum@outlook.com
613-253-7013

* 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.

Military asks Canadians to send Valentine’s Day cards to veterans through program

Collingwood man who worked on the Avro Arrow celebrates 103rd birthday

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 January are:

**Question:** What first of World War II did a tiny force of 10 Squadron Whitleys accomplish during September 3/4 1939? Two Canadians (Robert Stevenson of Victoria BC and John Sproule of Brandon MB) were part of this mission.

**Answer:** “On the night of ¾ September, Robert Stevenson of Victoria, British Columbia, and John Sproule of Brandon, Manitoba, had each climbed aboard Whitleys as part of a ten-aircraft leaflet raid on German cities. Collectively, this tiny force dropped 5.4 tons of leaflets and assured their place in history as the first to drop material of any nature on Germany during the Second World War.”

**Source:** *NO PROUDER PLACE* – Page 26

**Question:** What was the original home base of the Golden Hawks when they were formed in 1959 and why were they formed?

**Answer:** “The Golden Hawks were formed in the spring of 1959 as part of the RCAF’s contribution to the commemoration of Canada’s Golden Jubilee of Flight. Their original home base was CFB Chatham. During Canada’s Centennial year, September 17, 1967, was designated as “Golden Hawk Day” in Chatham. In honour of the team, the base unveiled a pedestal mounted F-86 Sabre aircraft in Golden Hawk colours and paid tribute to the team which had made the base well known throughout the country.”

**Source:** virtualmuseum.ca

**Question:** Which of the new RAF 4 engine bomber types introduced near the beginning of WWII was disappointing and why?

**Answer:** “Yet another disappointing new RAF heavy bomber type was the Avro Manchester. Although it appeared to be a twin-engine aircraft, it was actually
placed in the four-engine category, since its 1750 horsepower Rolls-Royce Vulture power plants were each a pair of Rolls-Royce Kestrels sharing a common crankcase and propeller. The airframe design was exceptionally sound, but the engines proved to this aircraft’s downfall. The couple engine concept was complex and reliable: its worse faults was a tendency to bearing failures and subsequent fires while airborne.” “Lewis further recalled a Manchester doing an engine ground run-up with pistons flying out the side of the nacelle. As a wartime economy measure, the bearing had been made without silver and thus did not possess the requisite hardness and strength. The large end-bearings would collapse the connecting rod, the piston would fling itself overboard and that would spell the end of the engine.”

Source: NO PROUDER PLACE – Page 41

Skyward

Remembering Fern and Russ

By John Chalmers,
CAHS Membership Secretary

The Canadian aviation community has been saddened by the loss of two remarkable individuals who served as pilots with the Royal Canadian Air Force.

Joseph Armand Gerard Fernand “Fern” Villeneuve, AFC, CD, was born on July 2, 1927 and died on December 25, 2019. In an outstanding career of over 30 years with the air force, Fern is well remembered as the original leader of the RCAF’s legendary Golden Hawks aerobatic team. (Sketch by Irma Coucill, courtesy of CAHF)

Bert Furlong, a member of the Calgary chapter of the Canadian Aviation Historical Society, recalls a special memory of Fern and the Golden Hawks. “I was at a conference of the Canadian Aviation and Space Institute in Edmonton several years ago, and at the coffee break I noticed an RCAF officer. When I approached him, I read
the name Villeneuve on his chest. I introduced myself to him then as I was shaking his hand I thanked him very much for saving my life. He asked me what I was talking about, so I told him about a small incident that had slipped his memory.”

Bert explained to Fern that, “I was a young lad in high school and working for Stub Ross in Lethbridge during the 1960’s, the pre-Time Air days. Stub was managing a small air service out of one of the hangars and I was the very junior ramp jockey. The Golden Hawks had just finished another of their spectacular airshows and everyone was going home. I looked out onto the ramp, the wind had come up, and an unchoked Fairchild Cornell started to move. It was moving directly toward the fuel pumps. Being very brave, or stupid, I decided that I could stop bad things from happening, so ran out and grabbed the rear fuselage. The wind continued and the plane weighing a lot more than me did not slow down very much. I was being dragged to my doom! Suddenly the plane stopped, and someone in a flight suit produced a set of chocks. The Golden Hawks Team led by Fern Villeneuve were in their cars ready to head into town when they saw my predicament. They stopped, and the whole team came to my rescue. The plane was fine, I was fine and The Golden Hawks saved my life!”

Russell William Bannock, DSO, DFC and Bar, was born in Edmonton on November 1, 1919, served as a Mosquito pilot with the RCAF during the Second World War and as commanding officer of 418 City of Edmonton Squadron and 406 Squadron. Post-war, Russ was president of de Havilland Canada, where his work included introduction and promotion of the Beaver aircraft. He died on January 4, 2020, just nine weeks after celebrations marking his
The Canadian Aviation Historical Society and the RCAF were well represented at the service held for Russ on January 10 at Blessed Sacrament Church in Toronto. Gord McNulty, vice-president of CAHS, was in attendance and reports that, “Heartfelt tributes were paid to Russ by his son, Paul; by son-in-law Steve Smith; and by Father Larry Marcille of the church where Russ was a longtime dedicated parishioner. The speakers emphasized Russ's devotion to his family, his community service and good humour among his many attributes. A special tribute was provided by the Fort York Branch of the Royal Canadian Legion. Russ truly lived life to the fullest, as reflected in the fact he was still flying at age 88. He enjoyed flying a Beaver on fishing trips to northern Québec, enjoyed playing golf, and was an enthusiastic curler.”

As to the secret of Russ's remarkable longevity, the speakers said Russ simply boiled it down to "keep moving!" The service began with the hymn “On Eagle's Wings,” and ended with a rousing rendition of “O Canada.” Russ savoured a lively social event, so it was fitting that everyone joined family and friends afterwards for a reception at the church. A regular attender at the annual induction dinner and ceremonies for Canada’s Aviation Hall of Fame, on June 4, a special presentation was made to Russ by the Hall, in recognition of his upcoming 100th birthday.

Russ was known not only for his skill as a Mosquito pilot in bringing down enemy aircraft during the war, he was also highly regarded for his airmanship in destroying German V-1 flying bombs. Thus it was appropriate that at a recent celebration of his 100th birthday by the Ontario
Aircrew Association, the birthday cake was decorated with a Mosquito and a V-1 flying bomb!

Both Fern and Russ were inducted as Members of Canada’s Aviation Hall of Fame, where their biographies can be seen under the Members/Member Profiles section of the Hall’s web site at www.cahf.ca.

Among the many tributes to Fern and Russ are those appearing online from SKIES magazine. Fern is remembered here and a story about Russ is here.

Robert (Bob) Hewitt
“Mover and shaker” in aviation

By Gord McNulty, CAHS Vice President

Bob Hewitt loved to share his aviation memories and knowledge of the Harvard at CHAA fly-ins and special events in Tillsonburg. Photo by Pat Hanna.

The aviation community lost a strong advocate and visionary on December 30 when Robert (Bob) Hewitt passed away peacefully at his home in Woodstock, ON. Bob, 85, was widely respected as a co-founder of both the Canadian Harvard Aircraft Association (harvards.com)
and the Jet Aircraft Museum (jetaircraftmuseum.ca). He will be remembered for his commitment and generosity in laying the foundation for two organizations that are much appreciated by aviation fans.

Pat Hanna, Past President of the CHAA, described Bob as a tireless advocate for the CHAA for the past 35 years. “Bob was a mover and shaker, a man of integrity and a very good pilot,” he said. Bob’s legacy lives on in many ways. His son, Dave, soloed on the family Harvard in 1990, became a member of the Canadian Harvard Aerobatic Team, and flew the “Canadian Queen” Beech Expeditor in the 2019 Canadian International Air Show.

Bob flew the Harvard and the Canadair CT-133 Silver Star as an RCAF pilot. After retiring from the service, he was a partner in establishing the Woodstock Flying Club (www.wofc.ca) in 1968. The Harvard story originated when Bob and his friend, the late Norm Beckham, acquired one of the trainers that had been stored in a barn in nearby Norwich. They were soon each flying a Harvard from Woodstock’s small grass strip and were joined by Len Fallowfield, who then purchased a Harvard.

“The Woodstock Boys” were soon making an impression at air shows and fly-ins in Ontario and the United States. As maintenance and operating costs rose, Bob envisaged an organization dedicated to preserving and promoting the Harvard. The CHAA was officially established in 1985, with Bob as the first president. The CHAA grew from the start and relocated from Woodstock to larger hangar facilities at its current home in Tillsonburg.

Bob also recognized the importance of preserving RCAF jet trainers at risk of being scrapped. His leadership inspired creation of the Jet Aircraft Museum, established to acquire, display and fly vintage Canadian military jets. Based in London, ON, JAM was launched in 2007 when an opportunity arose to acquire six CT-133s at CFB Mountainview that had been struck off strength. Bob served as the first president of JAM.

Bob often shared stories about the Harvard, the T-bird, and enjoyed the friendship of the aviation fraternity. He was a modest man, despite his many accomplishments,
and will be missed by all. A funeral was held at the Church of the Epiphany in Woodstock on January 3.

Bob Hewitt spoke at the grand opening of the Jet Aircraft Museum in London on Sept. 12, 2009. (Gord McNulty photo)

Bernard J. Hargrove

The Turnbull (NB) CAHS Chapter was saddened to learn of the passing of long-time member, Bernard John Hargrove. Bernard, age 95, of Bath, NB passed away peacefully at the River View Manor on December 22, 2019. Bernard was born on January 13, 1924 in Mineral, NB ... a rural and close-knit farming community outside of Bath. He was the loving son of John and Fronie (MacDougall) and the last surviving sibling to brothers Russell, Basil, Bert, Vernon and sisters Flora, Mary, Avis and Mabel.
Bernard was a graduate of Bath High School in 1941, Teachers College in Fredericton in 1942 and the University of New Brunswick in 1946, where he completed his degree in Electrical Engineering. Bernard married the love of his life, Polly, in 1946 and they enjoyed 68 wonderful years of marriage until her death in 2015. Together, they lovingly brought 12 children into their family.

Bernard enjoyed a long and successful career as an Electrical Engineer. He worked in Montreal for two years for the Bell Telephone Company and then returned to Bath to start an electrical sales, service and contracting business with Polly by his side. Over the years, while Bernard was helping bring power to residents and businesses throughout the rural community, Polly was busy raising children and selling the first GE household appliances and snowmobiles to the area.

To view the full obituary, please [click here](#).

**Ev McQuinn**

It is with great sadness that we announce the passing of one of the Turnbull (NB) Chapter founding members, Ev McQuinn, (1931-2019) of Moncton. Ev has been on the Executive of our Chapter since our founding in 1996.

Ev, a local aviation and locomotive historian, went Home to be with his Lord and Saviour Jesus Christ on Christmas Eve.

Everett Clifford McQuinn was born in Moncton, NB to Rowena Alfreda (Duffy) and Ira Clifford “Ted” McQuinn. He was a dedicated, Godly man who was devoted to his Maker and to his family. He is in Heaven now with his beloved grandson, his parents, and sister.
A long-time resident of Riverview, he grew up in Bridgedale and was always proud of his Albert County heritage. He spent his idyllic boyhood summers working on the Duffy farm in Lower Coverdale with his Uncle Bill, on the property that has been in the Duffy family since 1827. He is a descendant of several early families in the area including the lines of Duffy, Jonah, Lutz, Proctor, Peck, Stieff, and Somers. He was extremely proud of his Irish roots. Ev was instrumental in the dedication and placement of a marble tombstone on the grave of his great-grandfather, William McQuinn, a Civil War veteran, who is buried in Sackville. A military re-enactment ceremony was held there in 2004.

Everett was a well-known, well-loved salesman in the area. His career began with Swift Canadian Company in Newcastle before he was transferred back to Moncton, and it continued with Hub Meat Packers until his retirement. He won several top salesman achievement awards and was well-known for his honesty and outgoing personality. It was impossible to go somewhere with Dad without him running into a former customer and friend.

Everett leaves behind his loving, dedicated wife, Noreen (nee Cripps), daughter Judy Seeley (Tom) of Moncton, and son, David (Heather) of Fredericton. He was always so proud of his children, and they are devastated by his loss. He was predeceased by his parents, Freda (1979) and Ted (1980), his adored grandson, David Everett C. McQuinn (1995), and his sister Marie (2018). He was also predeceased by his grandparents, Johiel and Jennie (Jonah) Duffy, and Roy and Minnie (Proctor) McQuinn. He leaves behind his precious grandchildren, Victoria McQuinn (Ben Dick) of Riverview, and Brittany McEachern (Jordan), Matthew (Josie), William (Madison) McQuinn of Fredericton and his first ever great-grandchild Everly Joy McQuinn. He will be sadly missed by his siblings, Don of Riverview, and Lois Wallace (Kent) of Calgary.

Ev belonged to the Moncton Gospel Hall and previously was a member and deacon of Emmanuel Baptist Church. He was a long-time Executive Member of the Turnbull (NB) Chapter of the Canadian Aviation Historical Society and a national member of the Canadian Aviation
Historical Society, the Monarchist League of Canada, and a past member of the Irish Canadian Cultural Association. He was a Director of the Don McClure Historic Aviation Gallery, Turnbull (NB) Chapter. He and his longtime friend, Don McClure, worked countless hours to create and assemble an aviation museum in the Greater Moncton International Airport so that a legacy of Moncton’s aviation history would be left for future generations to share.

The service celebrating Ev’s life took place on Saturday, December 28, 2019. The interment took place at Fair Haven Cemetery.

Online condolences can be expressed at cobbsfuneralhome.ca

Dr. George Henry Topple

We were saddened to learn of the passing on August 11th of Past CAHS Toronto Chapter President, Dr. George Henry Topple (CAHS #3296) (published in Flypast Volume 54 No. 1). In George’s early working years, he became a fireman serving with the Scarborough Fire Department / Toronto Fire for seven years. Later in life George studied at college to become a Chiropractor. After a few years of practice, he established an office in Markham, where many Chapter Exec. Meetings were held with discussions of Chapter business frequently going into the late hours of the evening. George also served on the Editorial Board of the CAHS Journal under the leadership of Bill Wheeler. George became Chapter President for the 2010 / 2011 season following the excellent leadership of retiring President, Howard Malone. George would continue as Chapter President to the 2013 – 2014 season until being
succeeded by Sheldon Benner. On August 15th, a Celebration of George’s Life was held at the Barnes Memorial Funeral Home in Whitby. Attending for Toronto Chapter were Chapter President, Sheldon Benner, Chapter Member Bob Lindsay, along with Volunteer Bob Winson and his wife, Bernice.

*Courtesy Topple Family / CAHS files*
Washington Airline Society

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