Hello CAHS,

Welcome to the March edition of the CAHS National Newsletter.

CAHS National News

2020 Convention Cancelled

We are sorry to announce that, due to the COVID-19 pandemic, the 2020 CAHS National Convention is cancelled. We will reconvene in the Vancouver area in 2021, on dates to be confirmed. We thank all the volunteers who have put in so much time and effort preparing for this year, our speakers, and those who have already registered. Registration fees already paid will be refunded.

For those who have already registered at the Travelodge Vancouver Airport, please remember to cancel your room reservation.

The CAHS Annual General Meeting will be held electronically before 1 July 2020, as required by our by-
laws. A notice of AGM will be sent to the membership soon.

**CAHS Chapter News**

**CAHS Ottawa Chapter on YouTube**

The CAHS Ottawa Chapter has been recording its monthly meeting presentations and is pleased to share its YouTube channel with CAHS friends and members. Simply go to [www.youtube.com](http://www.youtube.com) and type CAHS Ottawa Chapter in the search bar. When the thumbnails appear, you may choose any video you wish to watch. You can also click subscribe and receive notifications, and you can like the page as well. The link to their channel can also be found on the CAHS Ottawa Chapter page.

The CAHS National encourages all its Chapters to record the monthly presentations and share these on [www.youtube.com](http://www.youtube.com) or through the CAHS National webpage. If a Chapter, museum, or CAHS friend or members already has an aviation-themed YouTube Channel or some videos you would like to share with our readers, please contact Dr Rachel Lea Heide (at treasurer@cahs.ca) with this information.

Happy Viewing!

**Listing of CAHS Ottawa Chapter YouTube Video Content:**

- The Second Dawn of the CP-140 Aurora
- Helping To Win The Battle of Britain: CAN / RAF in RAF Bomber Command
- Atlantic Command In The Cuban Missile Crisis
- The Consolidated PBY Catalina / Canso
- Joey Jacobson’s War – A Jewish-Canadian Airman in WW2
The Rockcliffe Years: RCAF 408 (photographic) Squadron

Alan Arnett McLeod – Forgotten Canadian Hero of World War 1

The Untold Story of Squadron Leader Fowler Gobeil

Trans-Atlantic Crossing: Constellation to Concorde to Narrow Bodies

Awarding Excellence: Canadian Military Honours and Recognition

History of RCAF 430 Squadron

Feeding JAWS (Joint Arctic Weather Stations) Operation Re-Supply

Bagotville: 75 Years of Air Defence

"Drones“ and UAV’s – History In The Making

Getting The Air Into An Aircraft Engine – Not So Easy!

The Importance of Newfoundland To Early Aviation Heritage

The Italian Air Force Museum- A Visit By Two Aviation History Enthusiasts From Canada

Jean Le May, RCAF, "My First Twenty Three Years On This Planet"- Memories of WWII

Karen McCrimmon: Leadership – The Choice Is Yours

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 those for each of our nine Chapters.

### In the News

**New Home for Royal Aviation Museum of Western Canada**

The Royal Aviation Museum of Western Canada has signed a contract with PCL Construction to build their new 86,000 square foot home in time for a late 2021 opening. With this milestone met, the Museum is set to break ground this spring and will be located adjacent to the Richardson International Airport on the Wellington Ave loop.

Under the leadership of Co-Chairs Ross Robinson and Blain King, the $45 million capital campaign to raise the funds for the new Museum has reached $37.5 million, or 83% of its goal. This project would not be possible without the generosity of many funding partners including $10 million from the Government of Canada, and $10 million from the Province of Manitoba as well $17.5 million from the private sector.

For more information, please click here.
The annual Woodstock, ON Chicken BBQ Fly-In was a colourful event

Story and photos by Gord McNulty, CAHS Vice President

Aviation fans have fond memories of the Woodstock, Ontario Flying Club annual Chicken Barbecue Fly-Ins, a popular summer attraction for years. I came across a few pictures of mine from the 1973 event while converting some slides into prints recently.

The highlight that year was undoubtedly a Canadian Armed Forces CC-138 Twin Otter that made an impressive demonstration. The versatile aircraft was painted in the white search and rescue colours at the time, later replaced by yellow for greater visibility.

The fly-in invariably attracted a colourful range of dozens of commercial light aircraft, trainers and home-built planes. Harvards, led by the “Woodstock Boys” --- Bob Hewitt, Norm Beckham, Len Fallowfield --- were a mainstay every year.

The fly-in always offered something a little different or new. We would see everything from Second World War-era Avengers converted as sprayplanes by Hicks & Lawrence Ltd. in St. Thomas, ON for example, to a search and rescue demonstration by a Canadian Forces CH-135 Twin Huey helicopter.

Other notables would typically include the Ontario Provincial Police Jet Ranger helicopter and odds and sods such as a hot air balloon and a Bensen Gyrocopter.

My father, Jack, and I enjoyed the fly-in (and of course the tasty BBQ chicken!) for years. On one occasion, my dad flew in from Grand Valley with Watt Martin --- “the go-to” expert for de Havilland Moths of all kinds --- in Watt’s historic 1931 D.H.60G, CF-AAA. Aviation enthusiasts seeking variety always found it every summer at Woodstock.
de Havilland Canada CC-138 Twin Otter in early Canadian Forces colours arrives at the 1973 Annual Chicken BBQ Fly-In at Woodstock.

CC-138 Twin Otter makes a 'corny' but nifty landing next to a wall of fresh corn stalks at the Woodstock Flying Club grass strip for the 1973 Fly-In.
Fans enjoyed the Twin Otter visit to the 1973 Woodstock Chicken Barbecue Fly-In.

The Twin Otter, in a nice flypast, was a highlight of the 1973 Woodstock Flying Club Annual Chicken BBQ.
Bob Hewitt, who later became the first president of the CHAA, in Harvard Mk 2 CF-MKA at the 1973 Woodstock Fly-In.

Four Degrees Celsius: A Story of Arctic Peril

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 fundraiser 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.

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 March are:**

**Question:** What strategic new weapon had emerged during WWI? How did the functions of this weapon evolve?

**Answer:** “The rapidly changing nature of modern warfare would gradually demonstrate that a strategic new weapon had emerged. Initially, the airplane’s function
had been to observe and report on the enemy’s troop movements. This role quickly expanded to include photographing the enemy troops, bombing his installations, strafing his troops and, finally, attacking and destroying both his airplanes and the men who flew them. The famous aerial dogfights did not develop until the spring of 1915. This phase of the air war led to growing losses of pilots and critical need to train replacements.”

**Source:** Dancing in the Sky - Page 26

**Question:** How did the RFC/RAF Training Plan in Canada during WWI benefit the Americans?

**Answer:** “In 1917 the United States, while an industrial powerhouse, was militarily weak, lacking both weapons and the trained manpower necessary for the creation of a modern military establishment. Although capable of raising a powerful citizens’ army, the U.S. air force existed largely on paper. The RFC/RAF Training Plan jump-started the American Air Force, enabling it, in just a few months to compete with the world’s major air powers. Now the world’s most powerful military nation, the United States trained many of its early military pilots at the aerodromes of Canada under British command. Its first aviation schools were modeled directly from the Aeronautical school set up by the RFC at the University of Toronto.”

**Source:** Dancing in the Sky – Page 12

**Question:** What was the most successful, important, enduring and endearing of the Bomber Commands twin engine bomber wartime starting stable?

**Answer:** “The most successful of Bomber command’s wartime starting stable was the Vickers Wellington.” “Initially powered by Pegasus engines, the single engine performance of the earlier Marks was referred to as “a long controlled dive,” but later variants fared much better, powered by either Bristol Hercules or Pratt and Whitney R-1830 radials, both of which were in the 1600 horsepower class. As was the case with Bomber
Command’s other twins in early 1930, Wellingtons were hacked down in droves during the early, unescorted daylight raids. In spite of this inauspicious start, the doughty Wellington became by far the most important, enduring and endearing of the twins, serving as the mainstay of the Command until four-engine types appeared in numbers. Although largely obsolete over Europe by mid-1943, the most refined and numerous variant of the type, the Mark X could routinely carry nearly as great a bomb load at 4500 pounds as the four–engine American B-17 Flying Fortresses and B-24 Liberators and it could carry up to 6500 pounds of ordnance on short-haul missions.”

**Source:** *No Prouder Place* – Pages 23-24

**Reader's Feedback**

Many thanks for printing my inquiry in the newsletter. Within 24 hours, I had responses from 3 members, and the aircraft has now been positively identified!

Michael McMurtrey  
CAHS #5646  
Carrollton, Texas

**Skyward**

**Doug Anderson was a CAHS Life Member**

By Gord McNulty, CAHS Vice President
The CAHS has lost a stalwart with the recent passing of Doug Anderson, a Life Member (CAHS #138). Widely respected, Doug enjoyed an outstanding aviation career. He was a true gentleman, who made numerous contributions to the CAHS and aviation in general.

Doug served for 38 years as a pilot for Trans-Canada Airlines and Air Canada. He started on the DC-3 then advanced on almost every type including the Boeing 747 and the Lockheed L-1011. He retired on the 747 in 1989.

An early member of the CAHS, Doug joined in 1963 and shared an enduring friendship with many CAHS members, notably George Fuller, the Montreal Chapter’s distinguished historian.
Doug Anderson's Stinson Reliant SR9E CF-OAZ was his pride and joy. (Doug Anderson photo)

Doug also flew a Stinson Reliant, CF-OAZ, Model SR9E (c/n 5258) that he acquired around 1985. George fondly recalled a five-day flight from Vancouver to Brampton, ON, in CF-OAZ with Doug in 1986. “It was like living a dream,” George remembered, with stops at Kamloops, BC, Springbank, AB, and Winnipeg en route. The scenery was majestic but George was more than a passenger.

The Reliant’s Wright Whirlwind engine threw up a lot of oil, so George used flannel pyjamas to serve as the “oil wiper” on the unforgettable trip.

Doug based the impressive red Stinson mainly in western Canada and flew it to air shows such as EAA Air Venture at Oshkosh and events at Colorado, Oregon, Washington and more. He eventually donated it to the B.C. Aviation Museum in Sydney.

CAHS Montreal and Ottawa Chapter member Diana Trafford recalled a few tales Doug used to tell about his days as an airline pilot.

“He liked to sing while he was in the cockpit and sometimes he would turn on the intercom to share his performances with the passengers. (He had a good voice!) And more than once when flying over the
southwestern USA he would detour to give passengers an aerial view of the Grand Canyon. That must have been a long time ago, when routes were far less formal!"

As noted by Toronto Chapter President Sheldon Benner, Doug was known for his detailed drawings of the EDO floats used on the different bush planes. He was considered an “expert” on those drawings, which were rated better than the original manufacturer’s drawings. His drawings appeared in several issues of the *CAHS Journal*.

George noted the doors were always open for Doug at EDO. They were so impressed that they issued a special glossy publication featuring the Anderson drawings.

Diana also noted Doug’s habit of looking at car licence plates and recalling a matching aircraft registration. This would lead to a lengthy recounting of exact details about the particular aircraft, its history and the type generally.

“He also clearly remembered all the early aviation regulations, and if he looked through a pile of photos with you he would gleefully point out various infractions re lettering, advertising and so on,” Diana remembered. “He had a wonderful photo collection, small but choice.”

Doug participated in Toronto Chapter meetings when he was living north of Brampton while flying with Air Canada and was also an original member of the Montreal Chapter.

Described by George as “a master of his trade,” Doug was very courteous, an enthusiast who was keen to discuss aviation and CAHS activities. He enjoyed attending CAHS conventions. Sheldon recalled conversing with Doug at a convention in Winnipeg when attendees found him measuring floats for dimensions on a bush aircraft in the Western Canada Aviation Museum.

Doug is survived by his sons, Jim and Bruce. He was predeceased by his wife, Thelma, and daughter, Kathryn. His friendly personality will be fondly remembered by all who knew him. We extend our condolences to his family.
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