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Hello Visitor,

Welcome to the May edition of the CAHS National Newsletter.

CAHS National News



2018 CAHS Convention & AGM Calgary – May 30 to June 3, 2018

The convention may only be a week away, but there is still time to register and enjoy this exciting event! Please read further for more details about the speakers and organized activities. We hope you choose to attend - see you there!

We have chosen some great speakers for the 2018 CAHS Convention and we are finalizing arrangements with them. Speakers cover topics from WW1 to the present time, military, civil and commercial. The tours that we have arranged are to the Nanton Bomber Command Museum (Avro Lancaster, restoration of a Spartan Air Services de Havilland Mosquito and a chance to get up close and

personal with a running Bristol Hercules), Viking Air (building new Twin Otters, and the new Twin Otter simulator) and The Hangar Flight Museum (see a Twin Otter that flew a rescue mission to the South Pole). These should offer something special for everyone. Remember, with a full registration you will have a chance to win one of two seats onboard the Lancaster during the engine run.

There are a great many aviation related attractions available in the immediate Calgary area. Some of these include: the Military Museums featuring the Air Force Museum of Alberta, the Naval Museum of Alberta, with seven aircraft on display; the AVRO Museum at Springbank with a scale flying Arrow replica under construction; an outstanding art display at Mount Royal University and more smaller aviation exhibits elsewhere. There are also things to see in Red Deer and Wetaskiwin. If you registered, and are interested in visiting any of these other attractions please let us know and we may be able to help arrange transportation.

Don't miss this opportunity to visit Calgary and sample some of what we have to offer, including the Calgary Zoo featuring dinosaurs, penguins, lemurs and pandas. The Convention is from May 30 to June 3. Please refer to this newsletter or the CAHS website for a registration form and a link to the Sheraton Cavalier Hotel (special Convention rates for us).

There is a preliminary list of speakers and their topics listed below in this newsletter.

*See you in Calgary,
The Convention Committee*

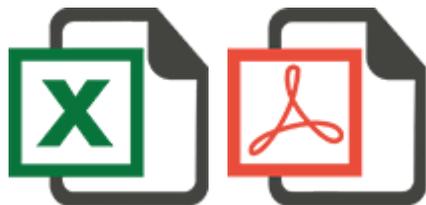
CAHS 2018 Convention Preliminary List of Confirmed Speakers

The Canadian Aviation Historical Society Executive and Convention Committee are excited to announce the preliminary list of confirmed speakers for the 2018 Convention in Calgary, Alberta. Topics span both civil and military aviation, from the First World War through to the present day. There is no particular order in the list below.

Speaker	Topic
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Richard de Boer	The Spartan Mosquito History to Date
Jack McWilliam	The Spartan Mosquito Restoration
Robert Galway	The Places, Planes, and Pilots of the Red Lake Gold Rush
Carl Mills	Canadian Fighter Pilots In The Korean War
Jerry Vernon	The Mystery of TCA Flight 3
Will Chabun	RCAF Station Saskatoon
Bill Cameron	The Norwegian Flying Training Schools In Canada
Jim Bell	403 "City of Calgary" Squadron, an Overview
James Winkel	Saskatchewan Government Air Services
Mark Cote	That Lucky Old Son
Richard Goette	Air Defence Cooperation During the Cold War
David Waechter	Aeroballistic Testing Of The Avro Arrow
Fred Petrie	F/L Herb Briggs DFC
Bill Zuk	Finding Amelia: Amelia Earhart in Canada
Allan Snowie	The Vimy Flight
Shirley Smith Matheson	Fred McCall
Karl Kjarsgaard	Halifax Recovery and Rebuild

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SPEAKERS





The Sheraton Cavalier Hotel

Our special convention rate is \$139 per night plus taxes (the regular rate is \$169 per night). Check out the Sheraton Cavalier and book your room

before the hotel fills up. [Click here](#) to register.

Convention Partners

We are pleased to work with the following partners:



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We thank [Challenge Publications](#) for providing draw prizes for our convention attendees.



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

Air Force Officers Tour RAM

Story and Photos by John Chalmers,
CAHS Membership Secretary

On April 26, members of the Air Force Officers Association in Vancouver flew to Edmonton. From there they took the half-hour drive from the airport to Wetaskiwin to tour the facilities of the Reynolds-Alberta Museum (RAM), which is home to the office and displays of Canada's Aviation Hall of Fame.

Organized by retired air force LCol Mike Matthews, 18 of the association's members took the tour, then flew back to Vancouver later in the day. The tour began with a visit to

RAM's hangar, which houses the display collection of aircraft and the Hall of Fame displays. Many of the visitors knew or even flew with some of the Members of the Hall who are commemorated there.

Next stop was across the Wetaskiwin airport to the shop of Historic Aviation Services Inc. (HASI) to see the Hurricane under restoration there for the City of Calgary. HASI is headed by Byron Reynolds, nephew of Stan Reynolds, whose massive collection formed the basis for RAM, and for whom the museum is named. Under Byron's direction, the Canadian-built Hurricane is well along in its restoration. A pilot himself, the late Stan Reynolds served with the RCAF, flying Mosquitos and Beaufighters during the Second World War. He was inducted as a Member of CAHF in 2009.

The tour continued in RAM's huge collections warehouse among all manner of transportation and machinery. Of particular interest to the visitors was the aircraft collection in the huge building, which is not open to the public. CAHS members who attended the 2011 convention in Edmonton will recall touring the facility, guided by Byron Reynolds.

Final stop on the tour was the main building of the Reynolds-Alberta Museum. The splendid facility has an impressive collection of restored automobiles, aircraft and farm machinery with the emphasis and focus of the museum on transportation. Overall, the day in Wetaskiwin before the flight back to Vancouver provided the visitors with a fine experience to acquaint themselves with many aspects of Canadian aviation history.



The Reynolds-Alberta Museum in Wetaskiwin, Alberta houses a magnificent collection of vehicles, farm machinery and aircraft.



Flying overhead in RAM's aircraft display hangar is a replica of the Silver Dart, the first powered aircraft to fly in Canada, in 1909.



Members of the Air Force Officers Association from Vancouver study one of the displays of Canada's Aviation Hall of Fame members.



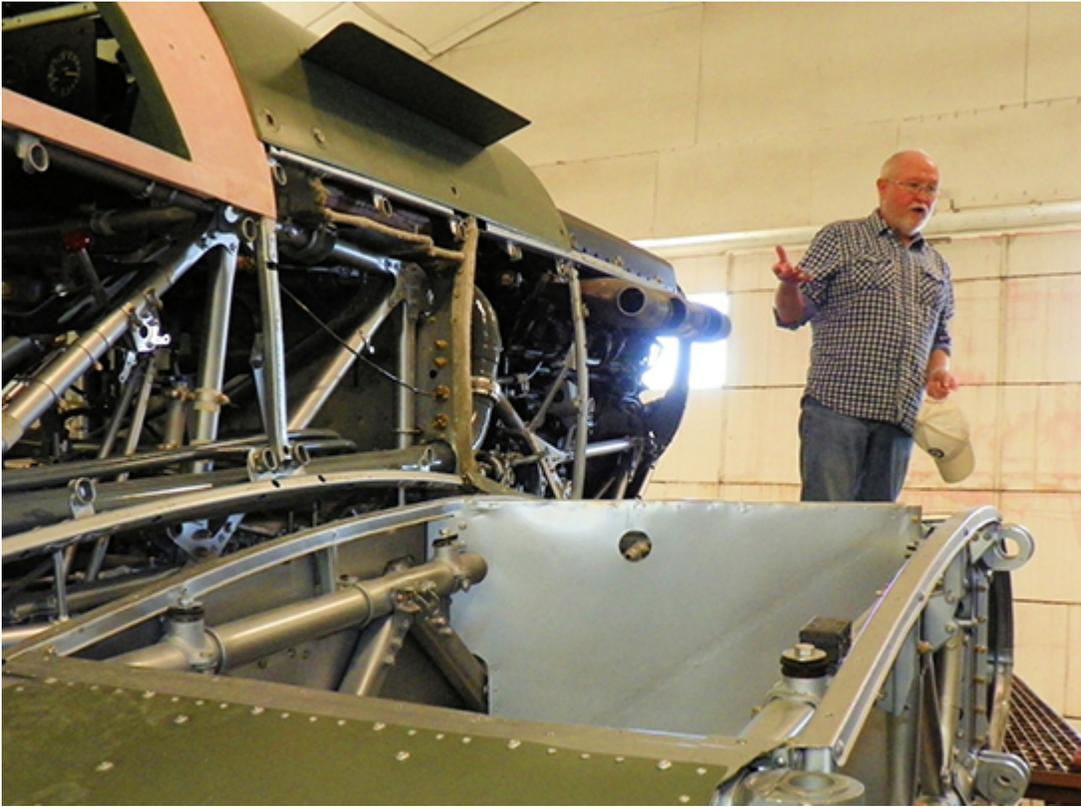
Beneath a suspended Avion biplane, visitors study displays of Hall of Fame Members who were awarded the Victoria Cross.



The hangar facility at RAM houses aircraft from the collection for public viewing and all displays of Canada's Aviation Hall of Fame.



Following a tour of the hangar, visitors heard a lunch presentation about legendary First World War veteran and bush pilot, Wilfrid "Wop" May, given by his son, Denny, a CAHS member.



First stop after lunch was to see the Hurricane under restoration. Byron Reynolds provided details of the complex project.



Byron Reynolds took visitors on a complete tour of the 110,000 square foot collections building of RAM, which

harbours a huge collection of vehicles, equipment and aircraft, ranging from bicycles to an Avro Arrow replica.



With budgeting now planned, expansion at RAM will make more aircraft available for public viewing when new facilities are built.



At the entrance to the museum's main building, a restored 1917 Curtiss Jenny, flown by Wop May from 1919-1924, flies above a 1908 McLaughlin touring car, one of the many beautifully restored automobiles in the museum's impressive collection.

Forgotten Cub Aircraft A Brief History (part 1)

Cameron Price, a member of the Ottawa Chapter, is extensively researching the relatively little-known story of Piper aircraft production by Cub Aircraft Corporation in Hamilton. This is the first of a two-part summary.



Piper J-3 over the Hamilton Beach Strip. Al Martin, later a CAHS member, and Glenn White, June 23, 1945 (Jack McNulty Coll.).

As a native Hamiltonian, I was surprised to learn that Hamilton, Ontario, once had an aircraft manufacturing plant and a flying school affiliated with Piper Aircraft Corporation.

My first airplane flight was in a Piper PA-11 float plane. While researching this aircraft, I was able to contact the pilot's widow. She informed me that her husband and his brother went to Hamilton in 1947 to learn to fly and buy a J-3C Cub.

I tried to research information on the Cub Aircraft operation and found that precious little existed and what I did find was both sporadic and inaccurate. I decided to embark on a research project that would "right the wrong".

In this article, I will provide a brief history of Hamilton's Cub Aircraft that is based on my research to date. The information is gathered from newspaper articles published in the Hamilton Spectator, aviation publications, first person recollections and from a 1969 Ontario Royal Commission. My continuing research will include a comprehensive document on all 150 Cub Aircraft that were manufactured from October 1945 until its demise in February 1949.

On August 21, 1937, ARCAN Corporation Limited, with funding from Atlantic Acceptance of Hamilton, incorporated

as Cub Aircraft Corporation Limited. Initially Cub Aircraft operated a small flying school at its factory and at the Hamilton Municipal Airport, located on the eastern boundary of Hamilton.

Cub Aircraft Corp. Ltd. started to assemble various aircraft, with a handful of employees, under licence from the Piper Aircraft Corporation from Lock Haven, PA. With parts shipped from the USA, Cub Aircraft assembled the following aircraft:

- Taylor J-2 Cub
- Piper J-3C-40 Cub
- Piper J-3C-50 Cub
- Piper J-3F-50 Cub
- Piper J-4A Cub Coupe
- Piper J-4E Cub Coupe
- Piper J-5A Cub Cruiser
- Piper J-3C-65 Cub

Cub Aircraft's assembly factory was located on Adams Street and the fabric and paint shop was located on Cathcart Street, both within 6 km of the Hamilton Municipal Airport. Earlier, on May 11, 1936, a 25 year lease with the City of Hamilton for \$100 per year established access to the runways.

In July 1940, Cub Aircraft moved its assembly plant and training school into a newly built and modern factory located at the Hamilton Municipal Airport. During World War 2, Cub Aircraft did various aircraft assembly and repair as well as military pilot training and employed 250 workers. Russell L. Gibson, President Cub Aircraft, predicted in 1944 plans to build 300 airstrips across Canada after the war's end. Wishful thinking.

Before October 1945, Cub Aircraft was an assembly plant for Piper aircraft, made entirely from parts imported from the U.S.A. Commencing in October 1945, the first truly Canadian Cub Aircraft was manufactured using 90% Canadian materials and components. Piper Aircraft specified that all tooling, drawings and modifications would originate from Lock Haven, so that parts on all Cubs, no matter where built, would be interchangeable. Cub Aircraft would attempt to source all parts within Canada unless it was not

economically or practically feasible. Cub Aircraft continued to assemble US supplied Piper Aircraft and added newer models like the PA-12.

... to be continued in next CAHS Newsletter

About the Author:

Cameron Price is a retired IT professional who has always had a fascination with aviation since he was a youngster in Hamilton. The lack of any integrated documentation for Cub Aircraft Corporation Ltd has prompted him to embark on a research project and the production an e-book. His primary focus will document all of the post-war manufactured Canadian Cub Aircraft.

Cameron Price

Forgotten Cub Aircraft Oublié

[Link to Facebook Group](#)

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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 May are:

Question: What prestigious record did the 409 squadron from Cold Lake set in the fall of 2010?

1. The best score since 1992 at the United States Red Flag exercise.
2. The best score in the history of the Maple Flag exercises at Cold Lake.
3. The most intercepts off the west coast in Exercise Amalgam.

4. The most times that any squadron has participated in Trident Fury.
5. The squadron got a score not previously achieved at Combat Hammer.

Answer: No. 5

"409 Tactical Fighter Sqn (The Nighthawks) from 4 Wing Cold Lake Alta, were participating in Exercise Combat Hammer at Eglin Air Force Base in Florida in October (2010)." "The exercise evaluates a tactical fighter squadron's ability to execute air-to-ground operations from initial build-up to final impact against both moving and static targets." "The squadron was evaluated by American and Canadian experts. Once the scores were tallied, all 18 of the laser-guided bombs dropped by 409 TFS had hit their targets. The 86th FWS recognized the score as a new evaluation record. 409 TFS is the only unit (American or foreign) to achieve 100 percent hits against moving targets at a Combat Hammer since the exercise began in the 1980s."

Source: *Airforce Revue Magazine* – Vol 34/No 3 – Page 7

Question: Which of the following is true regarding Flight Lieutenant Richard J. Audet of Lethbridge, Alberta?

1. He became an ace (5 victories) in less than five minutes in his first operational sortie on December 29, 1944.
2. He was awarded the Distinguished Flying Cross.
3. He had destroyed so many aircraft in 27 days that no RCAF or RAF pilot has ever equalled this feat.
4. He was awarded the bar for his Distinguished Flying Cross a month and a half after he was awarded the Distinguished Flying Cross.
5. He had been overseas for 2 years, spending most of his time either in training or as a tug aircraft pilot, before firing his guns at an enemy target.

Answer: All are true.

"In less than 5 minutes, Audet had destroyed five German aircraft. With his wingmen's confirmation, he had become an ace on his first aerial combat sortie-an astonishing feat." "On January 14, 1945, Dick was awarded the Distinguished Flying Cross: "In a most spirited action, Flying Officer Audet

[his promotion had not reached everyone] achieved outstanding success by destroying five enemy aircraft. This feat is a splendid tribute to his brilliant shooting, great gallantry, and tenacity." "In 27 days, December 29 to January 24, he had destroyed 10 ½ enemy aircraft in air-to-air combat and one more on the ground. No RCAF or RAF pilot has ever equalled this feat." "On March 9, the London Gazette announced Audet's award of a bar for his Distinguished Flying Cross: "This officer is an outstanding fighter. Since his first engagement, towards the end of December 1944, he has completed numerous sorties during which he has destroyed a further six enemy aircraft, bringing his total victories to 11. Flight Lieutenant Audet has also most effectively attacked locomotives and mechanical vehicles. His skill and daring have won the highest praise." "In December 1944, Flight Lieutenant Richard J. "Dick" Audet had been overseas for two years. Although Dick was flying with a front line Spitfire squadron, he had yet to fire his guns at an enemy target."

Source: *Canada's World War II Aces – Heroic Pilots & Gunners of the Wartime Skies* – Larry Gray – 1- Page 16, 2 – Page 17, 3 – Page 18, 4 – Page 19, 5 – Page 8.

Question: What is the name of the bomber that was an improved version of the Lancaster? Why did Canada order home production of this airplane? How many of these airplanes were taken on strength by the RCAF and for what purpose?

Answer: "In 1943, an improved version of the Lancaster was proposed for the war in the Pacific. The aircraft featured larger dimensions, more powerful engines, better performance, heavier armament and longer range. Originally to be designated the Lancaster Mk. IV, the eventual design was sufficiently different to warrant a new designation and name, and became known as the Avro 694 Lincoln. Canada ordered home production of the Lincoln in order to re-equip Canadian bomber squadrons, and also the "Tiger Force", destined for the Pacific theatre. At the cessation of hostilities, the production order was terminated after only six aircraft had been started. Three Lincolns, including two

borrowed from the RAF, were then briefly evaluated by the RCAF in post-war tests." TOS: 1946 SOS: 1948 No: 3

Source: *Canadian Combat and Support Aircraft* – T.F.J. Leversedge – Page 65

Museum News

Canadian Historical Aircraft Association (CH2A)

The Canadian Historical Aircraft Association (CH2A) is located in Windsor, Ontario, at the west end of the Windsor International Airport (YQG). The CH2A is housed in the original hangar of the #7 Elementary Flying Training School which was built in 1940 as part of the British Commonwealth Air Training Plan.

The Association has a fleet of flyable aircraft. Two de Havilland Chipmunks, a North American Harvard IV and a Boeing Stearman biplane. Our current projects include the restoration of the City of Windsor's Lancaster FM 212 as well as the construction of a de Havilland DH.98 Mosquito (to be completed as Mosquito KB161). We provide personal guided tours of the hangar and archives by our knowledgeable and dedicated volunteers.

We are pleased to announce we will be hosting the B-29 Superfortress "FIFI" from August 22nd – 26th, 2018 as part of the Air Power History Tour. You can learn more about our organization and upcoming events on our website www.ch2a.ca or follow us on Facebook at www.facebook.com/CH2AWindsor.



Pictured: Harvard IV

Fokker D.VII Restored



On Sunday, July 15, 2018, the Great War Flying Museum will roll out their restored Fokker D.VII.

The paint scheme for GWFM's D.VII was chosen for its Canadian connection and distinctive "RK" insignia identifying it as Richard Kraut's plane. There are historic photos of RK in the lineup of D.VIIs in the Canadian Air Force's first squadron at Hounslow in England. It was then sent to Canada as part of the War Trophies program and is seen at Leaside Airfield in 1919 and again at Bordon in a stack of airplanes piled up ready to be burned.

In the last few months, a connection has been made with the family of Richard Kraut who plan to attend the July roll-out. The event will include re-enactors from the Hamilton Volunteer Cavalry, the Hamilton Signals Corps and the Queen's Own Rifles and the launch of "Over and Above", the story of Great War pilot, John Gudron.

By the end of the Great War, aviation had proved itself as a vital part of modern warfare. The Armistice of November 11th 1918 required the German Army to surrender its most potent weapons of war, including

*"1,700 pursuit and bombardment airplanes,
preference being given to all of the D-7s.....".*

In September 1918, the Canadian Air Force was created with a fighter and a bomber squadron stationed in England. Under its first commander, Lt. Col. Billy Bishop, the CAF was independent from the Canadian Expeditionary Force and the British Royal Air Force.

The commanding officer of No 1 Fighter Squadron, Andrew McKeever, was the highest scoring pilot in the Bristol F.2B. Also in No 1 Squadron was William Barker, the most highly decorated member of the British forces.

By March 1919, No. 1 Fighter Squadron had twenty D.VIIs and flew them extensively before packing them for shipment to Canada. By February 1920, the CAF squadrons had been disbanded as the Canadian government decided that a permanent peacetime air force was not needed.

Visit the Great War Flying Museum at Brampton-Caledon Airport as Fokker D.VII, "RK" joins their fleet of full scale flying First World War replica aircraft.

Skyward

Celebration of a Life: Group Captain Arnold John ('AJ') Bauer, CD, BA

Recollections of the Bauer family with files and photos by Gord McNulty

It was a testimonial to the outstanding character and leadership of Group Captain 'AJ' Bauer CD, BA, that a dozen speakers paid tribute to his life and service at RCAFA 447 (City of Hamilton) Wing at Mount Hope, Ontario, on April 23.

'AJ', as he preferred to be known, died at the age of 93 on February 1 in Hamilton. The Flag Room of the Wing was packed to honour a proud military man who served 35 years in the RCAF and left a remarkable legacy. Various speakers, including air force colleagues and friends, representatives of the Billy Bishop Home & Museum, and family members underlined how AJ led by example and was respected by all who knew him.

AJ's kindness, gentle nature, dedication and concern for others were strong attributes. He is survived by his wife of 71 years, Elizabeth ('Bette') of Hamilton; by his three daughters: Susan (Michael) Newman of British Columbia, Nancy Blair of Ontario and Shirley (Bill) Hearn of Nova Scotia; extended family and countless friends.

AJ was born in Morse, Saskatchewan, on Dec. 13, 1924, but spent most of his young life in Desboro and in Fisherville, ON. His RCAF career later took him and his family to many places in Canada and in Europe.

Arnie was fascinated by flying from the time he was nine years old, when he witnessed the Italian formation flight of 24 Savoia-Marchetti 5M.55X flying boats over Desboro, enroute to the 1933 Chicago World's Fair. "That's the life for me!" he thought to himself. AJ enlisted at Hamilton in 1942 and became a member of the RCAF in January 1943. He received his wings in Brandon, MB, in April 1943. Assigned as a BCATP flight instructor, he served at Yorkton, ON, Souris, MB, and Centralia, ON, before he was transferred to Summerside, PEI, on a General Reconnaissance Course.

While in Summerside in 1945, AJ met RCAF Women's Division Leading Air Woman Bette Harris, his 'Elizabeth, my Queen.' They were married in London, ON, where their three daughters were born, and where AJ studied journalism at the University of Western Ontario. Offered an opportunity to re-enlist in the RCAF, he didn't hesitate. AJ returned to flight instruction on Harvards at Centralia, 1948-1951, and Trenton, 1951-1952.

In 1953, AJ participated in 'Operation Leapfrog 4,' flying Canadair Sabres across the Atlantic to RCAF stations in Europe. AJ was posted to No. 4 (Fighter) Wing in Baden-Soellingen, West Germany, as a Flight Lieutenant on 444 "Cobra" Squadron.

Rod Sword, executive assistant to AJ in Baden-Soellingen, described AJ as an "amazing RCAF warrior" with a great sense of humour. He noted AJ had an incredible recall of the names of his staff and aircrew. His office contained 500 photographs with the names and birth dates of all of the service members' families. "AJ's concern for people was universal," Rod told the gathering. "Rank or station in life was not important to him. Everybody mattered."

In 1956, AJ was transferred to Air Division Headquarters in Metz, France, as a Flight Safety Officer. In 1957, he returned to Canada, spending three years in Air Materiel Command at Rockcliffe. In 1960, now Squadron Leader, he served for six months at Resolute Bay, NWT, as the Deputy Officer Commanding.

After a stint at Military Staff College in Toronto, AJ and his family returned to Europe in 1961. He was stationed at No. 2 (Fighter) Wing at Grostenquin, France, as commanding officer of 421 Squadron. When No. 2 Wing was stood down in 1964, he was posted to No. 3 (Fighter) Wing in Zweibrucken, West Germany, as commanding officer of 430 Squadron, flying the CF-104 Starfighter that replaced the Sabre.

AJ and his family returned to Canada in 1966, where he was posted to Canadian Forces Headquarters in Ottawa. In 1967 he became base commander of CFB Chatham, NB. In 1971, he returned to Baden-Soellingen as Deputy Commander of 1 Canadian Air Group. In 1974, he went to Egypt as a Deputy

Commander of the United Nations Emergency Peacekeeping Force. In 1975, AJ returned to National Defence Headquarters in Ottawa as Director of Air Operations and Training and in 1977 was named as Air Force Advisor to the Canadian Defence Liaison Staff. In 1978 he was posted to London, England, as Canada's Air Defence Attache. He retired from the RCAF in 1979.

If asked about the greatest joys of his RCAF experience, AJ would surely recall his love of being in flight and particularly his good fortune in piloting the Sabre for many years. In 1968, he was chosen to be a member of the 'Sabre Swan' quartet, the airmen who participated in the Sabre's cross-country flight before the much loved, beautiful jet fighter was stood down.

AJ spent his retirement between Hamilton and his beloved cottage, 'Roundel,' near Owen Sound. His love for the military never let up. He devoted considerable time and energy chairing a committee dedicated to restoring First World War flying ace Billy Bishop's family home, now the Billy Bishop Home & Museum in Owen Sound. Barry Lewin, Fred MacKay and Steven Dieter represented the Museum at the gathering and credited AJ with many contributions to the Museum's success.

AJ served as Vice President, then President, of the RCAF Association and was a member of the Sabre Pilots Association of the Air Division Squadrons and 447 Wing.

Greg Chapman, of 447 Wing, a longtime friend, told many stories, including a relatively little-known occasion when then-Prime Minister Pierre Trudeau made an unauthorized flight in the back seat of a CF-101 Voodoo at CFB Chatham. It did happen. In fact, Greg has a photo. As Greg recalled, AJ later received a call from NDHQ. The caller demanded to know how AJ had authorized a flight which put Trudeau's life at risk. AJ simply replied that he didn't do it. "Well, who did?," the caller asked. AJ calmly replied, "The prime minister, sir!"

AJ had six grandchildren, one of whom --- Sarah (Hearn) Carmichael --- closed the Celebration with a poignant song in memory of AJ.

CELEBRATION OF A LIFE



**GROUP CAPTAIN
ARNOLD JOHN
(‘AJ’) BAUER CD, BA**

December 13, 1924 - February 1, 2018

Celebration of A Life for Group Captain AJ Bauer CD, BA.



Arnie Bauer as a young airman.



AJ Bauer with his favourite, the Canadair Sabre.



Photo of AJ Bauer at St. Hubert, 1953, among those shown at the Celebration on Apr. 23, 2018.



AJ and his wife Elizabeth in a photo shown at the celebration.



BAUER FAMILY

70TH WEDDING ANNIVERSARY

(SUSAN, BETTE, AJ, SHIRLEY and NANCY)

Bauer Family 70th Wedding Anniversary.



An RCAF Sabre plaque, presented to AJ Bauer in 2012, is displayed at 447 (City of Hamilton) Wing in Hamilton.



Charlie King played the bagpipes to open the Celebration of Life for AJ Bauer at 447 (City of Hamilton) Wing RCAFA.



Jim Hooten, President of 447 Wing, and host Bill Hearn, welcomed friends to the Celebration of Life for AJ Bauer on Apr. 23, 2018.



Rod Sword, Executive Assistant to AJ Bauer in Europe, spoke at the Celebration of Life at 447 Wing.



Barry Lewin, representing the Billy Bishop Museum, paid tribute to AJ Bauer at the Celebration of Life.



Greg Chapman, a good friend of AJ Bauer, shared fond recollections during the program at 447 Wing.

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Great War Flying Museum

Harvard Historical Aviation Society

Montreal Aviation Museum

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Secrets of Radar Museum

Shearwater Aviation Museum

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