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## Hello Visitor,

Welcome to the October edition of the CAHS National Newsletter.

## CAHS Chapter News

### Ted Barris Speaks in Winnipeg

by Bill Zuk

Award-winning Canadian author, journalist, educator and broadcaster Ted Barris recently launched his 18th book, *Dam Busters: Canadian Airmen and the Secret Raid Against Nazi Germany*. Barris, a full-time professor at Centennial College, Toronto, also writes a weekly column, "The Barris Beat", and is a regular contributor to *The Globe and Mail* and *The National Post*.



Barris has authored 17 books with non-fiction works focusing on Canada's military heritage. Earlier works

included *The Great Escape: A Canadian Story* (2013) and *Behind the Glory: Canada's Role in the Allied Air War* (2010).

On October 16, in his stop along a tour of Canada that began in Nanton, Alberta at the Bomber Command Museum of Canada, Barris had the opportunity to come back to Winnipeg where he had previously spoken about *The Great Escape* and *Behind the Glory*. Jointly hosted by a number of historical associations in Manitoba, primarily the Royal Military Institute of Manitoba and the Manitoba Chapter of the Canadian Aviation



Historical Society, Barris presented a highly evocative account of the Canadian airmen that flew in the secret raid that breached the great dams of the Ruhr Valley in 1943.

The Dam Busters raid on the evening of March 16-17, 1943, was the culmination of a secret weapons project that involved a technological achievement in creating a "bouncing bomb", designed by acclaimed engineer Sir Barnes Wallis, carried aloft by specially modified Avro Lancaster bombers and crewed by an elite group of airmen. Of the 29 Canadians (of the 132 Commonwealth aviators and one American) that made up the RAF No. 617 squadron, Wing Commander Guy Gibson carefully chose volunteers that could carry out a secret "op" that demanded not only exacting flying skills but also was a strike into the heart of industrial Nazi Germany, guarded by flak towers and patrolled by the menacing Luftwaffe night fighters.

The raid known as *Operation Chastise*, led by Gibson whose hand-picked crew included three Canadians, was successful in breaching the Möhne and Eder Dams, and damaging other

dams in Ruhr Valley. The attack by 19 Lancaster bombers unleashed a torrent of water that swept away two hydroelectric plants, 11 munitions and manufacturing factories and 41 others severely damaged. The total extent of the damage included destroyed railway bridges and whole villages being obliterated, with the subsequent deaths of thousands.

Barnes Wallis was fearful not of the damage his weapons could unleash but the cost it would inflict on the brave young airmen that set out on the attack. His premonitions proved correct as No. 617 Squadron was decimated with 42% of the crews killed, captured or missing; 13 Canadians would not return. The stories behind the Canadian connection were part of the emotive audio-visual presentation Barris made in Winnipeg to an audience of an estimated 130 enthusiasts at the Royal Aviation Museum of Western Canada, the penultimate event hosted at the museum before its closure at the end of the month and eventual demolition prior to being rebuilt in a new airport location.



The spirited program at one point was marked by a request from Barris to show his publisher in Toronto what the local reaction to *Dam Busters* entailed. The publisher had concerns that his visit to the hinterlands of Winnipeg was a waste of time. The audience promptly held up more than 60 copies of the book!

## Chapter Meetings

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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

### A Statue for Roy Brown

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By John Chalmers  
CAHS Membership Secretary





Arthur Roy Brown DSC, inducted as a Member of Canada's Aviation Hall of Fame (CAHF) in 2015, continues to be recognized in his home town of Carleton Place, Ontario, where he was born in 1893. The current effort calls for the creation of a statue to honour his contribution to military and civil aviation. It is a project of The Roy Brown Society. Flying first with the Royal Naval Air Service (RNAS), Brown concluded his military service as a captain with the Royal Air Force when it was formed by combining the RNAS with the Royal Flying Corps on April 1, 1918.



Serving in the First World War, Roy was admired for his leadership qualities and as an ace fighter pilot with 10 credited victories. He is known for the aerial battle that involved squadron mate and fellow Member of CAHF, Wop May, in bringing down the "Red Baron," Manfred von Richthofen. A mural in central Carleton Place depicts the legendary event of April 21, 1918, with Brown in pursuit of the Red Baron, who was chasing Wop May. (Chalmers photo)





The statue will be cast in bronze and enhanced with extensive landscaping, at a total cost of about \$200,000. Veterans Affairs Canada has approved a grant of \$50,000. The Town of Carleton Place provided a grant of \$12,500 and the local Business Improvement Association provided a grant of \$2,350. A fundraising website is posted at [www.captroybrownstatue.ca](http://www.captroybrownstatue.ca) where donations can be made. A canvassing team will seek additional financial support. The



Roy Brown Society has selected David Clendining of Ottawa to design the statue of Roy Brown. (Image courtesy of the Roy Brown Society)



The statue of Roy Brown will be placed adjacent to historic Moore House in central Carleton Place, which houses an extensive exhibit about the town's most famous son, and serves also as a Visitor Reception Centre. Other measures dedicated to the memory of Roy Brown include a riverfront Roy Brown Park and a new access road will be named Captain A. Roy Brown Boulevard. (Chalmers photo)





In 1928, Roy Brown established General Airways Limited, which operated until 1940. Seen above is a de Havilland DH 60 Gipsy Moth flown by the company.



After General Airways, Brown purchased a farm at Stouffville, Ontario, turning it into a successful dairy operation. He died at the age of 50 at his farm home, above. (Chalmers photo)

A short biography and a video about Roy Brown can be seen in Member Profiles at the CAHF web site: [www.cahf.ca](http://www.cahf.ca).

## **Larry, Hugh & Stocky recognized by SKIES!**

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By John Chalmers  
CAHS Membership Secretary

Two long-time CAHS members known as historians and writers have collaborated on a new book about airmen of the First World War. Larry Milberry and Hugh Halliday have combined their talents to produce *Aviation in Canada: Fighter Pilots and Observers 1915-1939*.



Well known as a prolific writer and publisher through his company, CANAV Books, Larry has produced several books about Canadian Aviation. Hugh is a former RCAF officer whose column of aviators' stories, "Rambling Through Records," appears regularly in *The Observer*, the newsletter of the Ottawa CAHS chapter.

Their new book was launched on October 4 at the Royal Canadian Military Institute in Toronto and helps fill the gap about Canadian airmen in the Great War. To see the item about the book in the web site of SKIES magazine, and for ordering information, [click here](#).



Above, author Hugh Halliday, left, signs a copy of the new book while co-author and publisher, Larry Milberry, right, chats with vintage aircraft restorer, Les Balla. (Photo courtesy of Gustavo and Clara Corujo)

Both Hugh and Larry are relentless pursuers of Canadian aviation history and have been featured as presenters in



CAHS conventions. In 2004, Larry was inducted as Member of Canada's Aviation Hall of Fame (CAHF) in recognition of his contributions to aviation literature.



Also recognized recently by *SKIES* magazine is another Member of the Hall of Fame. James F. "Stocky" Edwards, CM, DFC, DFM, CD, a top fighter pilot with the RCAF during the Second World War. Now 97, he was honored again this summer. Stocky retired as a Wing Commander with the air force after 32 years of service. He is seen above in the Arnold Roseland Spitfire from the Michael Potter collection at Vintage Wings of Canada in Gatineau QC. (Photo courtesy of Heath Moffatt Photography)

In August at 19 Wing in Comox BC a celebration was held to welcome the Spitfire when the restored warbird was flown to Comox by pilot Dave Hadfield. Proceeds from the event went to the newly-established Stocky Edwards Legacy Trust. It is administered through the RCAF Association to provide financial incentives to young people in the Royal Canadian Air Cadet programs.



The “Y2K” Roseland Spitfire from Vintage Wings of Canada, a Corporate Partner of CAHS, added the sound of its Merlin engine to the celebration of its arrival at 19 Wing Comox, when the Stocky Edwards Legacy Trust was announced. After flying Kittyhawks and Spitfires in the Second World War, Stocky was delighted to see the Spitfire arrive, “But they wouldn’t let me fly it!” he says. See the fine story by Robert Erdos in *SKIES* magazine when you [click here](#). When the site opens, the Hall of Fame video about Stocky also appears. (Photo courtesy of Heath Moffatt Photography)

## **New book celebrates the Canadian Harvard Aircraft Association**

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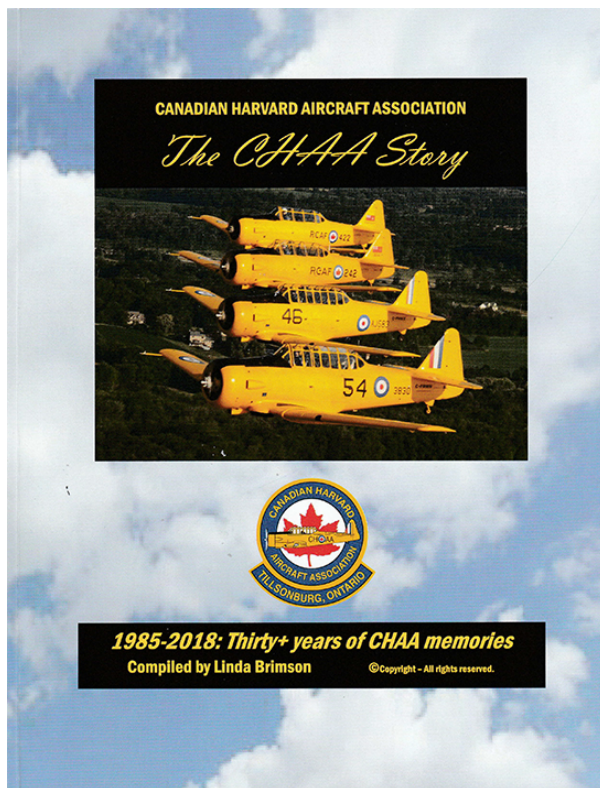
Gord McNulty, CAHS Vice President

An excellent compilation of the story of the Canadian Harvard Aircraft Association is now available, thanks to the dedication of Linda Brimson. She has produced a well-illustrated, thoroughly readable book that covers the remarkable history of the Tillsonburg, Ontario-based organization since its inception in 1985.

The 172-page, full-sized volume is priced at \$35 and will raise revenues for CHAA Harvard engines. Sales are brisk. To order, contact Linda at [linda.brimson@yahoo.com](mailto:linda.brimson@yahoo.com) or 519 659-0628 or Gord McNulty at [gmcnulty21@gmail.com](mailto:gmcnulty21@gmail.com) or 905 525-9927.

Full credit is due to Linda, who engaged in “countless emails” and research with numerous “memory keepers” to





complete the book. On behalf of the CAHS, I extend our appreciation for her efforts in producing this tribute. Linda dedicated the book to the founding members of the CHAA, and their spouses. As she wrote, "We remember them all fondly and stand on their shoulders."

**Jet Aircraft Museum  
Red Knight 'T-bird'  
among highlights of**

## **2018 London Air Show**

Report and photos by Gord McNulty, CAHS Vice President

An estimated 30,000 people flocked to London International Airport Sept. 7-9 for Airshow London, a successful event that once again delivered on its reputation as an especially impressive military air display. More than 70 aircraft, with 400 crew members, participated this year.



LCol (Ret'd) Rae Simpson (in front) flew the Jet Aircraft Museum Red Knight CT-133 Silver Star at the London Air Show, Sept. 7 2018.

Flypasts by LCol (Ret'd) Rae Simpson in the Jet Aircraft Museum's CT-133 Silver Star, painted in the striking colours of the RCAF Red Knight, were among the highlights from a Canadian perspective. Rae made the long-anticipated first flight of the Red Knight, C-FUPP (formerly RCAF 133573), on August 26. It was a thrill to see a T-bird in the iconic and beautiful paint scheme of the Red Knight, flown from 1958 to 1970, in the skies once again.

CAHS Vancouver Chapter President Jerry Vernon advises that Rae, a CAHS member, is a retired RCAF test pilot and former senior accident investigator with the Transportation Safety Board. The successful restoration was the product of as much as 2,000 volunteer hours of work and more than \$100,000 in donations. The aircraft had not flown since it was ferried from Trenton to London about 10 years ago.



Flypast by JAM Red Knight CT-133 with the Canada 150 logo on the underside at London Sept. 7, 2018.

The next, much-anticipated project at JAM will be to be repainted CT-133 C-FUPO (formerly RCAF 133500) in the colours of the Golden Hawks.





BAE CT-155 Hawk, RCAF 155217, dedicated as KB753 to Wing Cmdr John 'Moose' Fulton, DFC, at London air show Sept. 7, 2018.

An RCAF BAE CT-155 Hawk, in a custom camouflage paint scheme in honour of 419 "City of Kamloops" Squadron's 75th anniversary, also graced the tarmac. The Moose insignia on the nose and registration KB799 belong to the Lancaster era of 419 Squadron.

The RCAF participation showcased the 2018 Demo Hornet and the Snowbirds among others.



A French Connection --- crew of CH-146 Griffon from 439 Sqdn., Bagotville, Quebec, with a French immersion class at London Air Show, Sept. 7. 2018.

A nifty 'French Connection,' so to speak, was established when the crew of a CH-146 Griffon from 439 Squadron, Bagotville, met French immersion students from St. Anthony's School in London to discuss helicopter search and rescue operations.



DHC Dash 7 C-GVWD, decommissioned, donated by Trans Capital Air Ltd. of Toronto to Fanshawe College in June, 2017, at London air show Sept. 7.

Extensive static displays included a decommissioned DHC Dash Seven, donated in 2017 by Trans Capital Air Ltd., based at Billy Bishop Airport in Toronto, to the Norton Wolf School of Aviation Technology at Fanshawe College in London.

A Sabre in Korean War colours, another beautiful aircraft, was flown by MiG Alley Air Shows of Rockford, Illinois. An Internet search indicated this aircraft, N50CJ, is a Canadair Sabre Mk 6 with a long history including service with the South African Air Force.



The U.S. military participation was notable, among other things, for a Lockheed Martin F-22 Raptor, a Lockheed Martin F-35 Lightning II, the F-16 Viper Team, the U.S. Navy F/A-18 Super Hornet, and more. Heavy metal was the order of the day on the static line. The lineup ranged from a Lockheed C-5 Galaxy to a Boeing C-17A Globemaster III.

A Boeing RC-135 and a Lockheed C-130J attracted attention with prominent, state-of-the-art communications and reconnaissance gear. It was a pleasure to converse with visiting American aircrew who were friendly and informative.

As if the phenomenal lineup at this not-for-profit air show wasn't enough, there could be even more in the future. Jim Graham, Airshow London Chair, told 980 CFPL that organizers are planning to become the largest military air show in North America in the next three to five years." Stay tuned!



2018 CF-18 Demo Hornet 60th Anniversary of NORAD colours, with Capt. Stefan Porteous, at London Air Show, Sept. 7, 2018.





Canadair Sabre Mk 6, N50CJ, MiG Alley Air Shows, Rockford IL, ex-SAAF, painted as USAF 113361, London, Sept. 7, 2018.



Canadair Sabre Mk 6 of MiG Alley Air Shows taking off at London Air Show Sept. 7, 2018.



WestJet Boeing 737-700 C-FWSY climbing out at London  
Sept. 7, 2018.



Lockheed Martin F-35C Lightning II, US Navy VFA-101 Strike Fighter  
Squadron (Grim Reapers), Eglin AFB, Florida, at London Air Show,  
Sept. 7, 2018.





The large dimensions of the F-35C Lightning II are evident as the VFA-101 Squadron aircraft is towed at the London Air Show Sept. 7, 2018.



Boeing RC-135, with long nose radar for reconnaissance to support various operations. 343rd Reconnaissance Squadron, Omaha, NB.  
Sept. 7, 2018 London air show.





Boeing C-17A Globemaster III, Air Mobility Command 14th Airlift Squadron, Charleston, SC. London air show, Sept. 7, 2018.



Northrop T-38A Talon, 71st Fighter Training Squadron known as the Ironmen, from Langley AFB Base, Virginia. London air show, Sept. 7, 2018.



A U.S. Navy Boeing FA-18 Super Hornet on the ramp at the London air show, Sept. 7, 2018.



General Dynamics F-16D Fighting Falcon, 157th Fighter Squadron Swamp Foxes, South Carolina ANG, London air show, Sept. 7, 2018.



The larger size of the US Navy Super Hornet (left) compared to the RCAF Hornet is clear in this photo of the ramp at the London air show, Sept. 7, 2018.

*\* The following news articles are gathered from the Internet, and are provided for your interest.*

## **Lancaster Bomber FM104 arrives at BC Aviation Museum**

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## **Historic airplane makes journey from High River to museum in Nanton**

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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 October are:**

**Question:** What was the purpose of the Crimson Route and why was it named that?

**Answer:** "With the Lend-Lease Act passed by the American Congress and signed by President Franklin Roosevelt early in 1941, the United States assumed an active part in the joint effort with Canada to take advantage of the "stepping stones" provided by the Canadian Prairies, Newfoundland, Labrador, Greenland and Iceland thus making possible the ferrying of short-range aircraft from North America to Great Britain via chain of airfields following a northern route. This joint project became known as the "Crimson Route " project. This chain of proposed airfields initially was called the North-East Staging Route, but became known as the Crimson Route – purportedly named after crimson symbol of the Red Cross, which was responsible for evacuating wounded soldiers from the European theatre to North American along the same route."

**Source:** *Windsock* – November 2010 – Page 1

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**Question:** What was SAGE and what was its function in NORAD?

**Answer:** "SAGE has been described as the most ambitious computer project ever undertaken." "More than 800 programmers and the technical resources of many of America's largest corporations were involved in its development and construction. The result was the AN/FSQ7 computer built by IBM – as it turned out, the largest computer ever built. North Bay's SAGE system comprised two 270 ton AN/FSQ-7 computers, nicknamed "Bonnie and Clyde." One was a backup in the event the other went off-line. Both were located in an underground facility which officially opened in Oct 1963. SAGE facilities processed raw



air surveillance data and then forwarded it to Air Defence Command Units.”

**Source:** *Air Force Revue* – Spring 2008 – Page 34

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**Question:** What aircraft has the longest service record of the RCAF/Canadian Forces and how long did it serve? How did this particular aircraft begin its life?

**Answer:** “... a true and loyal friend of Canada’s air force for the next 49 years, breaking the long-service record of the magnificent DC-3 “Gooney Bird” transport.” “The T-Bird ended its career with the RCAF and the Canadian Forces in Apr 2002. It began life as the P-80 Shooting Star (the United States’ first operational jet fighter), then was stretched, fitted with an additional seat and a huge canopy, renamed the T-33 (Silver Star in Canada) and built under license by Canadair.”

**Source:** *Air Force Revue* – Spring 2008 – Page 9

## Museum News

### Museum Prepares to Take Flight to New Location

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After over thirty years in a former Trans-Canada Air Lines maintenance hangar, the Royal Aviation Museum of Western Canada (once the Western Canada Aviation Museum) is closing for two years in preparation for a move into a new display hangar. The aircraft collection has been dispersed to several locations around southern Manitoba, including the Commonwealth Air Training Plan Museum in Brandon. Other artefacts are in storage. The hangar, a significant piece of Canadian aviation history, will be torn down to make way for a new maintenance hangar, where the RCAF's C-295 search and rescue airplanes will be inspected. The hangar includes the original Stevenson Airport passenger terminal.

For most of the last eighteen years, the Manitoba Chapter has had a special relationship with the aviation museum. The museum has allowed the chapter to use the museum meeting room at no cost, in exchange for promoting chapter meetings as museum member nights. CAHS Manitoba deeply appreciates this relationship and looks forward to renewing it in a brand new building.

For more information, please see [this webpage](#).

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