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# National Convention of the Canadian Aviation Historical Society

## Winnipeg, Manitoba

### 28 September - 1 October 2022



## Welcome to the 59th year for the CAHS

I am very excited that our 59th National Convention for the Canadian Aviation Historical Society is back in Winnipeg.

September 28th to October 1st, 2022, will be a celebration after three years of COVID-19. I am looking forward to the meet and greet, great tours and presentations, and the awards banquet. After so long, it will be great to see friends new and old.

Our last convention in Winnipeg was in 2016 and I am excited to be back this year. We will start things off with our Meet and Greet Wednesday evening. All the presentations and the banquet are at Holiday Inn Express Airport Polo Park. We will tour the new Royal Aviation Museum of Western Canada Thursday evening and on Saturday we will see the RCAF Heritage Park and then travel to Brandon to the Commonwealth Air Training Plan Museum. The 2022 Convention Committee has planned a great combination of tours, speakers, and special events. I am looking forward to sharing our passion for Canadian historic aviation, sights, and sounds along with the tours, presentations, great food and conversations. I hope to see many of you there.

Blue skies,

***Gary Williams***

Gary Williams  
CAHS National President

For more information about the CAHS and this conference Please visit [www.cahs.com](http://www.cahs.com)



*~ We gratefully acknowledge the support of ~*

*~ our convention volunteers ~*

Raquel Lincoln	Jim Jorgenson
Fred Petrie	Peter Sleeman
Jerry Vernon	Bill Zuk

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~ Royal Aviation Museum of Western Canada ~*

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Gerry Suski	Bill Zuk

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Norman Malayney

## A Message from the Minister

### **Jerry Vernon, Vancouver Chapter President**

#### **Flying the Supermarine Stranraer in Civil Operations - Thursday 11 am**

"The Strainer" was one of the more polite nicknames given to the Supermarine Stranraer flying boat. The story of the Stranraer in RAF and RCAF operations was presented at the last convention. This is the story of civil Stranraer operations in Canada and the Caribbean.

**Bill Zuk** Historian, artist, photographer, filmmaker and author.

#### **"Air Cadets" (NFB 1944): A Lost Film - Thursday 9 am**

"Air Cadets" (NFB 1944) is the account of a wartime film documentary that is considered a "lost" film. After a disastrous warehouse fire, only a few silent sequences still exist. You will learn the "story behind the story" of the resurrection of a historical document.

Bill Zuk, historian, author and filmmaker: after a career as an educator and librarian, Bill's interest in Canadian aviation includes serving as a director of the Air Cadet League of Canada (Manitoba), director at the Canadian Aviation Historical Society and Associate Historian of the Royal Canadian Air Force. His 10 books in publication include True-life Adventures of Canada's Bush Pilots (2009); Janusz Zurakowski: A Legend in the Skies (2007); The Avro Arrow Story (2006) and Avrocar: Canada's Flying Saucer (2001). He has also written extensively on Canadian aviation as editor of the trade journal, Manitoba Aviation (formerly Western Canada Aviation & Aerospace).

As a filmmaker, Bill has worked on 19 films to date. These film documentaries include Winnipeg's Lost Airport (2016), As Close as Brothers (2013), Bearing his Soul (2003), Zero Over the Prairies (2003) and Avrocar: Flying Saucer Secrets of the Past (2002), based on his first book. Latest projects involve memorial statues honouring Andrew Mynarski VC in Winnipeg (2015) and commemorating LCol William Barker (2017) in Dauphin, Manitoba. Currently, on the search for one of the world's most fascinating icons, Bill recently wrote Finding Amelia: Amelia Earhart in Canada for Canada's History magazine. Recently, he is involved with a Veterans Affairs Canada program to commemorate the 80th Anniversary/anniversaire of the Dieppe Raid.

On behalf of Manitoba's government, it is my pleasure to welcome the organizers, volunteers, delegates and sponsors to Winnipeg for the 2022 Canadian Aviation Historical Society National Convention.

Aviation has long held a prominent place in Canada's illustrious history – as part of our military heritage and as an integral industry in our provincial and national economies. Winnipeg is a very appropriate choice to host your meeting, not only because the influence of aviation is apparent in everything from the local Canadian Forces Base to the uniforms of our local NHL team. It is also a city that prides itself on providing the volunteer strength and renowned hospitality that have added to the success of special events of all sizes.

As you know, our province is home to two outstanding aviation museums, the Royal Aviation Museum of Western Canada in Winnipeg and Brandon's Commonwealth Air Training Plan Museum. I am pleased you will be visiting these sites to experience their fine collections of pioneer and Second World War aircraft.

I encourage you to continue your good work in preserving aviation history. Your efforts are an affectionate nod to the past and a generous gift to the present and future. I wish you continued success.



The Honourable Andrew Smith, Minister  
Manitoba Sport, Culture and Heritage



## **Will Chabun**

### **The Saskatchewan Air Ambulance Service -- the Early Years - Friday 11 am**

Long before STARS, long before Ornge, the Saskatchewan Air Ambulance took to the air, landing in farmers' fields and flying in bitterly cold weather to bring patients to hospitals.

Will Chabun is a long-time member of the CAHS and its Regina Chapter, where he edits its newsletter, The Windsock.

## **W.T. (Tim) Cole**

### **Airtransit, Canada's STOL Demonstration Project - Friday 3 pm**

Airtransit, the STOL Demonstration Project. In the mid 1970's the Canadian Government owned de Havilland Aircraft who were developing the Dash 7 four engine STOL airliner. In preparation for selling this aircraft and a complete STOL system to the world, the Federal Government initiated a STOL Demonstration Service between Montreal and Ottawa. The project, including the development phase, existed between early 1973 and April 30, 1976. A complete STOL package was developed. The STOL package included: modified DHC6 Twin Otter Aircraft; STOLports; an enroute aera navigation system; an MLS landing system; an integrated air traffic control; ground handling systems for both operations and passenger processing; and a marketing system. These components were all "State of the Art" at that time. The commuter airline that at its peak operated up to 66 flights a day between the two city centres. It was successful and well accepted right from the start. In early 1976 The project was declared a success and the project was terminated at the end of April.

Tim holds a Fixed Wing Airline Transport Licence and a Rotary Wing Commercial Licence. He is an active 13,000 hour pilot who owns a Cessna and a hangar at Langley B.C. His background is as: A pilot and chief pilot for Laurentian Air Services, operating primarily in Northern Quebec & Labrador. A Twin Otter STOL Commuter Captain between Ottawa and Montreal. A Twin Otter Float Captain for AirWest between Vancouver, Victoria & Nanaimo Harbours. A Boeing 707 Simulator Instructor for Pacific Western Airlines. He spent thirty-one years in British Columbia with Transport Canada as a Civil Aviation Inspector, Superintendent, Manager & Director in various Civil Aviation divisions. After retiring he was a COPA director for BC & the Yukon. He was also a Director for the British Columbia Aviation Council. His one and only claim to fame is in the summer of 68 when he flew part of the summer on CF-FHB, the #1 Beaver, that now resides in the National Aviation Museum in Ottawa. In 2020 Tim completed: "Tight Floats and Tailwinds" or Bush Pilot to Bureaucrat and Back. The book is his life's story that covers 55 years of Canadian Aviation history.

## **Alan Snowie**

### **Canadian Naval Aviators in World War Two - Friday 1 pm**

When the Second World War commenced, many young Canadians opted for flying duty and thousands joined the Royal Canadian Air Force. At the same time a stalwart two hundred and sixty entered naval aviation through the British Royal Navy, the Royal Canadian Navy or the Royal Canadian Navy Volunteer Reserve.

They rode on the wings of an earlier generation of naval airmen. During the First World War, nine hundred and forty-three Canadians had flown with the Royal Naval Air Service and one hundred and ninety-six had died. That was a devastating ratio of approximately one loss for every five who served.

During the years 1939-1945 forty-two Canadian Naval Aviators died. Once again our Naval Air casualty ratio was similar to that sad First World War 20 percent statistic. This presentation will be an overview of their story.

Allan Snowie was born in Scotland and came to Canada at the right age to join the Royal Canadian Air Cadets. He found his future through a Flying Scholarship and entered the Royal Canadian Navy's Air Branch qualifying aboard HMCS Bonaventure as a Grumman Tracker pilot. Following a Cosmopolitan aircraft tour with 412 Squadron, Allan left the regular forces to join Air Canada, retiring after 33 years as a Supervisory Check Airman and Instructor on the Airbus 330 & 340. In 2017 he organized and led a Vimy Flight of biplanes over Canada's Victory Battleground in France on its Centennial year.

Allan and his wife Cynthia live in Bellingham, Washington.

## **Arnold Trehitt, BCATP flying instructor - Saturday lunch (no Zoom option)**

Arnold grew up in Oyama, BC, and joined the RCAF when he turned 18 in 1942, though it was March 1943 before he was finally sent to the Manning Depot. He was selected for pilot training and sent to No 15 EFTS in Regina, then to No 10 SFTS in Dauphin, MB, where he earned his wings. Commissioned on graduation, he was posted to Pearce, AB, for training as a flying instructor. He was posted to North Battleford and taught students there until the school closed as the BCATP wound down. He was posted to Portage la Prairie and worked as a pilot for trainee navigators until the end of the war. Arnold is now 98 years old and lives near Vernon, BC. He will join us by Zoom.

**Terry Slobodian****Royal Aviation Museum of Western Canada - Thursday 3 pm**

Terry has been the President & CEO of the Royal Aviation Museum of Western Canada (RAMWC) since June 2019. He was given the mandate to transform and grow the museum. Since then, he has led the construction of the new museum ahead of schedule and under budget; a remarkable feat in COVID times. He is also responsible for spearheading the museum's \$48 million Climb Aboard! Capital Campaign. More \$47 million has been raised toward the campaign to date.

Terry brings an impressive track record of leadership experience and innovation to RAMWC. With more than 20 years of international leadership experience, he has successfully spearheaded four capital campaigns, totaling more than \$250 million. Prior to RAMWC, he was Vice President of Fund Development, Marketing and Communications for Christian Children's Fund of Canada and has served as President & CEO of Bridgepoint Hospital Foundation, as Vice President of University of Ontario, and as a foreign diplomat for the United Nations in Moscow and Geneva.

Terry has extensive experience advancing research by forging strategic alliances with corporations and senior levels of government. At the University of Ontario, he led the university's role in creating the largest Automotive Centre of Excellence in Canadian history. At Bridgepoint, Terry led an initiative to create a national centre of excellence in Indigenous health. In addition, he spent seven years living and working in Eastern Europe, helping to pioneer and establish a micro-enterprise development organization that created and sustained numerous businesses and jobs throughout Eastern Europe and Russia. Terry also created an NGO that has enabled thousands of inner-city youth in Slovakia to experience the joy of sport regardless of physical or financial ability.

Terry's awards include Her Majesty Queen Elizabeth II's Golden Jubilee Commemorative Medal for "making a significant contribution to Canada and impacting literally thousands of lives through humanitarian service", and the University of Western Ontario's Alumni Award of Merit.

**John Chalmers****The Legacy of Wop May - Friday 10 am (no recording)**

The presentation by John Chalmers for the convention will include a PowerPoint show about Denny May and his famous aviator father, Wop May, and will be followed by a showing of the new award-winning film, *Blind Ambition: The Wop May Story*.

A retired educator, John Chalmers has a broad association with aviation history. He served as Historian for Canada's Aviation Hall of Fame for ten years and is a long-time volunteer with the Alberta Aviation Museum, including service on its board of directors for five years. John is widely published as a writer and photographer, contributing frequently to the CAHS newsletter, the CAHS Journal, and Airforce magazine. During high school and university, he served in the RCAF Reserve and graduated from the URTP program with the rank of Pilot Officer.

**Gord Crossley****The John Griffin Library and Archives, 1 Canadian Air Division, CFB Winnipeg - Friday 2 pm**

The presentation will cover historian and Archivist John A Griffin (1922-2008), and the donation of his personal library and archives to 1 Canadian Air Division 2005-2007. A review of the contents of the archives will be presented as well as current work and future plans for making the archives available to researchers through digitization.

Gord Crossley currently serves as the Heritage Officer for 17 Wing Winnipeg, a 90-day per year part time position. He has been involved in military heritage since 1992 with the Fort Garry Horse Museum in Winnipeg and has worked with other museums on interpretation of artefacts, most recently being part of the writing team for the Royal Aviation Museum of Western Canada. He served in the Army Reserve for 43 years, concurrent with a career as a computer systems technician. He co-authored the centennial history of The Fort Garry Horse in 2012 and is currently volunteer curator of that museum. In addition to Wing Heritage duties, he works with the 1 Canadian Air Division Museum and Air Park, and maintains the Garden of Memories on behalf of the RCAF Association.

**Dr Robert Galway****A Centennial: The First Winter Flight to the Sub Arctic, 1922 - Friday 9 am**

In the late summer of 1920, Capt. William Roy Maxwell completed the first flight into the Canadian Sub Arctic flying a Curtiss HS-2L seaplane owned by Canadian Aero Film Ltd. This outstanding accomplishment is well established in the Annals of Canadian Aviation History. A year and a half later, on February 5th, 1922, Roy Maxwell, in companionship with Hervé St. Martin, completed a similar flight to Moose Factory on James Bay, with one significant difference. This trip was carried out in the dead of winter and was achieved in an open cockpit, ski equipped AVRO 504K, G-CAAE. This flight also was a "First". However, unlike the earlier flight of August 1920, the details of this flight remain obscure to the vast majority of the Canadian aviation community. A one sentence mention of this achievement once graced the history pages of the Canadian Bush Plane Heritage Museum. A slightly more detailed account appeared in the Fall CAHS Journal of 1983. Larry Milberry, to his credit, penned a longer paragraph in Volume 1 of Air Transport in Canada (1997). He is the only author to identify the individual who chartered that flight, the prospector John Mack. Although this was the first winter trip into the Canadian sub-Arctic in an aircraft, and additionally, the first occasion that a mineral expedition team used an aircraft to support oil exploration north of the Canadian Shield, details of that flight remain in the catacombs of aviation history. This year marks the Centennial of that amazing accomplishment. The presentation to the National body of the CAHS, will provide previously undisclosed details and images related to this unique event. Additionally, it will provide previously undisclosed details of the individual who commissioned these flights, John Mack. These details have only come to light in recent months. This rare and unique material was unearthed within the detailed memoirs and family history of a family descended from John Mack. In addition, the presentation will be informed by relevant material from the Wm. Roy Maxwell personal collection and the Estate of his son, the late William Alexander Maxwell.

**Roland Sawatzky****Canada's First Foray into Space: A Manitoba Legacy - Thursday 7 pm (no Zoom option)**

The Churchill Rocket Range is now a National Historic Site, but for 3 decades it was Canada's premiere rocket launch facility. It's ties to military development in the North are known, but there is still much to learn. It later continued as a civilian scientific research facility, and hosted international teams studying the aurora borealis. The sounding rocket technology developed during this time by Canadian companies continue to be used by various launching facilities in North America. The Manitoba Museum collects artifacts from these activities, and recent donations of photographic collections from former researchers help bring these stories to life. The Museum is embarking on a partnership with the Churchill Northern Studies Centre to assist each other in interpreting this important site for future generations.

Dr. Roland Sawatzky, Curator of History, joined The Manitoba Museum in 2011. He conducts research on various topics in Manitoba history, and is responsible for acquisitions and developing exhibits related to the settlement period in Manitoba, including the development of Winnipeg. His research interests include the social meaning of material culture, 19th Century settlement in Manitoba, life in the home and historical archaeology. Scott Young is the Planetarium Astronomer at the Manitoba Museum, developing astronomy and science programs. He has been a science educator for thirty years, working in the planetarium and science centre field both at The Manitoba Museum and also at the Alice G. Wallace Planetarium in Fitchburg, Massachusetts. Scott is an active amateur astronomer and a past-President of the Royal Astronomical Society of Canada.

## **Fred Petrie**

### **From Stevenson to Richardson, the Winnipeg Airport, Grass strip to tomorrow - Thursday lunch**

In less than 100 years, airports have developed from water and snow to the technical wonders of today serving the biggest aircraft in almost zero-zero conditions. The talk at Thursday's lunch will highlight this development in Winnipeg, at this same site. Management has gone from the Winnipeg Flying Club, to the RCAF, to Transport Canada, to the Winnipeg Airport Authority. What is the vision for tomorrow, at least for the 2028 centennial?

Fred Petrie's career has found him working on all quadrants of the Winnipeg Airport. Fred earned wings and commission at the Air Navigation School on the west side of the airport. Returning from 404 Maritime Patrol squadron in Greenwood, he completed a commerce degree before joining the central Canada regional carrier TransAir, working from the WW II hangars on the south side, now replaced by the general aviation hangars. He joined the Central Region Airports group of Transport Canada where he had responsibility for marketing Winnipeg International. More recently, as Executive Director for the Manitoba Aviation Council, he worked from the east side aerospace and local carrier area at 1 Allen Dyne Road. His work in consulting involved him in the Winnipeg development, continuing today as Centre Port. As a volunteer Ambassador at the new Royal Aviation Museum of Western Canada, he looks over CYWG every week.

## **David Poissant**

### **A Canadian in 2 Group RAF Operations - Friday lunch**

We follow an RCAF Pilot (David's father) from enlistment through the BCATP, Operational flying with 98 Squadron in 2 Group RAF, and completion of his tour.

At retirement from 40+ years in the Heating and Air Conditioning industry in 2008, Dave was Director, National Accounts with a large international HVAC equipment manufacturer. His interest in Mitchells grew from his Dad's WWII service as an RCAF pilot in 98 Squadron RAF, flying B-25 Mitchells on operations over France, Belgium, Holland and Germany. Dave chairs the 2nd Tactical Air Force Medium Bombers Association and edits their quarterly newsmagazine. The founding MBA members were air & ground crew veterans of Bostons, Mitchells and Mosquitos. He is also an historian with the B-25 History Project. He has researched 2nd TAF and Mitchells for 30+ years and has a wide association with like-minded researchers in Canada, Europe and the United States. The Canadian Warplane Heritage Museum (and its B-25J) is just 20 minutes from his home; he's been a member/volunteer there for more than 25 years, part of which was spent as a crewmember on the CWH Lancaster, one of just 2 flying examples in the world. Thanks to his well-known love of B-25s, when he was asked to join the Lanc crew the request was prefaced with "It's not a Mitchell, but..."

## **Dr Robert Galway (continued)**

Dr. Hugh Robert Galway Born - Kenora Ontario Jan 7, 1937 and grew up in the Red Lake Mining community at a small Mine at McKenzie Island Attended High School in Red Lake and points east. Graduated U of T. Victoria College in 1958 (BA in Economics & Geology). Started work in the Mining Exploration Field after High School and spent over 10 seasons "Bushwacking" Robert returned to U of T in 1960 to enter Medical School, and graduated May 1963. He Interned at Toronto General Hospital 1963-64, following which he was accepted into the Gallie Surgical Training Program - Orthopaedic Division 1964-67. Robert transferred to McGill University 1967-68 (Master of Science Medical Research Program at Royal Victoria Hospital) He returned to U of T 1968-1970 to complete his Surgical Fellowship and was admitted to the Royal College of Surgeons November 1970 - FRCS(C) Orthopaedic Surgery Dr. Galway commenced Practise at St Joseph's Hospital July 1970. He retired from Orthopaedics in 2005 from SJHC, Trillium Health Center and Etobicoke General Hospitals! During 35 years of practice he concentrated on Knee & Shoulder Surgery as well as Sports Medicine. He was a Consultant to Alpine Canada and the first Orthopaedic Surgery Consultant to Toronto Blue Jays (1977-1980) Robert held a private pilot's licence for 25 years and was proud owner of a Cessna 182 Skylane. And held float and IFR endorsements). Presently he enjoys boating, skiing, and golf. During the last ten years, Robert returned to his long-held fixation on aviation history and has completed several research projects into the history of early Canadian Aviation. (1909-1939). Several publications have emanated from these projects. He is an active member of the Canadian Aviation Historical Society. Wife: Anne Galway Son: Sean Galway - Oceanographic Geologist & Survey Engineer (Vancouver, BC) and dotes on two grandsons in Vancouver.

**Jim Jorgenson, B.Sc.CE, B.Arch., P.Eng. (Retired)**  
**A Short History of BC Airways 1927-28 on the West Coast**

It is a common misconception that the development and growth of aviation in British Columbia was the result of the incremental export of the growth of aviation in eastern and central Canada. Indeed, in certain instances the development of aviation on the west coast eclipsed that of the east.

The air meets of June and July 1910 held in Pointe Claire, Montreal and at the Wm. G. Trethewey farm property in Toronto are held up as examples of the first aviation events in the country. Whereas in fact, Charles K. Hamilton had given an aerial exhibition at Minoru race track on Lulu Island, Vancouver on March 25, of 1910.

In addition, Wm. Warren Gibson designed and built the first aero engine in Victoria, BC in the spring of that same year. The first flight of an aircraft built in Canada was by Gibson on September 8, 1910, when he set off on his inaugural flight in the Gibson twin plane on the "Dean" farm which would eventually become the locale Victoria's Lansdowne airport.

The following decade would witness several accomplishments in expanding the horizons of aviation in BC and the country. On March 3, 1919, William Boeing and pilot Eddie Hubbard flew the first letters of an international airmail delivery by flying 60 letters from Vancouver, British Columbia to Seattle in a Boeing Model C seaplane.

B.C. Airways would be the first Air Transport Company in Canada to establish a scheduled International Passenger & Airmail Service. This service between Victoria, Seattle and Vancouver was also notable in its use of the first multi-engine air transport machine in Canada, a Ford AT-4 Tri-Motor, G-CATX. It was the largest land based Commercial airliner at the time.

The presentation will be an illustrated history of this pioneer Air Transport Company, detailing its short lived history. Informing the presentation will be a representative collection of vintage images from the Archives of the City of Victoria, Archives of the City of Vancouver, Royal Roads University as well as Library and Archives Canada (LAC). Additional material, both textual and photographic derived from a variety of sources, will supplement the material from the primary sources cited above.

**Patrick Martin**  
**A Compressed History of Finish and Markings - Thursday 10 am**

This presentation is to show the progression of post-war finish and markings applied to Canadian Military aircraft. The finish of aircraft, which is the covering of the overall airframe, in general and those for specific roles. Markings, which categorizes ownership and individual identity, will cover the different Eras; including specific markings for the VC, AB+3, RCAF+3, New-Leaf, CAF, Symmetrical, FIP and RCAF\*ARC. Individual markings topics will be covered, including; roundels, fuselage flash, tail markings, letters & numbers, along with those designed for specific eras. This presentation will illustrate to the attendee exactly what he or she has been seeing in person and in images over the past 70 years. It will provide a detailed insight into some of the reasons for changes.

Patrick Martin is a former Air Force "brat", having been 'stationed' at Grostenquin, Oldenburg, Uplands, Bagotville, Baden-Soellingen (the best) and North Bay. He started taking slides in 1972, leading to a lifelong hobby that morphed into aviation writing for Canadian and UK based journals. He progressed on to books starting in 1991. By 2022 he has reached 18 titles. The topics are split between the Canadian military finish & markings and individual aircraft types titles, both Canadian and US. With nine further books in the 'gathering' phase, he would like to hear from anyone with aircraft image collections or interesting stories.

## **Ken Kalynuk**

### **Saunders Aircraft of Gimli - Thursday 2 pm**

Gimli had two major aviation events that occurred within years of each other. One story is famous, the other not. We all know about the Gimli Glider event that took place on July 23, 1983. The Air Canada 767 airliner dead-stick landing event took thirty minutes to unfold and brought everlasting fame to Gimli. Saunders Aircraft is the other major Gimli aviation story. Personnel from Saunders Aircraft of Montreal arrived in Gimli in 1970 to start the move of Saunders Aircraft to Gimli. Eventually Saunders Aircraft in Gimli employed 400 workers and set up an aircraft sheet metal training school. SAC produced thirteen ST-27s, one ST-28 aircraft and rebuilt one Fairchild Husky. The ST-27's flew in airline service until 1990. The Manitoba government would invest over forty-three million dollars. Saunders Aircraft would be wound down by 1979 and eventually become a distant memory. Who was Dave Saunders, why did Saunders Aircraft move to Gimli, discuss the ST-27 and ST-28 aircraft, and why did Saunders Aircraft go out of business, was it federal political interference? Depending on your point of view, either Gimli aviation story could be judged as a success or failure.

I was one of those farm boys that would run to the end of the road to see any aircraft fly off into the horizon and thus I've always had a passion for aviation especially WWII fighter aircraft. I love a good aviation story and am an avid reader of aviation history. I've built model aircraft as a child and in 1978 I began building and flying radio control (r/c) models which I continue to enjoy. I've written aeromodelling articles to the Model Aviation of Canada magazine. Along the way I obtained my glider pilot's licence with the Winnipeg Gliding Club. In 2012 a fellow r/c clubmate, Wilf Ansell from the r/c club in Gimli decided to build an eight-foot wingspan r/c scale model of the Saunders ST-28 aircraft. Wilf had worked at Saunders Aircraft in Gimli, best job he ever had as he would describe it. As I had CAD skills, I decided to help Wilf with the model construction plans. This was my introduction to Saunders Aircraft and the research into Saunders Aircraft continues. I soon realized that Saunders Aircraft was an intriguing aviation story that needed to be shared.

## **Jim Jorgenson, B.Sc.CE, B.Arch., P.Eng. (Retired) (continued)**

Born in Winnipeg. Graduated in Civil Engineering, U of M. 1962. Worked as construction engineer, Department of Transport, Air Services Branch, Central Region, based in Winnipeg. Travelled to Vancouver for three years of Architecture at UBC. Thesis project was the design of a V/STOL airport in Vancouver harbour. Returned to Transport Canada, Pacific Regional Office as Project Manager in the Airports Authority Group in 1982. Moved to Vancouver International Airport as Facilities Engineer, Terminal Projects Team in 1987. Served as Historian for the 60th Anniversary of YVR celebration. Writer-photographer for YVR Skytalk Newspaper. Upon devolution of YVR from Transport Canada, worked as Project Coordinator, Legal and Corporate Affairs, and International Marketing for the YVR Airport Authority.

Upon early retirement in 1994, contracted back to YVRAA doing construction progress, promotional, and aerial photography of the new air terminal facilities, ATC Tower, runways, aprons, parking, and navigation aids. Served other clients for commercial aerial photo services Member of CAHS, serving as Treasurer of Vancouver Chapter. Corporate member of British Columbia Aviation Council. Lifetime member of Association of Professional Engineers and Geoscientists of B.C. Associate member of Air Force Officers Association.

	Wednesday 28 September	Thursday 29 September		Friday 30 September	Saturday 1 October	
700			700			
730		Breakfast (included with hotel registration)	730	Breakfast (included with hotel registration)	Breakfast (included with hotel registration)	
800			800			0815: Travel to RCAF Heritage Park
830			830			
900			900		The First Winter Flight to the Sub Arctic (1922) - Robert Galway	Walk About - RCAF Heritage Park
930	"Air Cadets" A Lost Film - Bill Zuk	930				
1000		A Compressed History of Canadian Military Finish and Markings - Patrick Martin	1000	The Legacy of Wop May - John Chalmers	Travel to Commonwealth Air Training Plan Museum	
1030			1030			
1100		Stranraers in Commercial Service - Jerry Vernon	1100	Saskatchewan Air Ambulance - Will Chabun		
1130			1130			
1200		Lunch	1200	Lunch	Lunch	
1230		1240: Lunch speaker - From Stevenson to Richardson - Fred Petrie	1230	1240: Lunch speaker - A Canadian in 2 Group RAF Operations - Dave Poissant	Lunch speaker - Arnold Trewhitt, BCATP instructor	
1300		History of BC Airways 1927-28 - Jim Jorgenson	1300	Canadian Naval Aviators in World War Two - Allan Snowie	Tour and Walk About - Commonwealth Air Training Plan Museum	
1330			1330			
1400		Saunders Aircraft of Gimli - Ken Kalynuk	1400	Griffin Archives - Gord Crossley		
1430			1430			
1500		Royal Aviation Museum of Western Canada - Terry Slobodian	1500	Airtransit the STOL Project - Tim Cole		
1530			1530			
1600		Free time	1600		Travel to Holiday Inn Express	
1630			1630			
1700			1700	Free time		
1730			1730			
1800			1800		Convention concludes	
1830	CAHS Board Meeting	RAMWC Doors Open	1830	Bar opens		
1900		Canada's First Foray into Space - Churchill Rocket Range - Sawatzky / Young - RAMWC	1900			
1930			1930	Banquet		
1930			1930			
2000	Meet and Greet	Tour and Walk About - Royal Aviation Museum of Western Canada	2000			
2030			2030	Banquet speaker - Aviation Artist Don Connolly - John Bertram		
2100			2100			