

the

OBSERVAIR

**Ottawa Chapter Newsletter
Canadian Aviation Historical Society**



Volume 53, Number 3

March 2016

CHAIRMAN'S MESSAGE

If you take a look at the National Topographic System map 340D11 covering the Fiala Glacier on Ellesmere Island, Nunavut, you'll notice Air Force River, Per Ardua Glacier, Ad Astra Ice Cap, and Air Force Glacier. These places, located high in the Canadian Arctic, are a fitting tribute to the roll the RCAF had in mapping Canada.

From the early 1920s until the start of the Second World War, the RCAF, flying Curtiss HS-2Ls, and later Canadian Vickers Vikings, Vedettes and Varunas, assorted Fairchild, and other designs, began photographing Canada using tools and techniques developed during the First World War.

Beginning again in 1944, the RCAF started flying limited photo mapping operations for projects like the Alcan Highway. Postwar, the aerial photography developments of the Second World War and the work done by the National Research Council would be put to good use by the RCAF and companies like Spartan Air Services and Kenting Aviation as they continued on with the work of photo mapping Canada. All types of aircraft were used by both the private companies and the RCAF; however, the latter's main workhorses were modified Avro Lancaster Mk. Xs. Carrying Williamson Ordnance Survey cameras and tri-mounted Fairchild F224 cameras, the long-range Lancasters of 408 Squadron were ideally suited to their new task. RCAF cargo aircraft were also used to support the operations by ferrying survey crews and supplies to remote locations.

On the ground, RCAF personnel manned Shoran (Short Range Aid to Navigation) stations to provide accurate fixes for the photo mapping aircraft above. No. 1 Photo Establishment at RCAF Station Rockcliffe was where the RCAF's involvement ended; personnel there would process the exposed film, before turning the negatives over to the Department of Mines and Technical Surveys or the Army Survey, who would in turn make the maps. So this summer, if you find yourself using a map to explore our wonderful country, that map could have been produced with the assistance of the RCAF.

And on a final note, I would like to welcome back Colin Hine as our Editor of *the Observair*.

*Kyle Huth
Chairman*

The Observair is the newsletter of the Ottawa Chapter, Canadian Aviation Historical Society, and is available with membership. Membership fees are payable in September.

Any material for *The Observair* Newsletter should be directed to the Editor, Colin Hine

All matters relating to membership should be directed to the Secretary/Treasurer: Mat Joost

Kyle Huth	Chairman/Editor
Mathias Joost	Secretary/Treasurer
Colin Hine	Newsletter Editor
Don MacNeil	Program convenor
Hugh Halliday	Official Greeter
George Skinner	Museum Liaison
Erin Gregory	Research Group
Bill Clark	Refreshments

PAST MEETING – W.H. (Bill) Casley Brigadier General (Retired)

On Thursday, 25 February 2016, 39 members and their guests were in attendance to hear Bill Casley recall some of his Second World War experiences flying de Havilland *Mosquitos* in the Far East and his post-war military career as DND Project Engineer on the *Orenda* engine that powered the CF-100 and F-86 *Sabre* aircraft and also the *Iroquois* engine planned for the CF-105 Avro *Arrow*.

Brigadier General (Retired) W.H. Casley, CD, MSc., AFRAeS, CASI (Fellow), was born in England in 1923 and received his early education in private schools. He joined the Royal Air Force (RAF) in 1941 at the age of 17 shortly after the Battle of Britain. Bill attended boarding school and on a half-day off he and two of his school mates went “down town”. They spotted an RAF recruiting booth and when they went in the sergeant in charge of recruitment said “What do you want?” They responded “Please sir, we want to be fighter pilots!” to which he said, “Sign here!” When Bill went home at end of term he told his father, who almost disowned him. Bill’s father had served in the Royal Navy during the First World War and he wasn’t at all impressed with his son joining the RAF.

Bill Casley joined as an Air Crew Trainee and graduated as a Pilot in 1942 receiving his commission at that time. He served as a pilot in the Second World War flying Hawker *Hurricane* and de Havilland *Mosquito* fighter-bombers in Europe and Southeast Asia. He was released from the RAF in 1946 holding the rank of Flight Lieutenant.

Pilots training in the UK started flying the *Tiger Moth* and later the *Miles Master* and Bill soon got his wings and graduated. A few graduate pilots, Bill among them, were told that if they put in 300 hours of effective flying they could be considered to join the new *Mosquito* OTU course. He was able to qualify and received training on the *Mosquito*; “a beautiful aircraft, a pilot’s dream to fly.” He flew the *Mk VI* a fighter/bomber version that had a few operational problems.

The plane had four 20-mm cannons mounted under the floor, and four .303-in machine guns in the nose. With the guns mounted under the floor, the escape hatch was of no use, so a door was installed on the right hand side (starboard). The pilot sat on a wonderfully equipped seat but the navigator sat on a bare board seat, just behind the pilot; couldn’t be up-front of course a very tiny crowded cockpit! If the pilot had to exit in an emergency, he had to get out of his seat and work his way across to the door. There were not too many successful *Mosquito* evacuations!

After six months of flying the *Mosquito*, Bill’s group was put on hold to reinforce other operational squadrons during the advance into Germany. However, after 6 weeks of waiting Bill got posted to a squadron in Burma. He flew out in a *Sunderland* flying boat via Malta, Bahrain island and on into Karachi. From there he went to Assam, bordering Burma; joining No. 82 Squadron. In 1944, the Japanese occupied virtually all of Burma. No. 82 Squadron’s base at Assam was in the bush, miles from anywhere, very isolated. The squadron was charged with preventing the Japanese from capturing two strategically important cities; Imphal and Kohima. The Japanese got as far as the border, but by this time the British and the Americans had got a lot of aircraft and troops in the area and the war began to swing in the Allies favour.

Bill did some six weeks of operational flying in this period before moving south to a base in India where the squadron was to participate in a British attempt to recapture Singapore. Rocket rails were fitted on the *Mosquito* and pilots did some practice flying/launching of rockets.

During the squadron’s time in Assam and India a serious problem with *Mosquitos* operating in the Far East came to light. There was great concern over the number of *Mosquitos* that were disappearing without trace, and the reason for this proved to be structural failure. The wooden-constructed airplanes stood out in the open during the hot, humid monsoon season getting thoroughly saturated and overheated in the sun. The silver paint finish on the wings and fuselage was supposed to help with the overheating problem but clearly it was ineffective. A team came out from de Havilland to carry out inspections and a significant number of the squadron’s aircraft, including Bill’s, were removed from service.

The squadron was preparing to launch rocket attacks to the south just as the Americans dropped the first atomic bomb, an event that led to the end the war. Squadron pilots were immensely relieved given the amount of aircraft losses due to structural failure. When the war ended most of the squadron’s aircraft were scrapped.

Following the Second World War, Bill received his undergraduate education in London, graduating as an Aeronautical Engineer. He then received two years of post-graduate training at the Cranfield College of Aeronautics, specialising in propulsion and aerodynamic, graduating in 1951.

Bill’s career with the Royal Canadian Air Force (RCAF) commenced in August 1951 in London, England. Accepting a commission in the Aeronautical Engineering Branch, he was immediately transferred to RCAF Headquarters in Ottawa. At that time, Avro Canada and the RCAF were looking for people with propulsion experience to work on the *Orenda*

engine and on the *Avro Arrow* project. For the next five years, Bill was RCAF Project Engineer on the *Orenda* engine which powered the *CF-100* and *Sabre* aircraft as well as the *Iroquois* engine planned for the *Avro Arrow*.

Bill identified the two major tests that had to be passed by new engines before they are accepted into service:

- The pre-flight rating test (PFRT); and
- Engine type testing.

Before the *Arrow* program was terminated an agreement with Pratt and Whitney was put into place to manufacture the *Iroquois* engine, but this agreement terminated when the program was cancelled. At that time, the engine, aircraft prototypes, and design documentation were all destroyed. Notwithstanding the tragic end of the program, Bill believes that the necessary funding to complete the program was simply beyond Canada's ability to support. He is of the opinion that Canada would not have been able to go it alone. The UK decided not to support the program and there was no way the US would support the program because of the threat it would pose to its home industries.

Bill Casley participated in PFRT testing on behalf of the RCAF; a 50-hour test broken down in ten five-hour cycles, during which time the engine could not be taken down or modified before it was cleared for flight. This test was accomplished successfully. Bill did not participate in the type testing phase as he was posted on a four-year tour of duty in Europe.

With the Canadian Air Division in Europe, Bill served as a Squadron Engineering Officer and Wing Maintenance Officer. During this period, he also qualified as a Pilot on the *T-33* and *Sabre* aircraft and he served as a maintenance test pilot on both types. In 1960, he returned to Canada for a tour of duty as Senior Test Engineer at the RCAF Central Experimental and Proving Establishment.

Following this tour of duty, Bill attended the RCAF Staff College in Toronto and, upon graduation, served a further three years directing staff at the college. He then served on the Canadian Defence Liaison Staff in Washington, DC, for a one year term. In 1967, he was promoted to Group Captain and for the next four and a half years served as Project Manager - CF-5 Project in a joint DND/DSS Project Office. During this period, he was responsible for the acquisition of 115 CF-5 aircraft for the Canadian Forces and 105 NF-5 Aircraft for the Netherlands Government.

In 1971, he attended the Royal College of Defence Studies in London, England, and in 1972 he returned to National Defence Headquarters in Ottawa. In 1973, he was promoted to Brigadier General and assumed the position of Director General – Aerospace Engineering and Maintenance. In July 1975, he was seconded to the Department of Supply and Services (DSS) to assume the position of Director General - Project Management Centre, a position that he held until his retirement from the Armed Forces.

Colin Hine
Editor



RAMBLING THROUGH RECORDS

We were in Victoria in the summer 1984 when Monique asked, "Would you like to retire in this city?" and I replied, "Only if they move the National Archives here." Since then, more than 30 years of Ottawa winters have done nothing to change my mind. Ottawa Chapter members, intent on aviation research, are singularly fortunate to live close to many wonderful resources. Old timers like myself may remember "the good old days", before institutional staff reductions and larcenous parking charges, but the Canadian War Museum, Canada Aviation and Space Museum, Library and Archives Canada and the Directorate of History and Heritage are all on our doorstep.

It may sound like heresy, but these days airplanes hardly interest me – the people who fly them are far more fascinating. Two years ago, I took a contract with the Canadian War Museum (CWM) to survey resources available for an impending exhibition on First World War aviation.

Having worked there from 1974 to 1995, I was familiar with some of their holdings. However, I had been away for 20 years, during which time many new items had been acquired – and most of what they held earlier had at last been adequately cataloged. The project was more than interesting – it was joyous. Readers of this column who visit the museum's collections website (<http://www.warmuseum.ca/learn/research-collections>) may gain some appreciation of what an adventure it was.

A single acquisition can include many items including: documents; photographs; medals; articles of dress; and souvenirs. The case of Loudon Pierce Watkins (1892-1918) serves to illustrate. Watkins, a student from Toronto, attended the Curtiss Flying School in that city, then joined the Royal Flying Corps on 7 December 1915.

On the night of 16/17 June 1917, he destroyed *Zeppelin* L-48 over England, for which act he was awarded the Military Cross. He was killed on 1 July 1918 in the course of a night bombing mission in France. The relatively small Watkins Collection includes four photographs of *Zeppelin* L-48 (AN 19840531-002), his flying helmet (AN 19850166-001), goggles (AN 19850166-002 and AN 19850166-003), an album of photographs taken in Great Britain, Canada, and France (AN 19850166-005), and an aircraft fragment (AN 20060054-001).



Loudon Pierce Watkins MC
(1892-1918) © CWM

Like the vast majority of museums, the CWM has more artifacts than it can display at any one time, and rotating artifacts is seldom easy. Research, conservation, repair and preparation must precede display. Uniforms need mending and models may require repair. However, for the purposes of this column I shall concentrate on my favourite subject – documents.

Logbooks spring to mind, and the CWM has many. Some are associated with very prominent individuals – Raymond Collishaw (Acquisition AN 19770669-019 and AN 19770669-041), Alan Arnett McLeod (AN 19560001-007), and Clifford McEwen (AN 19900192-181), to name but three. However, some came from obscure individuals who nevertheless did things that do not necessarily make it into the popular literature of the First World War. Acquisition AN 20070172 has a considerable quantity of material related to one Stanley Hopkins of Burlington, Ontario. The most striking are a log book and notes for balloon pilot training. That log book (AN 19801180-011) came from Michael Lawrence Doyle of No. 27 Squadron, who was awarded a DFC for bombing and army cooperation duties on the Western Front.

Hugh Halliday

SABLE ISLAND REVISITED – PART 4

On 2 June 1945, Ventura V 2144 of the Operational Training Squadron, located at Pennfield Ridge, NB, departed on a routine night training flight with four crew members on board. The aircraft failed to return and was declared overdue at 0130 hours on 3 June. No distress signal was received. Weather conditions were good. Ceiling was 4,000 feet, visibility 15 to 20 miles.

The operations record book (ORB) of the Operational Training Squadron stated: “Ventura 2144 on a flying exercise crashed at sea near Sable Island. All crew members missing.” An entry in the ORB for 3 June 1945 stated: “The search for the missing Ventura continued.” A further entry read: “After an extensive search there was no trace of this aircraft.”

The crew members were:

Service No.	Name	Trade	Status	Hometown
J46723	P/O S.M. Harju	Pilot	Missing	Pennfield Ridge, NB
R270058	Sgt. R.L. Bouch	Nav	Missing	Lindsay, ON
R180547	Sgt. R.E. Bough	WOAG	Missing	Cornwall, ON
R221311	Sgt. W.G. Davidson	WOAG	Missing	River Canard, ON

No crew members have known burial sites. The conclusion of the Accident Investigation Branch was: “aircraft and crew are missing for unknown reason.” The crash card states the engines were Pratt & Whitney Double Wasp R2800 and lists the serial numbers of the engines.

On 11 June 1945, Ventura V 2199 was taken out of stored reserve as a replacement for 2144 and on 30 June 1945 the ORB for the Training Squadron ends as the unit was disbanded.

R.H. “Bob” Smith

YOWza - Images of recent sightings at Ottawa's Macdonald-Cartier International Airport (MCIA) (YOW)



An interesting study in environmental effects as Flair Air Boeing 737-46B (c/n 24573), C-FLER, returns from Iqaluit in the cold mist and fog on December 17th 2015. First Air leased this aircraft from Flair for a number of months. © Jan Jasinski



A Westjet Boeing 737-7CT (c/n 32763), C-GWAZ, gets a de-icing spray from the Aero Mag equipment before an early morning departure from YOW on January 27th. © Jan Jasinski



Like so many robots on an automobile assembly line, the Aero Mag de-icing trucks give Air Canada Airbus A320-211 (c/n 141), C-FDSU, a pre-departure spray at YOW on the evening of February 10th. © Will Clermont



RCAF Boeing CC-177 Globemaster III, 177703, spends a cold winter night on the ramp at MCIA on February 16th. Needless to say, a major de-icing of the giant transport was required before takeoff the next morning. © Jan Jasinski



This EXTRA Airways Boeing 737-4Y0 (c/n 24688), N688XA, brought the NY Islanders to Ottawa for an NHL game against the Senators on January 22nd. The charter company operates a fleet of nine 737s out of its hubs at Miami and San Antonio. © Will Clermont

SYDNEY BAKER – PART V

Hello Canada

Things were going along smoothly enough at Exeter but I was beginning to feel restless. I think this was due to the fact my work had become very routine and there did not seem to be much possibility of changes on the horizon. Late in 1951, I was browsing through a copy of *Aeroplane* or *Flight* magazine (*I can't remember which*) and saw an advertisement by a company in Ottawa, Canada, called Spartan Air Services, that required aircraft engineers. A representative of the company was to be available in London to conduct interviews and to provide further details. I thought perhaps this would be an interesting opportunity so I made arrangements for an interview.

Late in October, at the Savoy Hotel in London, I met with Mr. Len McHale, an engineer with Spartan Air Services. He detailed all the operations at Spartans; they were in the aerial survey business which involved a lot of field operations and travel. There would be no assistance provided with passage costs but Mr. McHale assured me that upon my arrival in Ottawa there would be a position waiting for me. These arrangements were not what I had expected and necessitated a lot of consideration on my part. I collected all the information I could on Canada and in May 1952 decided it was at least worth a look. I had incidentally contacted the Canadian embassy; they had no information on Spartan Air Services, but they said I would have no problems finding work as an aircraft engineer in Canada.

I booked a passage on a liner (*the name of which I cannot remember*) and after a five-day Atlantic crossing I landed in Montreal and was given landed immigrant status on June 3, 1952. I then took a train to Ottawa and found accommodation for the night in a bed-and-breakfast.

The next day, with help from one of Spartan Air Services' office staff, I found more permanent accommodations; then I was off to the Uplands Airport where I was introduced to the aircraft maintenance staff (Uplands Airport is now Ottawa International Airport located about seven miles from downtown Ottawa).

My first two months working at Spartan Air Services were somewhat disappointing. It was entirely different from what I had been used to. There seemed to be a complete lack of control and direction by the people in charge; most aircraft were out in the field on survey operations.

In the hangar at that time a Lockheed P-38 was being modified with a new nose section and a camera installation. An Anson Mk V was standing by on local aerial photography contracts and a DH 89 Rapide was undergoing a top overhaul on one of its engines. It appeared that engineers worked on anything they wanted, so I attached myself to the top overhaul of the DH 89 Rapide. This was something I was familiar with and had carried out on many occasions. All the same, I found it tough going; there was a complete shortage of spares and specialized tools; gaskets and seals were being used over and over again. This would have been completely unheard of in England. However, I soon learned that you don't tell Canadians how things were done in England, you do it the Canadian way.

Spartan Air Services also operated a helicopter section. Although isolated from the fixed wing section, it operated from a separate hangar, it exhibited a similar lack of control and direction. I spent a lot of time in this section helping where I could and developing an interest in rotary wing aircraft. The engine overhaul work here was quite similar to work with which I had previous experience. However this came to an end when I was directed to field operations taking place at Sawmill Bay on Great Bear Lake in the North West Territories; places I had never even heard of!

On July 20, 1952, I boarded a Trans-Canada Airlines DC-3 for Toronto, a 1 hr. 30 min. flight. In Toronto, I transferred to a North Star for a flight to Edmonton *via* Winnipeg and Saskatoon. After an overnight stop in Edmonton, I boarded a Canadian Pacific Airlines DC-3 bound for Yellowknife with stops at Fort McMurray, Beaver Lodge and Fort Smith. After overnighing in Yellowknife, I was on my way to Sawmill Bay in one of Spartan's Anson Vs that was being used to supply the base; Sam Taylor was the pilot.

The base at Sawmill Bay was an abandoned United States military long range radio station. A landing strip had been cut and levelled out of the flat sandy terrain. There were several quite large buildings, one used as a kitchen. In another, there was a diesel generator unit which, after a little effort, we got working supplying electricity for the camp and lighting for the path to the airstrip. We were operating two Lockheed P-38s, plus the Anson to bring in our supplies from Yellowknife which was about 200 miles to the south.

A few days later we made a trip to Norman Wells, about 120 miles to the northwest. Here Esso had a large oil refinery and we were there to arrange the supply of gasoline and the return of empty fuel drums. I was slowly coming to realize that Canada was a very large country. I was now about 2,300 miles from Ottawa.

Port Radium where Eldorado Mining was mining uranium ore was located on the southeast side of Great Bear Lake. The partly refined ore was placed in 50 pound bags, brought across the lake to Sawmill Bay and stacked on the dock to await transport to the airstrip from where it was flown to Edmonton by Eldorado's own DC-3s. At the time we knew nothing of the danger from this material, other than the possibility that it might eradicate any pictures we had on film.

All the gasoline (115 octane) was flown in by our own DC-3 which would carry up to nine 50-gallon barrels at a time. These were stockpiled and there was an honour agreement between all companies that they could use fuel from this cache if there was an emergency. However, they had to tell the owner of the cache how much they had used. All gasoline had to be fuelled into the aircraft by hand pump and through a chamois or heavy felt filter. This was time consuming but necessary due to ingress of water into the barrels. It was heavy work handling the barrels.



Unloading fuel at Pelly Lake, NWT. The DC-3 flew in nine drums per trip. ©Syd Baker

Our operation was to photograph a large area of Canada's north from 30,000 feet above terrain. This was not a very successful season, largely because of the lack of accurate weather forecasting. Due to the large body of water of Great Bear Lake (12,275 square miles) cumulus clouds frequently covered the area which, of course, was not so good for aerial photography. If I remember correctly, we only made three flights during our time at Sawmill Bay, so we had lots of spare time on our hands, most of which was taken up with fishing for fresh water trout.

We left Sawmill Bay on September 12 in our Anson CF-GLA, bound for Yellowknife where we stayed for two days. There I joined the crew of P-38 CF-GKE for a flight to McMurray. On these flights the engineer sat on a platform just behind the pilot with his legs down alongside the pilot's shoulders. This was a very uncomfortable position as one had to lean forward all the time to avoid hitting ones head on the cockpit canopy. After a short stop in McMurray, we continued on to The Pas, a small town in northern Manitoba. This was my first connection with Canadian Treaty Indians, a real tough race of people who had unfortunately been introduced to alcohol. We stayed at The Pas for 18 days and completed a lot of photo survey contract work. Two other P-38s were also there and with some good photo weather morale was raised somewhat after the inactivity at Sawmill Bay. At this time of year we did what was called weather chasing, the navigator consulted with the weather forecaster for the trend for the next five days then planned our moves.

On September 26th we flew to Winnipeg in P-38 CF-GCG, then on October 1st we were off again to Saskatoon and Edmonton, this time in P-38 CF-GDS. October 4th we were on our way back to McMurray again in P-38 CF-GCH; October 6th we were back to Winnipeg *via* Saskatoon; October 16th on to Lakehead this time back in P-38 CF-GDS. While in Lakehead I was on a short test flight as engineer on Spartan's Ventura CF-FSL. All this moving around was hard on engineers. We were only able to do the minimum of maintenance, this often done late at night with the use of a flashlight.

Our photo survey season in Canada was coming to an end; the P-38s returned to Ottawa and I returned by TCA DC-3 *via* Sault Ste. Marie and Toronto, arriving in Ottawa on October 26th.

Colin Hine



Pubs & Mags

Air International (Feb 2016) - 2pp on the certification of the Bombardier CSeries airliner.

Aeroplane Monthly (Mar 2016) - 2pp "Aircrew" feature on aerial photo operations in Spartan Aerial Surveys' Mosquito B35s; - 6pp on the 1928 East - West transatlantic flight of the Junkers W33 *Bremen*.

Bill Clark

Call for Papers:

The 2016 Royal Military College History Symposium

The Education of an Air Force, 1914-2014

Royal Military College of Canada, Kingston, Ontario, 2-4 November 2016

<http://canadianmilitaryhistory.ca/cfp-the-education-of-an-air-force-1914-2014/>

Air show set to soar in Quinte

CFB TRENTON -The real stars of the Quinte International Air Show will be the vintage wartime aircraft, their engines roaring above this sprawling air field. Decades earlier Trenton was known as 'the Hub' that trained air crews from around the world. The air show that takes flight on June 25 and 26 will commemorate the British Commonwealth Air Training Plan (BCATP) and the 75th anniversary of the 400 series of squadrons, designations still in use by the Royal Canadian Air Force (RCAF). With a yellow Harvard trainer serving as a backdrop, 8 Wing/CFB Trenton Commanding Officer, Col. Colin Keiver and Mayor Jim Harrison officially launched the air show Thursday morning [25 February 2016] at the National Air Force Museum of Canada.

"Some of the aircraft we have here today, such as the Harvard and Yale, thundered across the skies at Trenton. I'm proud today to announce that the skies of the Quinte region will be filled once again with the sights and sounds of the Quinte International Air Show. I cannot think of a more fitting tribute to the British Commonwealth Air Training Plan, the men and women it trained and the cause they so nobly fought for than to once again come together to deliver a world class event," said Keiver. Sitting in the front row were decorated veterans of the RCAF and the Royal Air Force who received their training at bases like Trenton.

"It's going to be a fantastic event, I can't wait," said Flying Officer Jim Moffat. Moffat trained as an air gunner at Trenton and later went to Manitoba for flight training "Of 122 I graduated with, the first six got commissions. I went over as an officer. On our thirteenth trip we had a mid-air collision. I moved to the back and managed to survive, parachuting into Belgium," said Moffat.

The line-up for the air show will include dozens of vintage aircraft used during the war. Some of the confirmed participants will include warbirds from the Canadian Harvard Aircraft Association, the Warplane Heritage Museum and the Tiger Boys. In addition, the show will feature the world-famous Snowbirds, Canadian Army parachute team Skyhawks, CF-18 Hornet Demonstration Team and civilian acts such as Jelly Belly with Kent Pietsch and Rick Volker in his RCAF Harvard. Keiver said there will be participation from United States Air Force, along with expected military aircraft from NATO allies Great Britain and France. "We'll be releasing more information on that part of the line-up in a few weeks time," said Keiver.

During the press conference, Keiver put the emphasis on the BCATP. "When World War 2 broke out RCF Station Trenton had become the largest base in the air force. As the home of the Central Flying School, Trenton was known as

'The Hub' and was responsible for training more than 5,000 flying instructors who were in turn responsible for training 131,000 air crew," said Keiver. Keiver said the BCATP laid the foundation of the modern RCAF.

"Canada, for the first time ever, earned the right to form its own squadrons with a distinctive Canadian identity. Thus was born the 400 series squadrons which continue to serve today," said Keiver.

Keiver said the base was "privileged" to have surviving veterans in attendance. "These are exceptional people. Each one of them has an inspiring story that is amazing. They are the true heroes of today and the future," said Keiver.

CAE Canada has come on board as the lead premium sponsor. The company trains more than 120,000 pilots each year on CAE systems and at CAE training centres around the world and employs 8,000 people, delivering more than \$2 billion in annual sales, with exports to more than 100 countries. In Canada, the company delivers and operates training centres with the RCAF at Greenwood, Gagetown, Petawawa, Moose Jaw, Cold Lake, and Comox and Trenton where it's a part of the Air Mobility Training Center with the delivery of training on the C130J and the C130H.

"We are pleased to sponsor this air show. It allows us to partner with the air force, and celebrate the connection to our roots as a company, that started 75-years ago out of the talent and industrial base for pilot training created here in Canada through the BCATP," said Mike Greenley, vice president and general manager of CAE Canada, in a statement read at the press conference.

Other major sponsors include Boeing, BMO and Top Cuts Inc. as the first Patron level sponsor. Quinte West is contributing \$100,000 that includes a \$20,000 platinum Globemaster sponsorship.

Harrison said there's already been a huge "buzz" about the show in the community. "It's been a popular topic of conversation. We're proud to stand beside our partners at 8 Wing/CFB Trenton and we are honoured to be a part of the announcement made today. The role that Trenton played in the BCATP is definitely something to celebrate. I can't think of a better way to celebrate that participating in the air show," said Harrison.

Tickets for the air show will go on sale April 1.

To purchase tickets or for more info go to: <http://www.qias2016.ca>

Quinte International Air Show 2016 Tickets

Purchased between 1 Apr - 10 Jun:

	Single day ticket	Weekend Pass
Child (under 6)	Free	Free
Child (6-12)	\$10	\$15
Seniors/Veterans	\$10	\$15
Active Duty Military	\$10	\$15
Adult	\$15	\$25
Family (up to 5 people)	\$40	\$60

Purchased after 11 Jun:

	Single day ticket	Weekend Pass
Child (under 6)	Free	Free
Child (6-12)	\$15	\$25
Seniors/Veterans	\$15	\$25
Active Duty Military	\$15	\$25
Adult	\$25	\$40
Family (up to 5 people)	\$60	\$75

Tickets will go on sale 1 April

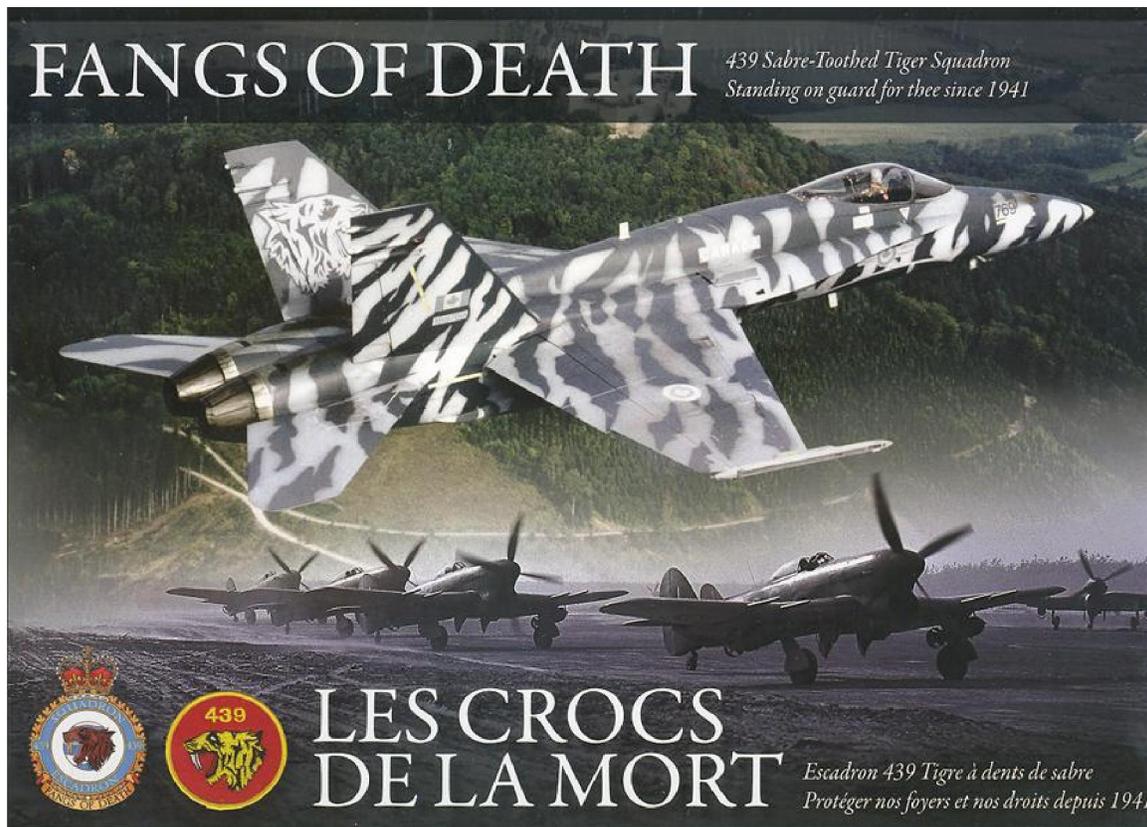
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AIR SHOW | INTERNATIONAL
25TH - 26TH JUNE 2016 | 25^{ÈME} - 26^{ÈME} JUIN 2016
8 WING/ CFB TRENTON | 8^E ESCADRE/ BFC TRENTON

COMMEMORATING THE BRITISH COMMONWEALTH AIR TRAINING PLAN
COMMÉMORATION DU PROGRAMME D'ENTRAÎNEMENT AÉRIEN DU COMMONWEALTH BRITANNIQUE

NEXT MEETING OF THE OTTAWA CHAPTER CANADIAN AVIATION HISTORICAL SOCIETY



FANGS OF DEATH 439 “SABRE-TOOTHED TIGER” SQUADRON

Marc-André Valiquette

traces the full 75-year history of the RCAF's No. 439 “Sabre-Toothed Tiger” Squadron in his new book, *Fangs of Death*. *Fangs of Death* covers: the squadron's beginnings in Canada during the Second World War as the School of Army Co-operation and later No. 123 Army Co-operation Training Squadron; its eventual transfer Overseas for operational fighter-bomber missions as 439 Squadron flying the Hawker *Typhoon* out of England and mainland Europe; its post-war re-birth and service flying F-86 *Sabres* in the day-fighter role in Canada, England and France during the 1950s & '60s; its service as a Strike/Reconnaissance, Attack and Tactical Fighter Squadron with the CF-104 *Starfighter* in France and Germany from 1964 to 1984; flying the CF-188 *Hornet* multi-role fighter in Germany from 1985 to 1993; and since 1994 at Bagotville, QC, as a Combat Support Squadron flying the CT-133 Silver Star, the CH-118 Iroquois and the CH-146 Griffon. Marc-André will have copies of *Fangs of Death* available for purchase that night at a *Special CAHS Ottawa Chapter Price*.

LOCATION: Bush Theatre, Canada Aviation and Space Museum, Rockcliffe

DATE/TIME: Thursday, 31 March 2016, 1930 Hours

LANDING FEES: \$1.00

**Meetings include guest speakers, films, slide shows, coffee and donuts
Visitors and guests are always welcome**