

Flightlines

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David Ippolito – Honourary Colonel Investiture Ceremony

By Dave Rohrer

On December 7, 2015 David Ippolito, CWH Board of Director, current B-25 pilot and a great supporter of the museum, was appointed as an Honourary Colonel of the RCAF 8 Wing Trenton ATESS (Aerospace and Telecommunications Engineering Support Squadron).

David was born and raised in Burlington, Ontario and after completing his education joined the Ippolito Fruit and Produce Company, a family business started by grandparents in the 1940s.

After the passing of his father in 1996, David along with his brother Joel assumed control of the company and introduced many new and innovative advancements in the food production, processing and preparation business. Over the last 19 years these improvements have resulted in a local Canadian company growing from an operation that employed 30 people with a 10-million dollar annual gross revenue to a fully vertically integrated international agricultural and logistics enterprise that today employs over 1,000 peo-

ple located in Canada, the United States, and Mexico, with over 300-million dollars in annual gross revenues.

As a successful business leader in the community David has been asked to serve on many Boards of Directors and community committees and has always been generous in volunteering both his time and resources to assist and serve on these important initiatives.

David is currently an active Director of the Canadian Warplane Heritage Museum located at the Hamilton International Airport which is a not-for-profit non-government funded organization and Canada's largest flying museum.

As a professional pilot who holds both an Airline Transport Rating and Commercial Rotary Wing License, David is current on both corporate jet and helicopter aircraft, as well as, being a Senior Captain on the museum's B-25 Mitchell Bomber, which he displayed this year with the Lancaster at "AirVenture" in Oshkosh, Wisconsin, the largest air show in North America.

Both David and his brother Joel are strong supporters of the Canadian Armed Forces and our

military heritage and became the key financial contributors to the ongoing complete restoration of a Grumman Tracker aircraft at the museum which was flown by the Royal Canadian Navy on HMCS Bonaventure and subsequently by the Royal Canadian Air Force at 880 Squadron in CFB Summerside.

David will be at the controls of this aircraft when it is ready to fly later this year.

In honour of the 120,000 Bomber Command veterans who served in WW II which included about 40,000 Canadians and the 55,573 airmen including 10,659 Canadians who did not return, the museum flew the last flying Canadian built Lancaster to the UK in 2014 to join the only other flying Lancaster in the world which is owned and operated by the RAF Battle of Britain Memorial Flight at RAF Coningsby.

The seven-week tour of the UK was seen by millions of people and was a true act of remembrance that will likely never be repeated. As such, David immediately understood the importance of capturing this epic journey in a documentary and when museum funds were not available to allocate to this



Canadian Warplane Heritage Museum Director appointed as Honourary Colonel of RCAF 8 Wing Trenton. Congratulations to Colonel Ippolito on this significant accomplishment!

Photo courtesy Sudden! SeeMore...Productions Inc.

project, together with his wife Marilyn provided the seed funding for the documentary and contacted their personal friend Morgan Elliot, a highly regarded professional in the industry to produce the documentary *Reunion of Giants* which is now available on DVD for all to see.

In addition to being a committed family man, a successful

entrepreneur, a talented professional pilot, and an involved community leader, David is also an avid sportsman and enjoys many seasonal sporting activities and hobbies.

David and his wife, Doctor Marilyn Gregus, reside in the local Ancaster area and they have four children, Tyler, Sean, Greg, and Leah, and a first granddaughter, Vaida.



CWH B-25 Mitchell.

Photo courtesy Darren Harbar Photography

'Ole' Olson during his 22 ops with Nevin Filby's RAAF crew. Photo courtesy George Olson



By David Poissant

Ole's stomach churned with new fury; suspended in his mid-upper turret, constantly searching for the enemy fighters he hoped would not appear, he was painfully aware of the intensity increasing with each operation.

Eighteen-year-old George 'Ole' Olson earned his Air Gunner qualification at No. 3 Bombing & Gunnery School, MacDonald, MB 28 Jan. '44; by 07 June '44, the day after D-Day, he was a 'Squadron Gunner' attached to 98 Squadron RAF at Dunsfold, Surrey, flying in B-25 Mitchell bombers.

Due to a shortage of Air Gunners, the RCAF/RAF commands had rushed Olson and other trained Air Gunners directly to operational units, bypassing the usual 'crewing up' at Operational

Training Units (OTUs) in Canada.

As a Squadron Gunner, he filled in for killed, absent, injured or tour-expired regular gunners for 35 operations. On 13 Sept. '44 he was permanently assigned to Cy Poissant's crew, replacing his gunner who, after suffering a breakdown, had left the Squadron.

This 25 Nov. '44 operation was Ole's 48th. During his six months of operational experience he had seen 34 Squadron mates killed, three become Prisoners of War and numerous others hospitalized with flak wounds.

His position in the aircraft, with head in the turret between two .50-calibre machine guns, was flanked by the incredible sound of two 1,700-horsepower engines that did little to distract from the furious flak barrages sent up by German gunners with the seemingly sole purpose of killing him.

While traversing his turret in search of Luftwaffe and reporting flak bursts, Ole composed poems to keep his mind from dwelling on what might happen; he wrote them down after returning to base and they later became a book.

He had seen, on 08 Sept. '44, Mitchell VO-B explode upon landing at Dunsfold, killing the crew just minutes from safety. Two days later he penned the poem 'No Place to Hide' that would become the title of his postwar book.

"...There is no cover for you to hide behind

Or a slit trench in which you can hide
No safe haven up there for you to find
Where you could take refuge inside..."

"Cy, my stomach's killing me" Ole said into the intercom. "You better talk to the Medical Officer when we get back" Cy advised. That raid was on the Marshalling Yards South of Rheydt; the flak was accurate, intense; the windshield was shattered.

• continued on page 3

LACK OF MORAL FIBRE (LMF)

Museum's News Briefs

UK theatre premiere of Reunion of Giants

November 23, 2015 – While not quite to the same scale as the fabulous Canadian Premiere by Cineplex at 23 theatres across the country, the invitation only UK Theatrical Premiere was no less poignant.

Hosted in Woodhall Spa (our base of operations for the 2014 Lancaster UK Tour) at the Cinema in the Woods, Veterans featured in the film, Vernon Morgan and James Flowers, were in attendance as well as a contingent from the Battle of Britain Memorial Flight, Just Jane and the Canadian Lancaster flight crew.

The following day, there was a ticketed screening for the general public. In attendance for this screening was the Canadian Lancaster flight crew.

Only one Veteran was in attendance – Harry Bontoft, Lancaster wireless operator and his moving speech during the question and answer session after the film rightfully stole the show!

One question that came up was “when are you coming back?” Answer: “When Just Jane flies!”



Canadian Lancaster flight crew at the UK premiere with veteran Lancaster wireless operator Harry Bontoft.



Veterans featured in the film, Vernon Morgan and James Flowers, with Morgan Elliott, *Reunion of Giants* producer. Photos courtesy of Darren Harbar Photography



CWHM President/CEO David G. Rohrer addresses audience with VeRA crew.



Canadian Warplane Heritage Lancaster pilots.



David Rohrer and Lancaster veteran James Flowers.



Cineplex donates \$50,000 to CWHM

Cineplex Entertainment has donated \$50,000 to the Canadian Warplane Heritage Museum, whose Avro Lancaster bomber was featured in a documentary entitled *Reunion of Giants* debuting at select theatres November 11.

As depicted in the film, it had been 50 years since two Avro Lancaster bombers flew in formation. The Canadian Warplane Heritage Museum's Avro Lancaster, known as VeRA, flew from Hamilton, Ontario to meet her British counterpart, Thumper – the only other surviving flightworthy Lancaster bomber in the world.

Cineplex's \$50,000 donation coincided with a special free screening of *Reunion of Giants* on the big screen at 23 theatres across the country this past Remembrance Day. “Cineplex is a proud Canadian company and we know that our donation to the Canadian Warplane Heritage Museum will support the preservation of important artifacts from our country's history,” said Pat Marshall, Vice-President, Communications and Investor Relations, Cineplex Entertainment.

“Since we announced the *Reunion of Giants* screenings earlier in the summer, we've had countless inquiries about when tickets



would be available. We're pleased to debut this film to honour our veterans.”

“The kind and generous support of Cineplex, an outstanding home grown Canadian company, is invaluable to the Canadian Warplane Heritage Museum in our mission to honour the service, duty and sacrifice of our veterans who have served Canada so proudly. Thank you most sincerely for this key and vital financial assistance,” said David G. Rohrer, President and CEO, Canadian Warplane Heritage Museum and Lancaster pilot.



UK author Tom Allett (left) is seen interviewing David G. Rohrer, the main person behind the trip actually taking place.

Official UK tour book in the works

While the Canadian Lancaster flight crew were back in England for the *Reunion of Giants* premiere, they spent a day of their trip conducting interviews with author Tom Allett for the official tour book.

While the *Reunion of Giants* tells only one story in 83 minutes, there are so many great stories to be told and many unseen photos to be published from the tour. With a working title of “Once in a Lanc Time”, the official Lancaster UK tour book is scheduled for release in late 2016.



Canadian Warplane Heritage Museum

Flightlines

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George and Jo Olson now live in Abbotsford, British Columbia.

Lack of Moral Fibre

• continued from the front page

Ground crew would count 94 flak holes.

Ole reported his troubles to the M.O. who, after a long conversation and examination, determined that Ole's nerves would not take another flak barrage. The crew was declared tour-expired.

When I asked George about the experience, he told me that the medical staff were very understanding; they listened attentively, asked a few questions and soon told him that his tour was complete.

It was not always so in the wartime RAF; just a short time before, Ole's problem had a very good chance of being considered 'Lack of Moral Fibre', a moniker created to dissuade aircrew from voicing such things.

In the Journal of Military History, Edgar Jones states in his paper 'LMF: The Use of Psychiatric Stigma in the Royal Air Force During the Second World War': "Lack of Moral Fibre, an administrative term rather than a psychiatric diagnosis, first appeared in an Air Ministry policy proposal to deter aircrew from reporting sick without due cause or simply refusing to fly. First suggested in March 1940 and formally introduced in April, it was a response to rising psychiatric casualties from the early operations of Bomber and Coastal Commands.

"Facing the threat of invasion and presented with a shortage of aircrew, a group of senior RAF officers decided to impose severe penalties on those who lost the confidence of their operational commanders without an extenuating reason. As a general deterrent, driven by the belief the anxiety was contagious, the RAF sent those suspected of LMF to assessment centres where

they were shamed by the loss of rank and privileges.

"Aircrew who were judged to have exhibited LMF were given no opportunity to redeem themselves, many being discharged from the service as expeditiously as possible. The calculated use of stigma gave the policy force, and the label 'LMF' was designed to differentiate cases from psychiatric diagnoses such as flying stress, aeroneurosis, or aviator's neurasthenia.

"These disorders, like shell shock in the First World War, attracted popular sympathy and carried an entitlement to a war pension, which the authorities were keen to avoid. However, the general causes of shell shock and LMF were the same: exposure to, or the immediate prospect of, life-threatening experiences."

The referenced assessment centres included the 'Aircrew Refresher School' at RAF Norton in Sheffield, described by author Kevin Wilson in his excellent book *Men of Air*. For NCOs, a quick interview with their commanding officer was followed by a stripping of rank

and flying brevet and a posting to a demeaning job in an unpleasant part of the country.

Hostilities-only officers were cashiered and drafted into the army as privates. Officers with permanent commissions would be 'invited' to resign. In all circumstances, whether officer or NCO, their files were marked with a large red W for 'Waverer.' Those retained for 'Aircrew Refreshing' faced three weeks of parade square bashing, hours of day and night runs, courses in airmanship, law, discipline and administration; physical training and unarmed combat, weaponry, hygiene and personal sanitation.

Judgments were handed down regardless of an airman's experience. Men who had completed a tour and reached their breaking point during a second when they refused to fly were still considered to be lacking in moral fibre. This shocking lack of logic was soon changed so that no airman who had completed a tour could be considered LMF.

Less heavy-handed commanding officers could send selected



Ole's final crew, pictured, from left: Cy Poissant, Peter Ryan, Fred Bing, and Ole. Fred would be replaced (sinus problems) by Trevor Grice (inset).
Photo courtesy Peter Ryan collection

*From the desk
of the
President
and CEO*



By David G. Rohrer

As I review the 2015 year of activities at the CWH it is apparent that as a group our accomplishments last year were quite impressive once again. From the 70th VE Dinner Dance with 101 WW II Veterans in attendance as well as John McDermott, Ashley MacLissac, Ted Barris, The RHLI Concert Dance Band, to the Lancaster Day last July with 11 Lancaster Veterans present, to an air show with the Darnell's Jet Truck / B-25 Race to Remembrance Day with our Guest Speaker General Tom Lawson, to the release of the *Reunion of Giants* documentary, it was a very good year.

Consequently as we start anew in 2016 let us all remember how privileged we are to be contributors to this rich Canadian aviation history at the Canadian Warplane Heritage Museum.

In 2016 we will see the addition of the Avenger Mk. 3 and Norseman Mk.V aircraft to our flying program, as well as, the Fleet 21 aircraft. Additionally we will continue to add many events and functions at the museum through our catering and Café business, with new lines of goods and products through our internet and retail operations and expanded sources of revenue through our planned giving programs; "Keep'em Flying" campaign, Lancaster Support Club activities and growing corporate sponsorship and support initiatives.

All in all we will likely face many of the same challenges we have in the past and perhaps some new challenges in 2016, but I know that the same Canadian spirit, ingenuity, know how, and determination that we have inherited from our rich Canadian aviation pioneers will help us to meet and exceed our goals for the new year.

With the team we have at the Canadian Warplane Heritage Museum, I expect 2016 to be another safe, successful, and exciting year, so strap in and hold on – we are about to lift off once again for the wild blue yonder!

Per Ardua Ad Astra

aircrew to one of a number of convalescent centres for psychiatric care: Rauceby, Lincolnshire and Warnecliffe Hospital, Sheffield. The RCAF had their own facility at Hackwood Park, Basingstoke. The greatest number of cases were sent to the Rockside Hospital at Matlock, Derbyshire. A third recovered sufficiently to return to ops.

The U.S. 8th Air Force took a more enlightened view. Airmen showing signs of stress were sent to rest homes, usually in requisitioned country houses. Extensive sport and amusement facilities

were available, as was the best of food. Airmen who showed little sign of recovery were sent home without shame.

As the air war against Germany turned in favour of the Allies, the RAF Senior Command softened their views on stress. The British Commonwealth Air Training Plan was supplying aircrew at a rate that created excess numbers. There was also, no doubt, a fear of post war public reaction to such harsh treatment of many gallant men.

It appears, given the results of a 1945 Air Ministry survey, that Operational Commanders held a much more enlightened view of nervous tension than did Senior Command. Just 4,059 airmen and officers had their files submitted for classification as LMF during the war; and of those 2,726 were actually branded LMF.

On 04 Dec. '44 George 'Ole' Olson, along with RCAF crewmates Cy Poissant and Peter Ryan, boarded his last Air Force flight (a Dakota) from RAF Aerodrome B-58 Melsbroek to Swanton Morley upon completion of Tour, posted to No. 3 Personnel Reception Centre to begin the journey home to Canada.

*Inset
photo,
below:
Courtesy
D. Poissant
collection*





Of the 12,731 Flying Fortresses built only 12 are still in flying condition.

Photos courtesy Garry Balsdon

Flying in a B-17...

THEN

By Ted Lowrey

With our CWH Museum's ever-so-special Lancaster bomber as the centrepiece of our museum, and the opportunity it offers for people/members to fly in it, we can't help but be aware of the existence of other Allied heavy bombers available on a similar basis as our Lancaster.

In July of 2013 our museum had as a guest the B-17 Sentimental Journey. It was flown to our museum for a week's visit. Flights were sold in the B-17. Within two days a full week's flights had been booked.

When I became aware of a flight opportunity in 2015 from the nearby London, Ontario airport in another B-17 Flying Fortress, Yankee Lady, I booked a flight, – and began researching this article.

WW II Heavy Bombers

The first thing I looked up was the numbers of Allied heavy bombers built, and numbers still airworthy. The numbers are:

- Lancaster – 7,377 built, and only two still airworthy, with only one available for people/member flights;

- Flying Fortress – 12,731 built, and 12 still airworthy (10 in the United States and two in Europe), some of which are available for flights;

- Other WW II Allied bomber build numbers are B-24 Liberator - 18,482; the Halifax - 6,176; and the B-29 Superfortress - 3,970.

(1945 records list the cost of one B-17 as \$238,329. For that price in 1945 one could buy four Mustangs, or almost three Dakotas).

B-17, Flying Fortress, history

Its first flight was July 28, 1935. The first model flew with four 750-horsepower Pratt and Whitneys. It was advanced for its day, especially with its number of

protective guns – hence the name “Flying Fortress.” However the need for the heavy bombers of WW II was not yet anticipated; the power, the load capacity, and the armament of the B-17 E, the B-17 F, and the B-17 G were still a long way off. Only 134 B-17s, prototype to D model, had been built by late 1941.

In 1941, when the United States became part of the WW II Allied bombing effort, then two parts of the B-17 story changed quickly. American production quantity and speed produced huge numbers of B-17s. Also improvements in the original design were implemented to improve the aircraft dramatically.

The B-17s were to be built in three factories – Boeing in Seat-

tle, Lockheed in Burbank, and Douglas in Long Beach. The much upgraded B-17s E, F and G now used four Wright Cyclone engines: turbo-supercharged, nine-cylinder, single-row configuration, air-cooled, radials, at 1,200 horsepower each. Each engine had a 30-gallon oil tank.

During WW II, for long-range flights/raids the fuel capacity was 3,000 gallons. 12,597 upgraded B-17s were built at the three western factories. (The last B-17 was built July 28, 1945).

A major part of the B-17 use in WW II was the “Combined Bomber Offensive” – American bombers during the day, and British Commonwealth bombers at night – against German industrial targets.

Characteristics of the B-17

A very few B-17s were used for transport, search and air-sea rescue, or other purposes. Indeed just recently our CWH Archives Curator, Erin Napier, wrote in our Plane Talk about the RCAF acquiring six used, stripped of armament, B-17 Es and Fs, in 1943, to be used to transport mail to our forces overseas.

Erin wrote of the positive effect this mail, carried by B-17s, would have had on our overseas forces. (I know of this positive effect. My father was stationed in India and Burma in 1944 and 1945. My mother wrote him eight letters every week).

Our visual image of a B-17 is of a B-17 E, or later model. They carried an enormous tail that started just aft of the radio operator's position and rose massively to the back of the aircraft. It gave the aircraft a high degree of control and stability for bombing from high altitudes (If you see a picture of a B-17 with a small tail it's an early model).

What else did the late model B-17s have that made them so useful to the “Combined Bomber Offensive” against German targets? It truly was a “fortress”. Each successive model carried more armament for protection against enemy fighters. Also B-17s eventually flew in large, close formations so they could defend each other from enemy fighter attack.

From a pilot's standpoint they were very stable, and well suited to close formation flying. Also, they had the ability to fly above the effective range of German anti-aircraft guns (Maximum altitude for a B-17 was 35,000 feet).

Not only were they well-armed the B-17 could absorb huge damage, and engine loss, and still get back to home base. There is a story circulating about a WW II B-17 crewman whose aircraft made it back to base after a raid on Germany. Only two engines were working, and the B-17 sustained 179 battle damage hits. In 2010 the veteran airman wrote a letter to Boeing, telling them the story of his B-17, and thanking them for “. . . making such a good airplane.”

Initial B-17 raids against German military and industrial sites – aircraft assembly plants, aircraft engine factories, and ball-bearing plants – had high losses. Tight formation flights hadn't been perfected. Aircraft lacked nose protection from head-on attacks.



B-17 carried an enormous tail that started just aft of the radio operator's position and rose massively to the back of the aircraft.

• continued on next page

B-17... then • continued from previous page

Fighter escorts – often P-47 Thunderbolts – didn't have the range to accompany bombers to their targets, (and so German fighters would wait just beyond the escorts' range). As an example of loss, in a daylight raid on October 14, 1943, of 291 attacking B-17s, 60 were shot down, 5 crashed on return to England, and 12 more were scrapped upon return. One hundred and twenty-two bombers needed repair before they could fly again. Only 33 returned undamaged.

Of the 2,900 airmen involved in the raid 650 didn't return. 300 German fighters did incredible damage.

Of the over 12,700 B-17s built, more than 5,000 were lost in combat.

However in late 1943, the final B-17 upgrade – the B-17G – came into service, with even more defensive armament, especially in the previously vulnerable nose section. Also the P-51 Mustang fighter, with its long-range capabilities, could now provide fighter escort, all the way to the target and back. Eventually B-17 loss rates were so low that replacement aircraft for B-17 squadrons were no longer needed.

In comparison with our CWH Lancaster, the B-17G was much heavier. It carried a smaller bomb load. Also it was less powerful by 400 horsepower per engine.

Rather than the Lancaster crew of seven, the B-17 carried a crew of 10, adding a co-pilot and two gunners (Unlike a WW II Lancaster, it really was a two-pilot aircraft, requiring a skilled and active co-pilot assisting the pilot).

And we all know that when WW II was over fighters and bombers – those beautiful Lancs, B-17s, et al, – were cut up for

scrap. Again, of the 12,731 Flying Fortresses built only 12 are still in flying condition. (The information I have is that none of the 12 flying today actually saw WW II military service, although some are named after B-17s that had a combat record).

The B-17; "Yankee Lady"

The restoration of the Yankee Air Museum's B-17 – the Yankee Lady – very closely parallels the restoration of our Canadian Warplane Heritage Museum's Lancaster – in terms of history, usage, and contribution of volunteers. Here's some of the story of the restoration of Yankee Lady.

The B-17 G was made by Lockheed in Burbank, California. It was delivered to the American military July 14, 1945. Like our Lancaster it was no longer needed for WW II bombing operations. By September, 1945, it and other just-built B-17s were placed in storage, in Texas, never having flown any combat missions.

In 1946 it was put back into American service, for air-sea rescue and other maritime duties. Guns and turrets were no longer needed and were removed. Bomb capacity was no longer a necessity; instead it could carry a ton-and-a-half, 27-foot-long, wooden life boat, that could be air-dropped to people in maritime difficulty. It stayed in that duty until 1958.

In May of 1959 the B-17 was sold – for \$5,997.93 – and used for aerial survey work, and later as a water-bomber and crop-sprayer.

In June of 1986 it was purchased, in flying condition, by the Yankee Air Museum. It was flown to the Willow Run airport in Michigan. It landed July 2, 1986 – and didn't fly again for nine years.



The B-17 G "Yankee Lady" underwent an extensive rebuild.

Photo courtesy Garry Balsdon

The B-17 G underwent an extensive rebuild. Of course the main goal was to have an aircraft that would fly with complete safety. For example every electrical wire and all hoses were replaced with new ones. Two engines had to be completely rebuilt.

But a secondary goal was to bring it back as close to "1945 bomber condition" as possible. Floors and bulkheads that had been changed for its post-war usage were moved back to original placement. All turrets that had

been removed were replaced, if possible with still-obtainable vintage units.

As those who work on our CWH Museum floor would well know, much of the restoration was done by volunteers, whose love of WW II vintage aircraft gave them reason to donate their skills and time to the restoration of an exquisite B-17 Flying Fortress.

Its first post-restoration flight was July 13, 1995.

It is thought that there was not a Yankee Lady flying in WW II service. The name and the nose art were created to represent what was typical of many WW II Allied bombers.

The Yankee Air Museum B-17 flies today with a crew of three, and an additional 12 enthusiasts.

Flying in a B-17...

By Ted Lowrey

Knowing I would be flying in the Yankee Air Museum B-17, in early August, when I was given the opportunity on July 23rd to fly in our Canadian Warplane Heritage Dakota (as part of our very special Summer Camp Program). I enjoyed the flight, and the contrast between flying in two quite different aircraft within a few weeks of each other

On the 23rd our Dak was flown by Bill Craig and Sten Palbom.

Remembering the fact that the B-17 had a reputation for being very stable at high altitudes, (and therefore could fly in close, protective, formations) the flight in our Dak offered quite a contrast. As Bill and Sten flew the Dak along the Lake Ontario shoreline east to Toronto, around the CN Tower, and back to Hamilton International Airport, the ride was rather "bumpy," with the aircraft needing minor direction corrections.

After the flight I asked Bill Craig if that was typical of Dakotas, and would the flight in the B-17 be much smoother. Bill was quick to explain to me that the "bumpiness" was a result of mechanical turbulence caused by ground effect weather influences on that particular day. He stressed that on a day when none of these weather influences are present the Dak is a delightfully easy aircraft to fly. It has no bad habits.

Bill went on to explain to me that aircraft are more stable, (and modern jets more fuel efficient as well), flying at higher altitudes – around 10,000 feet or higher – where they are free of ground effect weather influences.

Bill said that he doubted that the B-17 flight I would be going on would reach higher altitudes, but he confirmed to me that B-17s, as well as other WW II aircraft, flying at higher altitudes (where oxygen masks would be required), would be quite stable, and relatively easy to fly in close formation.

And now it was time for Gary and I to drive to London, Ontario, and fly, in 2015, in a WW II B-17 G Flying Fortress.

The London airport is a few kilometers off Highway 401; because the road signage is frequent the airport is easy to find. When the Yankee Air Museum B-17 comes to London it operates out of the Jet Aircraft Museum, near the edge of the airport property.

Now – not during WW II – Yankee Lady flies with a crew of three – pilot, co-pilot, and flight engineer. It carries 12 "passengers." Cost per person per flight is \$450 U.S. A flight has a half-hour of actual flying time. A flight will occur if there are as few as six passengers; with less than six the museum would lose money.

In 2015, from May to September, Yankee Lady was scheduled for 120 "passenger" flights from 11 different locations. The Yankee Air Museum flight booking person is Dave Wright – available at phone number 1-734-483-4030, ext. 236.

From start-up to shut-down was 3/4 of an hour; actual flight time was a full half-hour. We flew south from London out over Lake Erie and back.

One difference I noticed between flying in the B-17 and flying in our CWH Lancaster was the noise level in flight. Our Lanc absolutely requires ear/noise protection, – the B-17 not so. (Garry Balsdon noted that with each B-17 Wright Cyclone engine the exhaust exited through one pipe, at the bottom of the engine. Our Lanc's Merlins exhaust directly from each cylinder head through very short straight pipes.

The B-17's ride was very smooth, in spite of rather inclement weather. One could not help but look out, see the huge and graceful wings, and think that they contributed to the smooth flight.

Contrasting with our Lanc, which allows easy movement inside the aircraft, provided you can swing over the main spar, the B-17's interior seems broken up

with structural features. I stayed in one location, close to our entrance door, and close to the waist guns (Every passenger, as they passed the guns, would stop and check the view through the gun sights).

After the flight, as I left the aircraft, I noticed a small plaque on the door in memory of the 79,265 B-17 crew members who lost their lives during WW II.

It was a delightful flight, well worth the trip to London (I did miss our museum's protocol of giving each "passenger" a Certificate of Flight, to be signed by the pilot and co-pilot).

I have two final thoughts about the location of the flights out of London – the Jet Aircraft Museum.

The museum owns, and offers/sells rides in its BAC Jet Provost Mk 4. It flew with a "passenger" when I was flying in the B-17.

And, in the corner of the museum is a display dedicated to Canadian participation in unlimited class hydroplane racing.

Most people are unaware that one of Canada's most successful hydroplane racers was band leader Guy Lombardo. One of his racers is on display – a racer built of wood, with an aluminum bottom skin, powered by a 2,400-horsepower Allison aircraft engine.

The display also made reference to Canada's most talented unlimited class hydroplane racer – the late Bob Hayward. Before Bob Hayward raced boats he was a drag racer. This author raced against Bob Hayward at the Kohler drag strip. I came second.

It was a delightful morning and early afternoon for Garry and myself, (in spite of the threatening weather). Both of us were well received by the Yankee Air Museum people. Garry took some great pictures, especially when he was given a tour of the interior of Yankee Lady. I enjoyed my flight in the B-17. And the Jet Aircraft Museum was interesting; their people treated their visitors with appreciation for their presence.

& NOW

OUR NEW DAKOTA - FZ692 'KWICHERBICHEN' C-GRSB

CWHM's new Douglas C-47 Dakota Mk. III, FZ692.



Several signatures were discovered behind some panels, one is dated Feb. 27, 1945.



While preparing the interior of our new Dakota for conversion from its current configuration to a more historic look, several signatures were discovered behind some panels. One is dated February 27, 1945. We will do further research to see if we can uncover any more details.

Douglas C-47 Dakota Mk. III, FZ692, was built by Douglas in the United States in 1943 and was delivered to the RAF in February 1944. The aircraft served with 233 Squadron at RAF Blakehill Farm until September 1944 when it was transferred to 437 Squadron RCAF.

FZ692 was painted olive drab green all over and shortly before D-Day had the black and white 'invasion stripes' added for identification purposes.

The stripes on the rear fuselage covered the '5T-UK' squadron code letters so the aircraft's individual letters 'UK' were transcribed onto the nose (This is not, therefore, an indication of the aircraft or unit's nationality).

FZ692 was named 'Kwicherbichen' and this was painted on the port side of the nose under the cockpit. Just behind the port cockpit window was a block of symbols detailing the 'ops' it had flown.

FZ692 survived the war and recently joined the collection at the Canadian Warplane Heritage Museum.



FZ692 was named 'Kwicherbichen' shortly before D-Day.



Development Office update

By Pamela Rickards, Vice President - Operations

I would like to take this opportunity to thank all of you who have been thoughtful enough to include us in your wills. In recent years we have been the very fortunate beneficiary of several of our members who were kind enough to think of Canadian Warplane Heritage Museum and our constant financial struggles.

We are planning several special events here at the museum during 2016, including a fundraising concert featuring John McDermott, special aviation days and car shows, to name a few. With the many fundraising events that are held here at the museum, I would like to suggest that you bookmark our website www.warplane.com and visit regularly to keep up-to-date on the happenings here at Mount Hope.

Many of our supporters have helped fund our museum in a variety of ways, including planned gifts, memorials, in-kind gifts and cash donations. If you would like any information on planned giving, please do not hesitate to contact me.

Canadian Warplane Heritage Museum is proud to recognize those supporters who have made significant contributions to our museum of the past few months and we are pleased to add the following to our donor walls:

Memorial Hangar Doors - \$1,000 - \$4,999

- F/O Harry Prior Farr, 434 Bluenose Sqdn., Much Loved!
- F/O Harland Boyd Akerman, RCAF, For King and Country
- W/O Gordon A.C. Eby, RCAF flew with RAF 101 Sqdn, DFC Oct.2, 1944 – died 1957
- F/S Mark Kerr RAF Volunteer 236 Sqdn., died April 20, 1944
- W. David Barnes, Bison Squadron RCAF
- In Memory of Flt/Sgt Howard "Bud" Watson, Air Gunner 427 Sqdn.
- W. David Barnes, Bison Squadron, RCAF
- In Memory of our Uncle Allan McIntost, RCAF 1954 – 1957

Life Members now include:

- Peter Smith
- Thomas Savage
- Clare J. Short
- James Walters



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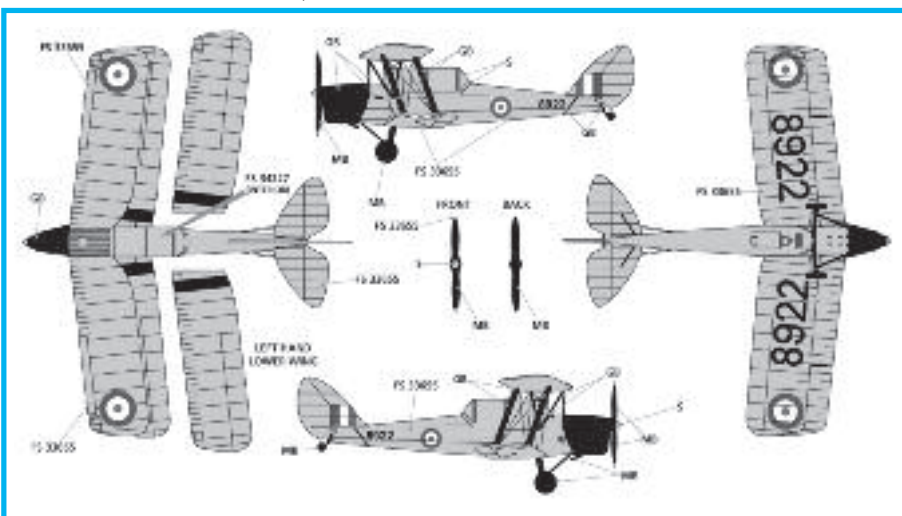
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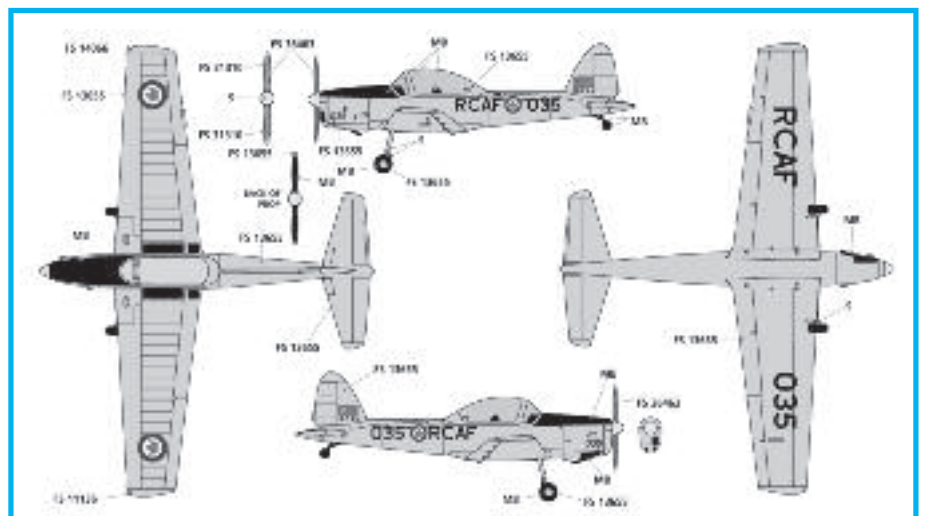
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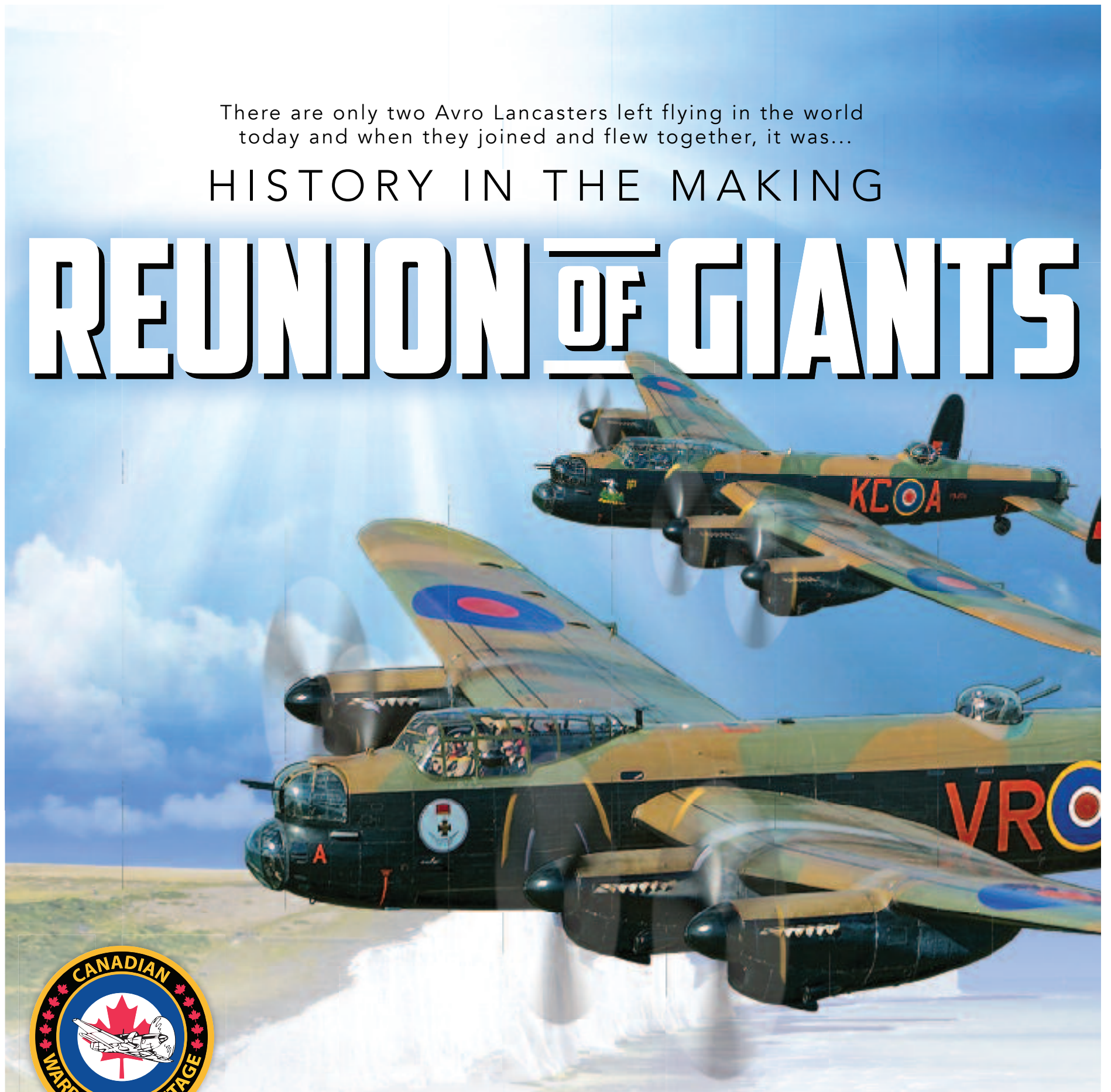
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For additional information please visit warplane.com