



Flightlines

NOVEMBER 2015

A PUBLICATION OF CANADIAN WARPLANE HERITAGE MUSEUM

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Museum adds Norseman Mk.V to fleet

On Sept. 25, 2015, the Canadian Warplane Heritage Museum took delivery of the latest addition to their growing fleet of flying aircraft – Noorduyn Norseman Mk. V (CF-GSR).

Obtained from Ernie and Donna Nicholl at Huron Air & Outfitters as a split donation/purchase in early 2014, CF-GSR had previously served several operators including Canadian Forest Products, Austin Airways, Slate Falls Airways, Silver Wings Air Service, Ilford-Riverton Airways and Bearskin Airlines.

Most of its life was spent on floats but it was configured over to wheel landing gear before being ferried to Hamilton Airport.

The Noorduyn Norseman ranks as probably one of the most important designs in Canadian aviation history. An eight seat general purpose bush aircraft, it was the first Canadian designed and built aircraft to see worldwide use. Designed by Mr. R.B.C. Noorduyn, the design incorporated the specific requests and suggestions of Canadian bush pilots and good performance on wheels, floats and skis was considered a prerequisite.

At the outbreak of the Second World War, the RCAF placed orders, which eventually totaled 99 aircraft of various



With Mt. Hope (Hamilton Airport) being a BCATP Base during WWII, RCAF Norseman aircraft did operate out of Hamilton and also post-war with Austin Airways. Now, once again, a Norseman will operate from Hamilton. Photos by Eric Dumigan



Pilot Peter Stewart (right) and crew Al Rowcliffe are all smiles after the ferry flight which left Ignace, Ont., on floats and stopped at Orillia where it was brought out of the water. The floats were swapped out for wheels for the final leg of the flight to Hamilton Airport.

models. The utility of the design ensured its post-war use. The last RCAF example was retired in 1957 although numerous civilian examples soldiered on long after this date.

Although CF-GSR never saw service with the RCAF, in keeping with the Mu-

seum's mandate, the Norseman will be painted in a RCAF scheme at some point in the future. No decision has been made yet on the actual paint scheme. After some winter maintenance, the Norseman will be added to the flying schedule and ride program for the 2016 season.



Don McTaggart and his daughter, Donna, receiving the news that Don was flying in "his" Lancaster X-Terminator within the hour!

Tail gunner gets X-Terminator treatment on Lancaster Day



Don all strapped in and ready for his flight. He wasn't riding in the tail turret this time!
Photos courtesy Jim Buckel

Of the Canadian-built Lancasters – KB732 - VR-X-Terminator – is arguably the greatest of them all, completing more operational flights against the enemy than any other (see the last issue of *Flightlines* for a complete history).

To commemorate this feat, our Lancaster received the temporary markings and nose art of X-Terminator originally planned for just this one day only, July 11, 2015.

Several Lancaster Veterans were in attendance including special honoured guest Don McTaggart, tail gunner of KB732, X-Terminator.

We surprised Don with one final mission – a flight in "his" Lancaster!

Due to the popularity of the new temporary markings, Museum President and CEO Dave Rohrer announced that we were keeping the X-Ter-

minator markings on a little longer than originally planned – long enough to display at EAA AirVenture in Oshkosh the following week. The Lancaster was still marked as VeRA on the co-pilot's side.



Lance Russwurm recreated the X-Terminator markings.

Museum's News Briefs



Thanks to the fine folks at Walt Disney Studios Canada, "Dusty," the famous airplane from Disney's *Planes* films, is now calling the Canadian Warplane Heritage Museum his permanent home! Dusty has been very popular with the kids (and some of the older "kids" too). *CWHM photo*

From the desk of the President and CEO



By David G. Rohrer

"It is hard to believe that another summer has passed and the winter season is just around the corner. One thing for sure is that it has been a good year for the museum on many fronts. Overall the staff, volunteers and members have contributed in so many ways to the continued success of our museum and only a talented team with the passion for what we do, could achieve the success we have all realized - thank you most sincerely!

The winter will be another busy period for the museum with a number of fund raising activities already scheduled and more bookings in progress. Once again we will have to be flexible and accommodating to the needs of some of our customers to ensure that we avail ourselves of the required opportunities to realize essential revenues during the winter period.

Therefore I ask for your cooperation when those time and space conflicts do arise given the multiple user requirements we will deal with knowing that in the long run these activities help us all realize the mandate of the museum.

This month we will finally see the world wide release of the "Reunion of Giants" documentary of our 2014 UK Lanc Tour. This will be an outstanding and lasting record of this historic journey of remembrance which we were privileged as an organization to successfully and safely accomplish. I hope it will be on everyone's Christmas shopping and wish list.

I hope to see you all at the Christmas Wine & Cheese on December 19th.

Per Ardua ad Astra



Newest Museum Lancaster pilot joins exclusive club in the traditional way

Congrats to the world's newest Lancaster pilot, Bill "Scooter" Craig. After receiving his training and check out, another tradition continued. Bill joins a club more exclusive than being a space shuttle pilot.

Photos courtesy Darren Harbar



Museum to observe day of remembrance

Please join us for this special day of remembrance at the Canadian Warplane Heritage Museum where we will be honouring those who served our country with a special indoor Remembrance Day service. Our service will also recognize the valiant men and women of today's Canadian Forces who build upon the honoured, sacred legacy of our fallen heroes. The service will be conducted by Captain the Reverend Canon Kristine Swire. This year's guest speaker is General Thomas J. Lawson CMM CD.

The Museum offers seating for several hundred with limited standing room, so it is best to arrive early. Weather permitting; the museum's Lancaster will perform a fly-past for the service. The service will be broadcast live by CHCH Television.

Parking and admission are free but donations to the museum to help us remember them are greatly appreciated. Time: 10:30 a.m. - 12 noon.

Canadian Warplane Heritage Museum
Flightlines
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11.11.15
HONOURING OUR VETERANS
 REMEMBRANCE DAY 2015



Reunion of Giants

Official Lancaster UK Tour Documentary

The Canadian Warplane Heritage Museum is pleased to present
**Reunion of Giants -
 The Official Lancaster
 UK Tour documentary!**

It has been 50 years since two Avro Lancaster bombers flew side by side. The Canadian Warplane Heritage Museum's Avro Lancaster, VeRA, flew from Hamilton, Ontario to meet her British counterpart, Thumper – the only other surviving flight worthy Lancaster bomber in the world – the RAF Battle of Britain Memorial Flight's (BBMF) Lancaster in England.

This much-anticipated documentary includes firsthand accounts from the men and women who experienced the war and were connected to the Lancaster. It transports the viewer back in time as they share what it was like during the Lancaster's glory days. Reunion of Giants documents this historic mission as it unfolds through the eyes of the flight crews, veterans, friends and family. It includes all parts in this new chapter of the bomber's history, as VeRA crosses the Atlantic.



**PRE-ORDER
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**Free Canadian
 theatrical release on
 November 11, 2015**

Thanks to the generosity of Cineplex Entertainment, Canadians will have the chance to experience the world premiere of Reunion of Giants on the big screen free on Remembrance Day.

"We are so pleased to provide Canadians with the opportunity to remember the valiant crews who flew and maintained the Lancaster bomber," said Pat Marshall, vice-president, Communications and Investor Relations, Cineplex Entertainment. "We look forward to offering Canadians a chance to experience VeRA's incredible transatlantic journey this Remembrance Day."

Information about free tickets and what theatres across Canada are participating can be found at warplane.com.

WORLDWIDE DVD/BLU-RAY RELEASE November 24, 2015

Available just in time for Christmas, Reunion of Giants will be available in both DVD and Blu-ray format (region free) direct from the VeRA's home at the Canadian Warplane Heritage Museum as well as at selected retail outlets across Canada, the United States and the United Kingdom.

83 minutes, Colour, Aspect ratio 16:9, PCM Stereo and 5.1, Region Free.

DVD (NTSC Canada/US)	Reg. \$34.99	Sale \$26.99
Blu-Ray	Reg. \$39.99	Sale \$32.99

Also available in DVD (PAL UK & Europe)

SALE ENDS NOVEMBER 24, 2015

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Christmas...

2016 CALENDARS



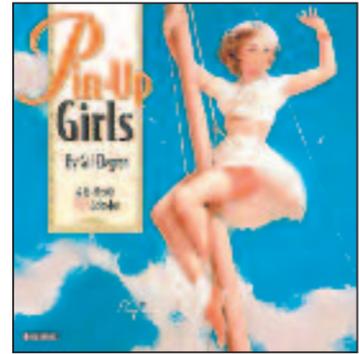
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CWH logo hat
Colour: Navy.



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Lancaster VR-R "Ropey" Hoodie
Pullover cotton hoodie with Lancaster VR-R screen printed on the back in full colour. Colour: Black. Sizes: M-XXL.



\$22.99

Lancaster VR-R "Ropey" T-Shirt
Colour: Black. Sizes: M-XXL.



\$199.99

EXCLUSIVE

Corgi limited edition (only 1200 pieces) Diecast of Avro Lancaster KB726

VR-A in 1/72 scale (approx. 43 cm wingspan). Reproduced in the wartime configuration of the aircraft that Andrew Mynarski, 419 Sqdn. RCAF was posthumously awarded the Victoria Cross, as displayed in Canadian Warplane Heritage Museum. Display on landing gear or "in flight".



\$26.99

"NEW" Adult Crew Neck Sweat Shirt

Canadian Warplane Heritage logo embroidered on left chest. Colours: Red, Navy, Charcoal, Black. Sizes: S-XL.



\$139.99

Classic Winter Flight Jacket SALE

Colour: Navy. Sizes: S-XXL. Regular \$189.99 SALE \$139.99



\$74.99

"NEW" Soft Shell Jacket

Soft shell waterproof polyester jacket with microfleece interior. Canadian Warplane Heritage logo embroidered on left side. Available in men's or ladies. Colour: Black. Sizes: S-XXL.

CANADIAN DIECAST RELEASES



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RAF Johnnie Johnson, 1943.
1/48 scale by Hobbymaster.
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North American P-51B/C Mustang
Col. Charles McGee, Tuskegee Airmen
1/48 scale by Hobbymaster
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Coming Early 2016

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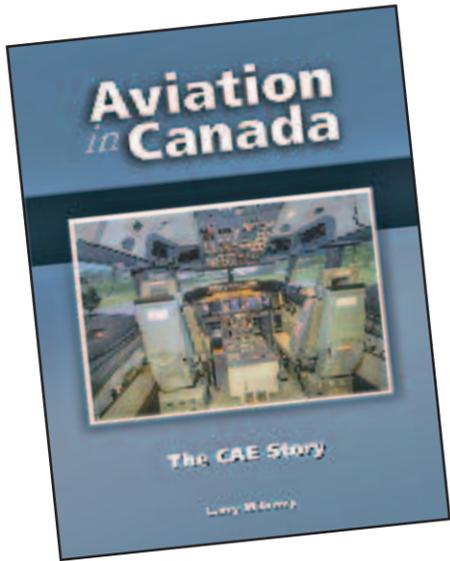




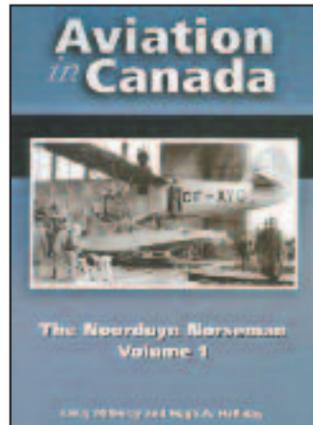
... is in the air!

BOOKS

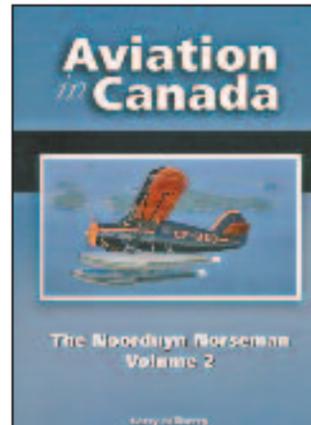
Aviation in Canada Series – by Larry Milberry



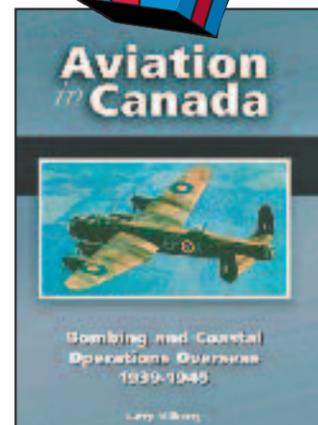
“New” The CAE Story
This is the story of how Canadian Aviation Electronics, a modest war surplus operation founded in 1947, grew into today’s vast CAE Inc. Hardcover
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3D heavyweight pewter ornament, comes gift boxed, 6 cm diameter

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The Fleet 21 in the two-seat configuration at the Canadian Warplane Heritage Museum. Photo courtesy Kool Shots

Fleet's big biplane – The 21 had a varied history

By Bill Cumming

One of the rarest aircraft in the Canadian Warplane Heritage Museum's collection is the unique Fleet 21 biplane trainer. Donated by Bruce MacRitchie in 1985, this trainer has led a varied and interesting history.

Fleet Aircraft Ltd. of Fort Erie, Ontario was founded by Major Reuben Fleet during March 1930. Consolidated Aircraft, of which Major Fleet was president, was experiencing difficulty with the U.S. export regulations. Consequently, a decision was made to set up the Fort Erie operation to produce Fleet trainers for the Canadian and export market.

The first of the Fleet 2 trainers was assembled and test flown by June 1930. After a few models had been produced, production switched to the more familiar Fleet 7 and eventually the Fleet 16 trainers.

During 1936 Fleet Aircraft of Canada received an order to manufacture 10 bombing and reconnaissance trainer versions of the Consolidated Model 21 aircraft for Mexico. The Consolidated 21 was a two-seat trainer, a more powerful version of the PT-11 and PT-12 primary trainers that were in service with the U.S. Army Air Corps.

Fleet was promoting the aircraft in Canada as an advanced trainer and designated it the Fleet 21. This aircraft was substantially larger than the Fleet aircraft. The fuselage was of welded steel tubing and fabric covered, and the wings had wooden spars and duralumin ribs with fabric covering. The crew consisted of a pilot who occupied the front cockpit and observer who sat in the rear cockpit.

The Mexican order for the Model 21s was completed in the summer of 1937. The aircraft were powered with the 330-hp Jacobs engine, and were designated the Model 21M.

These particular aircraft were also equipped with a forward firing fixed machine gun, which fired under the front cowling and the observer's station was equipped with a movable machine gun.

Very little is known of the Fleet 21s in Mexican Air Force service, although photographs of the aircraft show them operating with the front cowling removed.

An additional Model 21M was

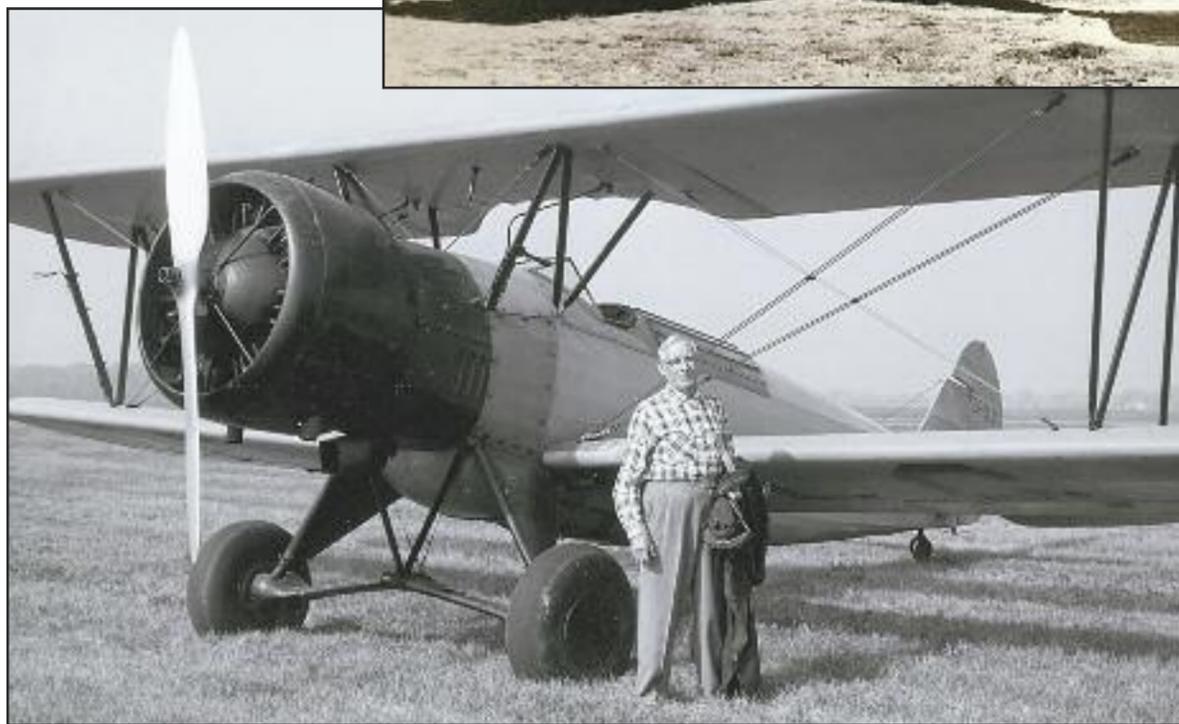
built by Fleet aircraft as a demonstrator. During September 1937, this aircraft was flown by a number of Royal Canadian Air Force pilots at Rockcliffe, Ontario. At this time the aircraft did not carry a registration of any type.

Although the test pilots liked the aircraft and praised its good flying characteristics, the Air Force felt the Model 21 was obsolete and unsuitable for the advanced training role.

• continued on next page



Above: The Mexican Air Force operated 10 Fleet 21M aircraft and even mounted a movable machine gun in the rear cockpit.



At left: Tommy Williams at the age of 86, as Canada's oldest licensed pilot, flew his last aerobatic display in his Fleet 21 at St. Catharines on Oct. 1, 1971.

Photos courtesy Bruce MacRitchie

Fleet 21

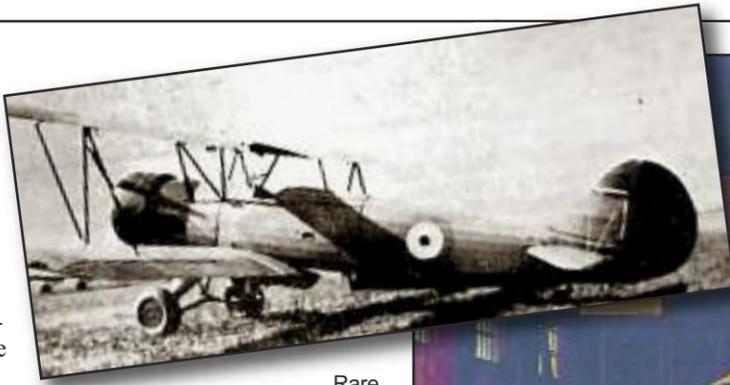
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Fort Erie was also the location of an Irvin Air Chute factory which held contracts to produce parachutes for the British Commonwealth Air Training Plan. The contract stipulated that each chute must be drop tested prior to delivery.

The Fleet 21 demonstrator was converted to a single-seat machine, to be used for drop testing the parachutes. It was flown by Fleet's test pilot Tommy Williams. The rear cockpit was modified by replacing the seat with a cell capable of accommodating two life-size rubber dummies, each weighing approximately 200 pounds.

In the first year of operation, the Fleet 21M dropped 3,511 chutes and did an additional 39 hours in which no record was as to the number of chutes tested. Failures of the chutes were almost non-existent, but occasionally a dummy would slip out of the chute harness and fall to the ground. During this time, as best can be determined, the Fleet 21 briefly wore RCAF roundels but no military serial number or civilian registration was assigned to it.

In October 1946 civilian registration CF-DLC was assigned to the aircraft. About a year later, the Fleet 21M became expendable hardware and was sold to Tommy Williams. He kept the aircraft on his farm near Wood-

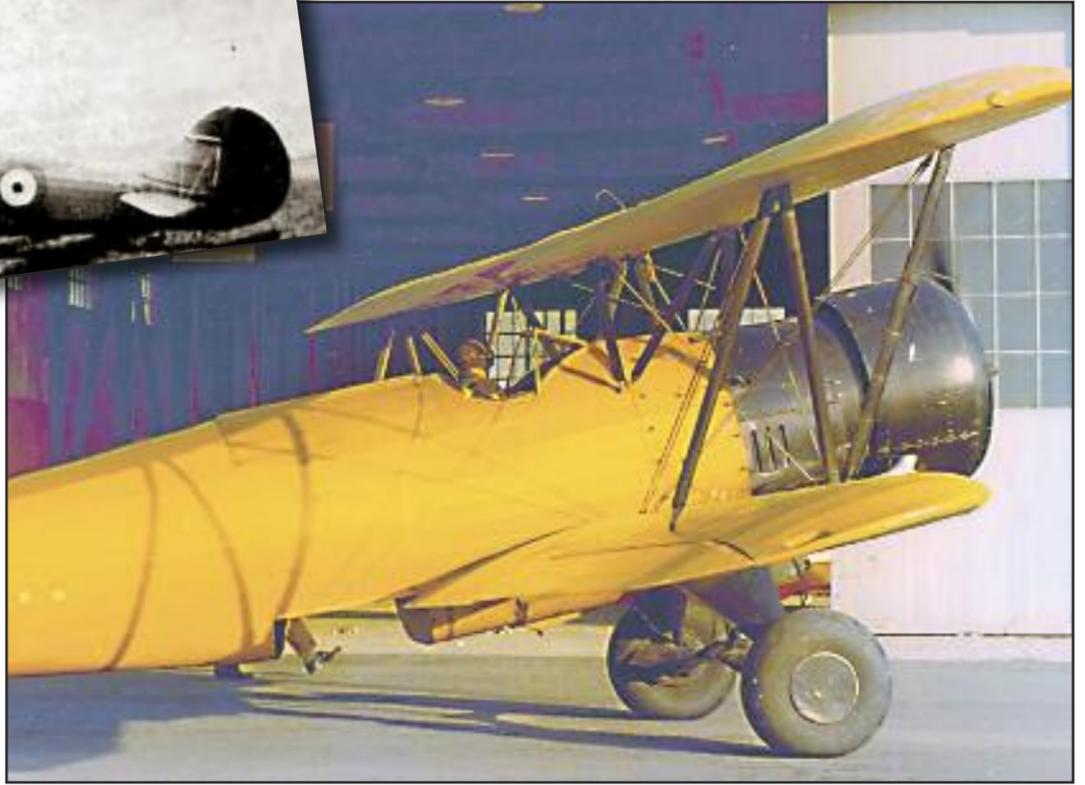


Rare and recently discovered photo of the Fleet 21 wearing RCAF roundels for a brief period of time during WWII. Photo courtesy Canadian Dept. of National Defence/Library and Archives Canada

stock, Ontario with the intention of converting it to a duster aircraft for the apple orchard, but in the end he only performed aerobatic displays at airshows and used the aircraft just for pleasure.

He flew his last aerobatic display at St. Catharines, Ontario on Oct. 1, 1971 at the age of 86, as Canada's oldest licensed pilot. Tommy is reported to have said "If I hadn't bought that aircraft (the Fleet 21), it would have been tall grass for me long ago."

The Fleet 21 was sold to Bruce MacRitchie during 1972 and was operated by Fall Aviation Ltd. of Fort Erie. When purchased by MacRitchie, the Fleet 21 was still being operated as a single seat aircraft, but during the course of the next year, he restored it to the original two seat configuration.



The Fleet 21 with Bruce MacRitchie at the controls. The Fleet 21 is seen in the parachute drop testing configuration. The rear cockpit has been faired over and the belly of the aircraft has been modified.

Photo courtesy Bruce MacRitchie

Throughout the 1970's and early 1980's, the Fleet 21 could be seen visiting at numerous air shows and fly-ins in Ontario and Quebec and periodically was used to tow banners and gliders.

Byron Reynolds in Alberta has several parts of two Fleet 21s that

were flown by the Mexican Air Force that could potentially be restored one day.

Although this unique airplane did not serve directly in the war effort, it made its own special contribution during that period of history, a contribution no less im-

portant than those aircraft that actually participated in the many aerial campaigns.

Canadian Warplane Heritage Museum is proud to be able to preserve this aircraft and its role in the history of Canadian aviation.

Development Office update



By Pamela Rickards, Vice President - Operations

Once again we have enjoyed a busy summer/autumn here at Canadian Warplane Heritage Museum. I would like to take this opportunity to thank all of our supporters who have contributed to the "Keep us flying" appeal.

In the month of November those of you who are museum members and contributors will receive our 2016 fundraising calendar and we hope you will enjoy looking at some of our aircraft each month during the next year.

Some of the exciting events that we held this summer were a Twilight Airshow, car show and a vintage wheels and wings. As we continue to add new events, please keep checking our website www.warplane.com.

Back by popular demand on November 14th is our Swing out to Victory Dinner & Dance. This year we are again including silent auction tables and hope that you will be able to come out and join us for this fun filled evening.

Many of our supporters have helped fund our museum in a variety of ways, including planned gifts, memorials, in-kind gifts and cash donations. 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:

Hangar Door

F/O Don Gardiner RCAF
A.G. 514 Sqdn. 3 GRP
BGen ABC Johnson CD and wife Joan

Memorial Hangar Door

Forever in our Hearts, Lorraine Berkowski
Forever in our Hearts, Gerry Rodrigues
Honouring Gill Brown and Gordon Proctor, RCAF

Major Donor Walls

Wings of Bronze
Doug Simmons – For his joy of this Museum and its People

Wings of Silver

F/O H. Hill, NAV TOUR, 426 Sq, RCAF
Ron Berkowski
Christine Rodrigues

Life Members

Brian Olivieri
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Yak Attack Airshows wowed the audience with a great routine.



Military Aircraft Museum's Mosquito and Hurricane closely followed by two T-28s.

Below: Rick Volker performing in his 1952 Harvard Mk. 4.



CWH hosts intimate evening air show, crowds give enthusiastic thumbs' up

By Eric Dumigan

For the past two years the Canadian Warplane Heritage Museum has run a unique kind of air show designed to raise money for the museum and minimize the financial risk of a full-scale air show.

Instead of the full-day Hamilton Airshow of the past, the museum designed an event where they offer guests an intimate and entertaining late afternoon/evening air show. With the flight line along runway 06/24, the museum created a rectangle tented viewing area on a paved section of

the infield where guests could either watch the show from the shade of the tent or in the open while they enjoyed dinner and drinks.

Tickets were pre-sold through the museum's website and limited to 1,200 guests per day.

The 2015 Hamilton Airshow was held on August 15-16, which saw two perfect sunny evenings. Headlining the show was Art Nalls and his ex-Royal Navy Sea Harrier. The aircraft was put through its paces by Mr. Nalls where he clearly demonstrated the speed and agility of the aircraft along with its unique hovering capabilities.

Many of the museum's aircraft flew, in-

cluding the rare Avro Lancaster and Westland Lysander. Invited warbirds included the Military Aircraft Museum's Spitfire, Hurricane and Mosquito.

The show kicked off with para jumpers using the Museum's DC-3 "Canucks Unlimited."

Yak Attack Airshows flew a great four-ship air show routine and local aerobatic pilot, Trevor Rafferty, thrilled the crowd with his homebuilt "Javelin" monoplane.

Experienced warbird aerobatic pilot, Rick Volker, performed an extreme aerobatic performance in his 1952 Harvard Mk. 4, demonstrating manoeuvres not regularly seen in the WWII-era trainer.

The air show started at 5 pm and ran until sunset, finishing with a race down the runway between Chris Darnell in the Flash Fire Chevy Jet truck and the museum's B-25 Mitchell bomber.

The event was relaxed and featured a little something for everyone. Lots of historic aircraft, parachutists, high-speed jet action and the one act that brought most people to the fence, the Jet Truck.

During the weekend people were invited to view the show aircraft on the museum ramp at regular admission prices.

At right: Local aerobatic pilot, Trevor Rafferty, thrilled the crowd.

Far right: Art Nalls and his ex-Royal Navy Sea Harrier.

Photos courtesy Eric Dumigan



Chris Darnell and his Flash Fire Chevy Jet truck.



CWH Lancaster and B-25 silhouetted by a spectacular sunset.



Guests could watch the show from the shade of the tent or in the open.